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Freeport Tuna Club, Inc.

Tuna Tower News

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EDITOR: CAPT. JOHN J. JUTT, SR.
Co-Editor Capt. Paul Hilton
Contributor Mike Sullivan



NEXT GM
Thursday, February 10, 2011
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Cure Of Ars Auditorium
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Who keeps our waterways clean?
SPLASH DOES!
Rob Weltner, President of SPLASH,
visits the FTC in February!

**See
Inside
For
Details**

Happy Valentine's Day

President's Message.....

Dear Members,

Happy Valentines Day to all. Our weather is not favorable for fishing.... unless you are a winter diehard. All of us I am sure, however, are thinking of the warm weather and we can't wait until we put our boats in the water, crew up with club members and bend some rods!

I would like to thank Dave Deneberg for administering the oath of office to our Executive Board. In addition to Dave being a great supporter of our club he has been a personal friend of my family and I for many years.

I would also like to thank Chris Squeri for presenting the history of the Freeport Tuna Club and to Jeff Squeri and Bob Sabella for speaking about the Freeport Festival. This is our second year in a row at FTC History Month and it is a nice way to start our year as we read the roll call of members' service anniversaries some that have over 40 years.

Once again Chairman and 2nd VP Bob Pandy has brokered a very fine deal with the RFA to have a booth at the Freeport Rec Center Show on the 18th, 19th, and 20th. Along with the booth the RFA will get The FTC Offshore Fishing Team of Captain Larry Festa & Captain Harry Weinblatt as host speakers on Saturday. The "Legend" Captain Larry will speak on chasing the elusive "Man in the Blue Suit"...Sharking! And Captain Harry with his expertise in deep water Tuna Fishing. I don't know who got the better deal but it is all about helping each other out on promoting recreational fish and we thank them both.

In staying with Captain Harry, he has once again booked the Annual Club Cod Fishing Trip out of Montauk to the deep waters of the Atlantic. The dates for the trip are April 29th, 30th, & May 1st, so go

see Harry and put your name on the list and to get all the information you need about the trip. Great work once again by Captain Harry.

This month's bulletin will contain the current 2011 Committee Chart. As mentioned in my Presidents Speech at the GM, everyone in the Freeport Tuna Club is a volunteer, so if you see a Committee you are interested in, step up and talk to that Chairman.

Kudos goes out to Chris Squeri for his past work as Membership Chairman. Chris will remain as Chairman for Press & Public Relations along with a co-chair in Health & Welfare. We thank Past Treasurer Michael Sullivan stepping up to Chair our Membership Committee.

In closing I would like to say congratulations to the new board members sworn in along with our new board appointment Joe Steiner and to Captain Larry Festa for his leadership of the Freeport Tuna Club for the past year. Captain Larry will assume the responsibility of Special Advisor to our club.

"I'm not the smartest fellow in the world, but I can sure pick smart colleagues." Franklin D. Roosevelt

~ John Rooney
President 2011



YOUR PROPELLER..... WHERE THE RUBBER MEETS THE ROAD

PART II



Last month in Part I we covered components and terminology used in propellers... so let's continued where we left off:

Bore: The bore of the propeller is the tapered hole in the center of the propellers hub where the propeller shaft slides through. The bore is done at the propeller shop because it is would be too costly to carry the propeller pre-bored as there are many different size shafting that a propeller may require. Bore size is based on a formula which goes with the shaft sizing. For example a 24" diameter propeller has a minimum shaft size of 1 3/8" and a maximum shaft size of 2". If a 24" propeller is bored over spec, say to 2 1/4", there may not be enough material left to support the propeller blades load at the hub, which in turn could cause a propeller blade to snap off. If the shaft is under specified size at 1 1/4" the propeller may have too much load and it can cause the shaft to snap. Therefore it is important before buying a propeller new or used that you are aware of what the specified size bore the propeller calls for.

Blades & Blade Area: This is where the work gets done. On our powerboats propeller blades usually are either three (3) or four (4) blades depending on their use. On some vessels even five (5) blades are used. In theory the more blades the smoother the propeller, as the load is dispersed over a larger propeller blade area, thus making the load more manageable. As a rule the fewer the amount of blades the faster the propeller is at top end. Most boats leave the factory with three bladed propellers because of this factor.

