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The FREEPORT TUNA CLUB would like to extend an invitation for you to participate in our annual garage sale to be held at our marina located at 275 Hudson Avenue, Freeport

Saturday, May 14, 2011
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Table space is available at \$30.00 per 10 ft. spot
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- Boat Slip for Rent. Water@electric in Freeport. Call Sy Karp 516-632-9770.
- Slip is open on the line. Contract me at Property@ftcfishing.com. Don
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- AVET PRO 2 Speed 50 Gold Seeker, Graphite 5 1/2 Rod, 50-100, Jerry Brown White Braid, Black Diamond, Mono Top Shot, 2 Butts, 1 Straight, 1 Curved, 30% Discount. A Bargain! Call Sy Karp 516-632-9770.
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To place an ad in our classified
Contact Capt. John Jutt 516-546-2312
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Tuna Tower News

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



AWARDS NIGHT! The Best Of The Best

NEXT GM
Thursday, March 10, 2011 at 8pm
Cure Of Ars Auditorium
Merrick Avenue • Merrick
(Between Sunrise Highway and Merrick Road)

March is awards month - come on down and cheer on the winners!
For an early April preview we have Sea Tow Salvage coming down to the FTC to kick off the Spring season.

Happy St. Patrick's Day!



President's Message

Dear Members,

As I sit here and begin to write this March President's message from Florida, I watched my son take his fresh water pole and lure and cast it in to a lake that the tree reflections could be seen on the water. After a few casts his line went tight and his face went from a look of concentration to the biggest smile south of the Mason Dixon line. He landed the fish, it was a large mouth bass. It wasn't the biggest fish he ever caught but at that time it sure was the best. It reminds me that it doesn't matter what you are fishing for, as long as you're fishing. This is why my family and I joined the Freeport Tuna Club, to share stories of fishing with both my son to my friends at the "The Freeport Tuna Club".

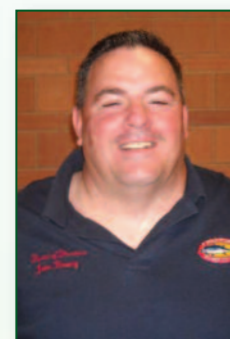
If you missed the February's meeting you missed another good one. Rob Weltner, Dante Grover & Captain Don Harris from "Splash" did a great presentation about how our waters are being polluted and how and they are trying to put a stop to it. They went as far as to tell the club that all of the rain catch water from Westbury in Nassau County empties out into the waters of Freeport. This is simply unbelievable! Thank you team Splash for a great presentation.

Speaking of GM's you sure don't want to miss the March GM Awards Night. Bill Morrogh and his committee team have put a good one together, it stars you..... Members of the Freeport Tuna Club. The meeting will have the best catches of the year 2010, so don't miss it.

I would like to say thank to 2nd V.P. Bob Pandey and his committee for the work they have done at the Freeport Rec Show. This is a Freeport based show and it gave our club an opportunity to shine. Bob and his team did a great job doing just that....."Shine". I also want to

thank both Captains Larry Festa and Harry Weinblatt for donating their speaking time to help defer the cost of our booth. It is a lot of work for these captains to bring their equipment and prepare.

I do not like to get ahead of my committees in my president message and steal their thunder, however this one is special. I would also like to say congratulations to our Good & welfare Committee, Mr. and Mrs. Chris Squeri on the birth of their son, Hudson Squeri, and yes congratulations to Grandpa Jeff Squeri.



There are a couple of events that are coming up on the Freeport Tuna Club's calendar. The first is Captain Harry Weinblatt's annual FTC cod trip. Once again the trip will be out of Montauk. At the last count the trip is sold out, so if you are interested see Harry. Al Casciano has once again volunteered to head up the Freeport Tuna Clubs Garage Sale at the property. The garage sale is a lot of works so if any members have a couple of hours to volunteer, please see Al.

In closing don't forget to come down to March's GM for the awards night it sure is going to be a fantastic GM. Happy St Patrick's Day to all.

"Children are the world's most valuable resource and its best hope for the future."

