

South Bay Cruising Club

From The Masthead



Vol. 59 Issue 2

February 2009

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From the Helm

Bill Grauer

Our Programs Committee has just put on two successful events; Bob Forman's talk about his Newport-Bermuda race, and Eric Forsyth's presentation on his trip to Greenland. There were at least one-hundred in attendance for each event. I would like to thank Bob and Eric for these presentations. It was evident that they both put a lot of time and effort in preparing the presentation materials.

These were the first two of our Winter Programs series. There are more programs coming. March 1st, "Safety at Sea" by author John Rousmaniere, and March 28th, "Medicine for Mariners" by Joyce Gotard and her team of SBCC health care professionals. Read more about these events within these pages.

Other up-coming events include the 'Race Awards' program on Feb 10th at 'Mustang Sally's' on Higbie Lane in W. Islip, and the 'Cruise Awards' on March 14th at the Sayville YC. More on these events within these pages.

Our Fleet Captain, Della Bucher, along with cruise captain Jeff Mattera, held a cruise meeting on Feb 7th. This is going to be a

fabulous cruise; going to Edgartown with stops at Block, Cuttyhunk, New Bedford, and Newport. Read more about the cruise within these pages.

Well, we dodged a bullet thanks to an early warning by Joe Mulle. Joe alerted us that the Suffolk Legislature was taking up a bill to save the environment (Good). In so doing, they thought it a good idea to require mariners (us) to fill up our outboards (even the ones we use on our dinghies. You know, the small outboards with the one-quart, built in gas tank) at a marina, or at a service station. Thanks to some quick action by some of our members, the Legislature thought it wise to withdraw this bill. Our thanks not only to Joe, but also to Bob Sheppard, Bob Van Tassel, Michael Duffy, Matt DeMarco, and Sue Montana. (If I missed anyone, I'm sorry - but thanks to you also).

Thanks also to our Historian and Special Projects committee for giving us the ability of viewing all the old copies of the Masthead. We can see them on-line at <http://www.mysbcc.com/>. A password is required which by now you should have received by email.

Bill Grauer

From the Masthead
The monthly publication of
South Bay Cruising Club
PO Box 365
Babylon, NY 11702
sbccsail.org
BoatUS # GA83761S

Fleet Captain

Della Bucher

Many of you were at The February 7th presentation by Eric Forsyth and the presentation by Jeff Mattera on this year's 2 week cruise. The January 2009 MASTHEAD had the itinerary on page 5, but Jeff did not outline some of the fun events that he has planned for the 3 lay days in Edgartown. One evening Jeff is hoping to have a dinghy armada traverse through Katama Bay to the beach for a sunset rendezvous. Another thought is to again dinghy over to Chappaquiddick to see another part of this fascinating and beautiful area. Then there is always the possibility of taking the ferry to Nantucket for a day trip. Traveling around Martha's Vineyard and walking about Edgartown is always special. If you like to shop for a variety of different and unusual items not always available anywhere than on the Vineyard, this is your opportunity. No matter what, we are in for a great time on this cruise.

Do keep Saturday, March 14th from 1100 hrs - 1300 hrs open to come for the Cruise Awards Brunch at Sayville Yacht Club. I know that Dave & June Tedesco have been hard at work finding wonderful awards for all. Look for your invitation in the mail coming soon. I'll see you there.

Until then, I'll be on the slopes enjoying my other favorite sport.

Della

Thank you to all our Historians

For the past fifty-seven years our Historians have been diligently collecting and carefully preserving our Masthead's. They have handed down these fragile papers, one historian to the next, since 1952.

Of all the jobs in our club, the Historian's burden is the one that requires the most patience. Their efforts go unnoticed and, I fear, unappreciated, for years. We never see the fruits of their efforts as we can; say the Regatta, or Yearbook committees, where we can experience the fulfillment of those tasks annually. The Historian, by contrast, must toil year after year, driven by a strong sense of duty and with the unbending belief, or faith, that these documents, preserved and cared for in a darkened closet, will someday see the light of day.

That day has finally arrived.

We now have digital images of all these documents and they make for fascinating reading. Pick out any year, or any month, and see for yourself how vibrant this club has been over these past fifty-seven years. And to be able to recall this history is only possible due to the work that all our Historians have accomplished over many years.

To access these Mastheads on-line, please visit <http://www.mysbcc.com/>. You will require a user name and password. This information has been sent to you via email. If you have not received it yet please email wbgrauer@optonline.net and put "SBCC password required" in the subject line.