Pitch always changes with the amount of propeller blades. For example if you can turn a 24" X 24" three bladed propeller to full RPMs and wanted to go to a four bladed propeller, your four bladed propeller would most likely be a 24" X 23". The reduced pitch makes up the load difference due to the increase in surface area caused by the extra propeller blade. This also explains why the three bladed propellers are faster, as it has one additional inch of pitch, which as stated earlier is the force that moves your vessel forward. As you come down in RPMs to the cruise RPMs on most vessels you pick up efficiency due to less slippage with the extra blade.

Today there are also propellers made with different blade area. Blade area is the amount of surface on each blade. The surface can be increased or decreased depending on the shape of the propeller blade. For example the newer models called DQX have a larger blade area and shape than a conventional Dyna Quad Propeller Blade. On a 24" X 24" Dyna Quad Propeller the blade area is approximately 77 square inches and on a 24" X 24" DQX the blade area is approximately 83 square inches. Increased blade area is important on a propeller when diameter clearance with the bottom of the hull becomes a problem. If you need more surface area but you are limited in clearance you can get the same blade area using a 24" DQX as opposed to using a 26" Dyna Quad. So in essence you get the diameter of a larger propeller on a smaller diameter propeller.

This may sound a little confusing but it is really pretty basic math due to load. As you can see a DQX maybe a good way to go if you need more propeller blade area and you have already maxed out on pitch and diameter.

The more blade area the more grab and therefore the less slippage. Slippage is important to reduce, however you do not want too much blade area as it then can result in increased drag which reduces the and propeller's overall performance.

On a keeled boat if you have enough diameter then a DQX may give you no improvement. On keeled vessel the diameter is very important because the area on the blades behind the keel and near the hub does not get good water flow and therefore the field of the blades away from the keel needs to do all of the work. On some of the newer, New England Boats you will notice a trend in tapering the keels thinner to allow more water flow to the blades.

However in most applications the four bladed propellers will give the vessel a better cruising speed which in the long run is more important to fisherman because that is where we spend most of or time at cruise speed.

Material: Material for propellers varies. Aluminum is used primary for light duty outboards and inboard/outboard (I/O) drives. Aluminum is cheap and easy to repair but also easy to bend. Stainless steel is also used primarily for outboards & I/O drives. Stainless is much harder to bend and repair but is also less forgiving on the drive unit should there be a collision.

For inboard boats the metals of choice are bronze, which is brass, and copper, and Nibral, which is bronze, aluminum and nickel. A Nibral propeller is twice the cost of a bronze propeller in the same size. Bronze at half the price is good value. Bronze propellers are easier to repair; however they also bend easier because they lack the nickel component which adds strength. Bronze propellers work fine on most inboard boats, providing they are not carrying to much load due to excessive pitch.

As a rule of thumb: if the pitch exceeds the diameter then Nibral should be given serious consideration in propeller selection. A bronze propeller with excessive pitch can allow the blade to flex under load which will reduce the performance and possibly weaken the propeller over time.

I hope you enjoyed part two of this series, next month we will conclude our quest for knowledge with how it all works.

~ Captain Larry Festa

PROPERTY

The FTC Marina is 3 miles from the JI. With the price of fuel rising you might be interested in keeping your Vessel at the FTC Marina. \$100 deposit you can get on the waiting list. At the present time we have 2 Slips available on the outside line that can accommodate up to a 36" vessel. Contact Property@FTCfishing.com

~ Don Granger
Property Business Manger

GOOD AND WELFARE

Good & Welfare everyone is well Congradulations to Ken Kapner on his new grandchild. Contact # 516-221-6343 Home 516-652-5981 Cell.

~ Jeff Squeri.

ENTERTAINMENT

SPLASH now has the eyes and ears of the entire FTC! This organization mobilizes their own boats, with volunteer crews, to clear thousands of pounds of trash off of our local marshes. He will share with us his Team's mission, share interesting stories, and tell us how we can "hop on board"! Come on down to the Feb GM!