~ John F. Kennedy

~ John Rooney, President 2011



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

This is our final chapter on "Where the Rubber Meets the Road" so let's see how it all works:

Efficiency: The efficiency of the propeller is what we strive for. 100% efficiency means that as stated earlier 1" of pitch per one revolution of the propeller equals 1" of forward movement. However; 100 % efficiency is nearly impossible to achieve. It can be improved if all of the earlier mentioned factors are carefully planned during your propeller selection.

In order to see just how efficient your current propeller is doing, here is a simple formula which will give you a ball park figure of efficiency loss due to slippage.

RPMs ---divided by The Reduction Gear Ratio--- X's the Pitch X's 60 (Minutes) ---- Divided by 12 (inches per foot) ---Divided by 5280 (feet in a mile) X's MPH ---Divided by 1.15 s Knots

Example of the above formula in use:

Test vessel has a maximum RPM of 3000 revolutions it has a 2:0 reduction gear the propeller is a 19 X 19 size and the vessel does 20 knots. Based on this known information we can compute the boats propeller efficiency with no other information needed.

$3000 \text{ RPMs} \div 2(\text{reduction gear}) = 1500 - X's - 19(\text{pitch}) = 28500 - X's - 60(\text{Minutes}) = 1710000 \div 12(\text{inches per foot}) = 142500 \div 5280(\text{feet in a mile}) = 26.98(\text{MPH}) \div 1.15 = 23.46 \text{ Knots}$

Therefore the above vessel should go 23.46 knots with 100 % propeller efficiency.

The boat however only goes 20 knots. Next we divide 20 into 23.46 = 86.

20 knots is 86% of 23.46 knots therefore the efficiency of this boat's propeller is 86 %.

This formula works well with all boats. So before you think you can get more use the formula on your vessel. A vee bottom vessel with good clear water to the propellers and a planning hull could be as high as 98 % if this is so then your goal is achieved.

On a displacement vessel with a keel in the way and a no planning surface 80 % maybe all that a current vessel is capable of doing.

Getting Started:

Before getting started to evaluate your boats propeller performance there are many things which must be done prior to propeller selection or adjustments.

1. Tachometer: Your tachometer must be checked with a photo tach prior to doing anything. A photo tach measures the RPMs off of the engines crank shaft and they are extremely accurate. A small piece of reflexive tape is placed on the crankshaft damper. The photo tach is then placed line of sight to the tape and a beam of light is shot from the unit. As the motor spins the photo tach counts the passing of the tape to within 1 RPM.

Many times on boats tachometers can be off by as much as 200-300 RPMs with his type of error, especially with a governed diesel engine you could be off by as much as 2" of pitch causing you to either overload or under load the engine. A fully calibrated tachometer is therefore paramount before going any further.

2. Pyrometer: Your tachometer is one quick way of testing load. If a fully calibrated tachometer is short RPMs, it is a good indicator of too much propeller.

The Pyrometer measures exhaust heat. Most diesel engines have test port machined into the exhaust manifold for that purpose. Today's electronic diesel all come with a load meter indicator built into the panel. This meter is nothing more than a simple Pyrometer. The Pyrometer will measure heat. Excessive heat indicates excessive fuel being injected into the engine as the motors attempt to get to its governed RPMs.

In addition if a vessel is overloaded the pyrometer will also indicate the load. In order to properly read the pyrometer you need to get the pyrometer specifications for the engine in question. The Pyrometer specs will give the maximum continuous rated temperature and the max intermediate temperature.

Each diesel is different so it is important to get the exact specifications for your engine.



3. Performance: Make sure that your engine(s) is tune to it maximum usable performance. Something as simple as a dirty fuel filter can hold and engine back two hundred RPMs which will in turn also give you propeller calculation error.

4. Load: Make sure that your vessel is loaded to the maximum amount of weight in things such as fuel, and gear. You are better off getting full RPMs at full weight. If the boat on a given day is loaded lightly you can then always increase the RPMs a little to make up for less load.

5. Time of the year: Indeed this also affects your performance and RPMs on a cool damp fall day with cooler water temperatures the air is denser and it improves combustion which can also increase your vessels RPMs.