Bob Forman's Maintenance Check List

Bob Forman's Maintenance Check List

	<u>Component</u>	<u>Service frequency</u>	<u>Notes</u>
Deck			
1	Centerboard Board Pennant	4 years	
2	Anchor windless button cover	annual	look for cracks and checks in rubber
3	Hydraulic Back Stay	2 years	also check nitrogen
4	Water & fuel O rings	annual	
5	Anchor wind change oil in gear box	2 years	watch out for water in the gear box
6	Anchor wind lube	2x per yr	
7	Replace hoses - waste	5 years	
8	Replace hoses - engine	5 years	
9	Replace hoses - scuppers	5 years	
10	Replace hoses - other	Annually after 5 yrs	check annually after five years
11	Winches - lube	annual	
12	Gooseneck	annually	check for pin and bushings wear
13	Sheaves - check	annual	
14	Sea Cocks - check	annual	
15	Sea Cocks - work	2x per year	
16	Steering - check	annual	
17	Halyards - check	annual	
18	Rod rigging	10 years	
19	Snap Shackles	annual	
20	roller furler	annual	check bearings, should turn freely
21	Check life lines	annual	Corrosion at joints
22	Life raft - inspection & repack	annual	
23	MOM - Inspection & repack	annual?	
24	pump - fresh water		
25	pump - wash down		carry spare kit
26	pump - sump		
27	pump - bilge		
28	Pump - bilge pump float		carry spare
29	Inspect mast	annual	
30	Inspect rudder bearings	annual ?	
31	inspect manual bilge pumps	annual	
32	Sand bottom paint	annual	paint thickness 2-4 mils
33	Inspect Quick Vang	annual	

34	Check propane line		carry spare solenoid valve, can remove coil from spare and replace coil in old valve
35	Inspect autopilot ram	2 years	
Sanitation			
1	Holding Tank pump	Annual	check for leaks and have spare kit
2	bladder	Annual +	check every time tank emptied,
3	Duck Bill valves	2 years	look for leaks and cracks
4	replace joker, flapper & main gasket	annual	
5	rebuild head	5 yrs	
Engine			
1	Manual Shift Cable	annual	lube and check
2	Max Prop	Annual	Check blade alignment
3	check cutlass bearing	annual	
4	Engine heat exchanger	2 - 3 yrs	boil out every 2 -3 years
5	Shaft packing	Annual	
6	Change Coolant	2 years	
7	Change trans fluid	2 years	
8	Oil	annual	
9	Change impeller/ salt water pump	annual	
Electrical			
1	Alternator Chg Brushes, bearings	10 yrs	
2	Alternator Change belts	2 years	spare belts
3	house battery	5 yrs	check annually after 5 yrs
4	start battery	5 yrs	
Refrigeration			
1	Check freon	annual	time to cool will indicate if freon is low
2	Check brushes	?	
Computer			
1	Check for updates	3 months	
2	Swap hard drive & update	weekly	
Instruments			
1	Calibrate Speed	Annual	
2	Calibrate Wind	Annual	
3	Calibrate Flux Compass	Annual	
4	check network	2x per yr	

Eric Forsyth is planning an 11 month trip aboard Fiona to the west coast via the **NW Passage**, starting in June, 2009. He is looking for **volunteer crew** who can sign on for at least 5 months. For details contact Eric at eforsyth1@aol.com.

Two-Week Cruise to the Martha's Vineyard

Celebrating July 4th on the Vineyard
June 27th to July 11th

Sat, June 27th	Fire Island to Shinnecock Inlet	45 miles
Sun, June 28th	Shinnecock Inlet to Block Island	45 miles
Mon. June 29th	Block Island Lay day	
Tues, June 30th	Block Island to Cuttyhunk	35 miles
Wed, July 1st	Cuttyhunk to Edgartown	30 miles
Thur, July 2nd	Edgartown- Lay day	
Fri, July 3rd	Edgartown- Lay day	
Sat, July 4th	Edgartown – Lay day	
Sun, July 5th	Edgartown to New Bedford	35 miles
Mon, July 6th	New Bedford – Lay day	
Tue, July 7th	New Bedford to Newport	35 miles
Wed, July 8th	Newport – Lay Day	
Thur, July 9th	Newport to Block Island	25 miles
Fri, July 10th	Block Island to Shinnecock	45 miles
Sat, July 11th	Shinnecock to Fire Island	45 miles

Suddenly Alone

Presented by John Rousmaniere

Sunday, March 1, 2009, 8:30 to 5:00

The seminar is designed to help you in making critical decisions at sea when there is no one to turn to.