FISHING BULLETIN



With the month of January behind us we are getting that much closer to the spring season or so we hoped we would be. This winters weather has been horrific to date and we are not out of the woods yet as weekly storms continue to barrel down upon us. Tomorrow the ground hog will leave his burrow and if it's a cloudy day we can expect an early spring, however if it is sunny and he sees his shadow, according to that fabled myth we can expect an additional six weeks of winter. Let's hope that it's cloudy. That being said there is enough fishing and sportsman related shows to make the time pass quickly. The next upcoming show will be sponsored by the New York Sportfishing Federation at the Freeport Recreation Center on February 18-20, 2011. Once again this year's event will host two FTC members as guest speakers during the forum on February 19th, Capt. Harry Weinblatt will be speaking about Canyon Tuna Fishing and the now very popular jigging for tuna at 9:00AM and Capt. Larry Festa will speak about Monster Shark Fishing at 10:00AM. These are must attend presentations which will help cure any cabin fever which might have already set in. The FTC will also be hosting a booth for the entire duration, so come on down and show your support.

The local fishing reports are practically nonexistent as the local waters temperatures near shore are in the 38 degree range while the water temps around twenty fathoms are in the 41 degree range. The continued fresh water run-off due to the tremendous amount of snow fall to date has had a negative effect and hopefully will not impact our spring fishery when that is set to develop in six to eight weeks.

The fishing reports from out east tell a much different story. The feed bag is on for the winter king fishery. Once again the head boats and charter boats from Rhode Island to Montauk have been converging on the local waters south of Block Island and although there are good and slow days, the former has been holding fairly steady with enough interest to keep anglers heading out to cash in on this action. Capt Scott Schafer aboard his Sea Spray has reported decent fishing when the weather has allowed him to sail to the Promised Land.

Sincerely,
 ~ Capt. Harry Weinblatt
 F/V BLue Marlin

ANNUAL OFFSHORE COD TRIP April 29, 30 & May 1, 2011

This is the eleventh year that the Freeport Tuna Club will be running this spring time fishing extravaganza. We will be sailing aboard the Viking Starship departing from Montauk once again. In past years we have traditionally fished off the coast of Massachusetts at the Stellwagon National Marine Sanctuary for Cod, Pollack, Haddock, Wolfish and other mixed species. Once again weather permitting and only if the right conditions exist for day one we will be heading to Hydrographers Canyon in search of the biggest kind of tilefish which own the bottom in those depths. If you have ever seen pictures of giant tilefish, this is where they live. We will also look to target wreckfish, which are grouper like in taste and ferocious fighters when hooked. On day two we will look to target Cod, Pollack, and Hake on the offshore wrecks, returning to Montauk late Sunday evening. If the weather is not conducive for the offshore trip we will head back up to Stellwagon Bank and enjoy the traditional fishery which has not disappointed us in the past. The fare for this year's trip is \$300.00 and will be strictly limited to 35 anglers. I will be collecting payment in full at the upcoming General Meeting which is scheduled for February 10th 2011.

Please see Harry Weinblatt if you're interested in this year's trip.

FREEPORT TUNA CLUB Committees

President • Jim Rooney • January 23, 2011

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Rodeos Jim Rooney* Bob Sabella	Tournaments Mat Errett* Chris Bellinzoni*		

February 2011 DERBY, AWARDS & CONTESTS REPORT

*Awards Chairman: Captain Bill Morrogh
 Committee Team: Captain Larry Festa,
 Captain Michael Zullo*

You'll find an insert in this issue listing our 2010 Annual Awards winners. The committee worked long and hard to compile the list of winners and identify the candidates for the discretionary awards. I hope that everyone will make an effort to attend the March GM where we recognize all these deserving anglers! Please look over the winners. If you have a problem or see an error please contact me immediately @ 516-781-4667.

The 2011 Derby dates are available on the Derby Page of our website (www.ftcfishing.com). Note that there will be adjustments due to changing DEC and NMFS regulations, particularly with Blackfish, Sea Bass and Fluke. We'll be printing and distributing our At-A-Glance cards as soon as we're sure of the fishing regulations for 2011.

Special note on weigh slips – Please make an extra effort to fill out the cards completely. It's difficult to identify prize winners if info is missing. You might be eligible for a prize and not realize it!

The committee would like to wish everyone a safe and productive 2011 Derby season. Let's get those weigh slips in on time!

~ Bill Morrogh



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