6. Intell: Compare your vessel with similar ones. See what is working for them and maybe use one as a base start.

7. Shop: In re-propping a vessel things can get very expensive. Any good propeller shop should adjust your propellers to the proper size and at no charge until you achieve full RPMs on your motor(s). When doing this it is always good to go through a reputable boat yard. Each adjustment usually requires a haul out so it is therefore important that all of these items are worked out prior to starting your project. It may sometimes be cheaper in the long run to go through a marina so all hauling fees are covered until your vessel is wheeled properly.

The rule of thumb on propellers is to swing the largest propeller possible slowly as apposed to a smaller propeller faster. It is easier on machinery as the slower the shaft turns the less wear on all of the moving parts. Plus it is easier for the larger propellers to grab and push through water with little cavitations, as apposed to the smaller wheels spinning and grabbing air and water.

This is very important if you are planning a repower. Many time installers will take a short cut and use a small reduction gear so shaft sizing does not have to change. If you are going through the expense, do it right. Vessel struts should be measured carefully for upgraded shaft sizing and measurements for propeller clearance should also be done, prior to selecting the proper reduction gear, which is the most important decision to make.

In closing as you can tell propping your boat can be an art and very expensive at that. On some boat some propeller shop are really up to speed and they can hit it first shot out of the box, which is what you really want. The reason being is that if they get real close the wheel does not need to be cut or repitched.

You want you new propeller to be used in the pitch that is was casted in. The wheel therefore has never been bent or twisted or heated to get you the RPMs you need.

I hope you enjoyed this little story on "Where the Rudder means The Road".

~ Captain Larry Festa

MEMBERSHIP

The 2011 dues were payable on January 1. There has been a very strong renewal interest this year, but a few members have still not sent in their dues. If you are one of them please take a moment to send in you check now. Or if you prefer, you may pay me at the GM. Three new members are scheduled to be sworn in at the March GM meeting: 1) Anthony Baker, 2) Jim Heidrich and 3) Joseph Masseria. Also, the club has invited prospective members from the Freepport Show to the March meeting. Please give all new and prospective members a warm welcome.

~ Mike Sullivan

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. Parking behind your boat, Fenced in secure yard with an electric gate with a Shower and bathroom. \$100 deposit you can get on the waiting list. At the present time we have 1 Slip available on the outside line thatcan accommodate up to a 36" vessel. ContactProperty@FTC-fishing.com

~ Don Granger
Property Business Manger

FISHING BULLETIN

The first day of spring 2011 is just three weeks away, can you believe it? It appears that the weekly onslaught of storms has calmed down or at least for the time being. Although spring might be in the air we are not out of the woods just yet, March and even April have a surprise so let's hope that old man winter can start to relax his grip on us "reel" soon. They say that March comes in like a lion and leaves like a lamb or maybe this year like a puppy dog. The recent warming weather trends might be indicative that there is some stock to be taken for believing in "old wives tales".

Jim and Bobby Krug took a twelve hour car ride last week to the "Land of the Bluefin Tuna" Hatteras North Carolina. Jimmy reported the first day was a blow out, but day two proved to be better. Bobby broke in his new tuna jigging outfit with a pair of 120lb. class fish of which one made its way into the fish box and the other earned its freedom after being released at boat side.

On the local fishing front our cod action remains an excellent option for those willing to brave the subsiding winter elements. The action is in the area of twenty to twenty five fathoms and most of these pieces are holding school sized cod in the 4-6 lb class. Lots of small fish but enough legal sized ones to make the effort worthwhile.

Taking advantage of the recent nice weather Peter Cefai, Nick Nero and Jimmy Meehan headed out to Shinnecock for some open boat cod fishing aboard the Hampton Lady. They were not disappointed although there were plenty of shorts enough keepers made it over the rail for this FTC crew. Leading the way on this trip was Peter Cefai, who not only had the most keepers on the boat, but had a beauty of a cod in the 20lb. class to boot, nice job Pete!

The local cod action off of Montauk continues with reckless abandon. Although there are days when the fish do not bite as well as the day before, there are many more good days than bad ones so it is worth the trip. John Jutt recently took a busman's holiday and headed out to Montauk for some good ole Montauk cod fishing aboard Capt. Scott Schafer's Sea Spray. The day started out cold and slow on the action. A quick call on the radio put them into the fish and 125 cod later the trip was a wrap.