Topics include:

- Life on board - Watches, Routines, Food, Rest, Preparation for Ocean Sailing
- Crew Overboard - Rescue, Prevention
- Trimming Sails and Boat Handling
- Heavy Weather
- Helicopter Rescue & Flare Demonstration
- Rules of the Road, Basic Navigation, Sailing Near Ships
- Emergencies: Crew and Boat Problems, Calling for Assistance
- Basic Anchoring, Picking Up a Mooring and Docking
- Workshop

The cost per person is \$35 and \$50 per couple for club members who submit their payment on time.

The cost at the Boulton Center is \$50 per person and \$90 per couple.

Cruising Recipes

Barbara Peter

Courtesy of Sandy Carlberg - *Captain's Lady*

TOASTED ONION STICKS

1 pkg dry Onion Soup Mix
1 cup butter or margarine, softened
20 slices white bread

- Blend soup mix into butter. Let stand at room temperature until ready to toast the sticks.
- Trim crusts from bread, spread slices with onion butter.
- Cut each slice into 3 strips.

Place on ungreased baking sheet and bake @ 350 for about 10 min, until golden.

This one is good as you can make the mixture at home and assemble it on the boat.

MUSHROOM H'D

2 TB margarine
2 cups finely chopped mushrooms
1/3 cup chopped onion
2 TB dry sherry (optional)
1 tsp dill weed
48 Ritz crackers
1/2 cup plain low fat yogurt (optional)

Melt margarine over medium heat. Add mushrooms and onion; cook, stirring occasionally for 3-4 mins. Stir in sherry and dill; cook until most of the liquid has evaporated.

Spoon 1 tsp of mixture onto each cracker. Can top with 1/2 tsp yogurt.

2009 Club Membership Dues

Any Member who has not yet paid the yearly dues is requested to remit as soon as possible.

Thank You

Jim and Debbie Harris, Membership Committee

Share your favorite Cruising and Cocktail Hour Recipes... send them to bpeter24@optonline.net to include them here.

Sunset in Key West
Submitted by Bill Danilczyk



A cruise aboard *Njord* to Bristol RI, 7/1 - 7/8/2005

By Bill Grauer

I was fortunate to land a berth aboard Bill and Sally Eilbecks boat, *Njord*, a Tartan 37, for the cruise to Bristol. We planned to leave early on Friday, traveling from Babylon through the bay to Shinnecock and then into the ocean for a night run to Newport. All plans, however, are subject to the requirements of the weather and tides.

Plans change. The forecast for Friday was for severe evening thunderstorms. Thus, the night run from Shinnecock to Newport was nixed and the Eilbecks' decided to take the boat to the sore thumb on Friday afternoon and leave FI inlet early on Saturday.

We started our departure from the sore thumb at 7 AM on Saturday in moderate fog (visibility less than 1/4 mile) and an incoming current. We followed *Windquest* close by since she had radar. Following us was *Floriana*. As soon as we were into the inlet the fog closed to less than 100 feet. I don't much like fog. On *Windquest*, Bob could not make out the marks on the radar and wisely aborted the attempt. The three boats cautiously made their way back toward the security of the sore thumb. We never found the thumb but anchored somewhere east of it in Coast Guard Reach (the name I've coined for the body of water between the start of the inlet at the sore thumb, and Farm Shoals off the FI light). After about an hour the fog suddenly lifted and some 9 boats of sail, and one SBCC power vessel, began the trip at 8 AM. The wind was from the north at about 7 - 9 knots and the seas were a little lumpy. We all motor-sailed east at around 6.5 knots and after a few hours the seas calmed down in response to the light northerly.

Five miles west of Moriches one of the vessels on the cruise, a Tartan 27, was heard on the radio requesting assistance from Sea Tow for assistance through the Moriches Inlet and into a marina. They had a problem with the coupling from the engine to the shaft and had to shut down the engine. After a discussion with Sea Tow they decided to sail on and accept a tow through Shinnecock.

The weather for the ocean run was ideal - a moderate cool northerly, slightly overcast, and calming seas. There were no other incidents along the ocean run although we noticed that our tachometer was operating only intermittently.

At Shinnecock we continued on but most of the vessels in company went in for the evening. On our run to Montauk we enjoyed a lot of laughs from an article in a sailing magazine about a brave soul's experience in extinguishing an errant diesel, at full RPM, in a runaway sailboat with the transmission stuck in forward and then stuck in reverse but never in neutral. In the article his wife delivers a few zingers, such as, 'we don't count my husband's income because it's not worth counting'. Or another, 'my husband doesn't make much money because they pay him what he's worth'.

We arrived off the point about 6 PM and to our delight, there was no fog. *Floriana* and *Windquest* went in to Montauk Lake. We continued on to Newport (now the tach was not working at all), and dropped anchor at Ida Lewis at 2 AM on Sunday.