Lastly, Our Annual FTC Off-Shore Fishing Extravaganza is almost sold out. If you interested in signing up for this event, please see me at the upcoming GM details as follows.

MARCH 2011 DERBY, AWARDS & CONTESTS REPORT

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

THE FOLLOWING DERBIES ARE STARTING THIS MONTH:

Everyone should mark their calendars and make a special effort to attend the March GM Annual Awards Night! It's time to review the 2010 season and recognize the exceptional anglers and catches that made 2010 memorable. A big turnout always helps so come on down and get in gear for the upcoming season! We'll also be presenting 9 new club records!

- Blackfish 16.88 lbs. — Dennis Cataldo
- Cunner 2.56 lbs. — Robert Porter
- Drum (Black) 35.06 lbs. — Dennis Cataldo
- Jack (Almaco) 9 lbs. — Chris Bellinzi
- Lookdown Fish 2.19 lbs. — Bob Hindenlang
- Tuna (Blackfin) 31 lbs. — Bob Hindenlang
- Wreckfish 26.8 lbs. — Allen Charlip
- Salmon (King) 34 lbs. — Bill Hines
- Trout (Lake) 22.89 lbs. — Bob Pandey

Cod	
(6 lbs.)	March 19th ~ May 1st
Blackfish	
(3 lbs.)	March 26th ~ April 30th
Flounder	
(1 lbs. 08 ozs.)	April 2nd ~ May 8th

Spring will be upon us before we know it and along with it comes the opening of the derby season. We start off with Cod, Blackfish and Winter Flounder. Sending weigh slips in for these first 3 derbies is also a great way to score an Annual Award! Get out there and fish!



AHI

Named "Ah-He" by the Hawaiians and on restaurant menus we know them as yellowfin tuna or just yellowfin. Mature fish with elongated second dorsal and anal fins are sometimes referred to as allison tuna or simply allisons. Yellowfin are a favorite quarry of our canyon fleet, although in the past they available well inside the 30 fathom curve.

Some facts to know about yellowfin:

- Scientific name: Thunnus Albacares
- Found in sub-tropical and tropical waters worldwide
- Yellowfin are epipelagic, spending most of their time above the thermocline. They are capable of capable of extremely deep dives, with a sonically fish tagged recorded as diving 3,800 ft.
- Pending IGFA all tackle record: 405 lbs, caught by Mike Livingston (right) on the Vagabond, San Diego Ca. last November. (would eclipse the 388.75 caught in on the Royal Polaris, 1977)
- FTC Record 349.5 lbs. caught by Al Zawalich on the Royal Polaris (1993)

These are very impressive record fish, the bar is set very high

~ Paul Hilton / Emily S.



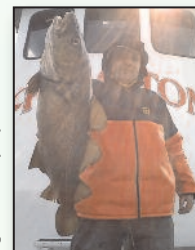
CATCH OF THE MONTH - COD

Our catch of the month goes to angler Pete "Big Eye" Cefai who caught this nice COD while wreck fishing on the Hampton Lady out of Shinnecock, NY. The fish was caught February 28th, just in time for our February "Catch of the Month".

Cod fishing continues to be red hot from Montauk and points west. Even the Jersey boats have done very well to our south, fishing wrecks along the edges of mud hole.

For bragging rights Email me at philton@optonline.net to be recognized for "Catch of the Month". Include a picture and catch details. Thanks to all who submitted entries this month, please keep them coming.

- Paul Hilton / Emily S.





SAVE THE DATES

WINTER FISHING No For The Light Hearted

UPCOMING TOURNAMENTS

*Chairman: Matt Errett
Committee Members: John Rooney*

1. **Northeast Big Dog Shootout**
June 1st through July 31st
2. **Star Island 25th Annual Shark Tournament**
June 17th & 18th
3. **Star Island 19th. Annual Mako & Thresher Tournament**
August 5th & 6th
4. **Hudson Anglers Shark Tournament**
June 18th.
5. **31st Annual Cape May Shark Tournament**
June 9th - 12th



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