At 0700 we hoisted anchor and motored up to Bristol arriving around 10 and promptly picked up a mooring at Bristol YC. During the day we walked to, and explored, the Herreshoff museum. That evening we were entertained by a fine fireworks display and the next day - of course - 'The

Parade', with some other club members.

We left Bristol (and the fine weather), on Tuesday around 8 AM in moderate fog. We motored out following a Pearson 35. As we left Hog Island behind the fog became quite dense - at times visibility was only about 50 yards. I hate fog. The Pearson in front of us made some course changes that led us to believe he was headed for the west side of Gould Island. This at first seemed like a capital idea, it would keep us to the west side of the East Passage and out of the main shipping channel. However, as soon as the Pearson made sight of the north end of the Island, she changed course and headed to the east of the island. We followed tightly. We were later to learn that he was lost. Although we had continuous Lat/Lon coordinates from the GPS receiver, our 'Black Pearl' chart plotter was blank from 2 miles south of Hog Island to ¼ mile north of the Newport Bridge. In the fog bound trip, we passed first a fuel vessel, and then at the Newport Bridge we were surprised by a tug towing a barge. I can only imagine (painfully) what might have happened had we gone to the west of Gould Island and then would have had to cut across East Passage to get into Newport Harbor. Cut right across the tug's towline perhaps - with unpleasant consequences. By the time we went under the bridge the fog was beginning to lift for a visibility of 200 yards.

We rafted with *Cee-J2* on a mooring at Ida Lewis and spent two days in Newport feasting on Lobster and good company. While in harbor we investigated the source of a fresh water leak (a problem traced to the innards of the new hot water heater), a diesel leak (a loose fitting), and the absence of tachometer, oil pressure, and engine temperature (still a mystery).

We departed Newport on Thursday at 0700 with *Vixen* and *Counterpoint* in company. The wind was almost directly astern at about 15 knots with a building sea and a slight haze. We lowered the board to reduce rocking, and visibility was good enough that we did not feel the need to crank up 'Black Pearl', my home-brewed PC based GPS chart plotter. We bid farewell to *Vixen* and *Counterpoint* at Pt. Judith, as we were headed to Shinnecock and they to Coecles Harbor. At around this time Bill Eilbeck was becoming concerned that the battery health meter was not showing a good charge. He put in a cell call to Denis Krug who confirmed Bill's suspicions that the batteries were not charging because the "smart" charger worked in conjunction with the tachometer. So now we were concerned about having enough battery juice to re-start the engine and to operate 'Black Pearl' if we needed it. Another concern (at least on my part) was the status of our fuel (no working gauge). We went through some rough calculations - 18 hours running from Babylon to Newport, 6 hours - Newport to Bristol and back, and anticipating perhaps another 18 hours from Newport to Babylon. Bill put in 35 gallons before leaving Babylon on top of what was already in the tank (??). We decided we needed to take on more fuel.

On our approach to Shinnecock, we pulled up the board. It would not come up. We surmised that this was because it was already up. To test this hypothesis we lowered the board. It would not go down. We surmised this was because it was already down. Hmm?

We arrive at Shinnecock around 1500 on Thursday and took a slip at a local marina after putting in 10 gallons of diesel. We then put the batteries on a charger, showered and went to dinner. Over dinner we consulted the various charts we had (old ones, new ones, and a place mat) and tried to make sense of what side to take the buoys if we decided to travel inside through Tiana and Moriches Bays. Most of the local knowledge said to stay close to the buoys and only go one hour before high tide (the *Njord* was drawing 4' 6" in her present configuration). The collective knowledge from the locals and from our members on cruise was that the critical areas were at the east end of Tiana Bay, and around buoys 26 - 28 in Moriches. The extended forecast was for

an east wind 17 - 25 knots on Friday and winds from the west at 15 knots on Saturday and Sunday. Since we did not want to beat into the wind, and not relishing holding over in Shinnecock for a few days, it looked like our best window was for Friday.

The next morning the batteries were still not fully charged and we were still reticent about the inside passage since we did not know the status of our center-board and none of us were keen on going for a swim to find out. After some discussions we were all of the opinion that we should take the outside passage, and we left Shinnecock at 0830 with overcast skies, no rain, in a 10 knot east wind and an incoming current. To conserve battery power we decided to leave the GPS computer off.

With the wind a point off our port stern and a following sea we motor sailed with the main at 6.5 knots. The jib did us no good so we kept it furled up. The wind continued to build and the seas became larger, more aggressive. The forward hatch was dogged and the companionway boards put in place. By the time we were off Moriches the wind had built to 20 knots with seas to match. We were showing 7.5 knots and we were staying in 40 to 50 feet of water on a course of 265 +/- 10 degrees as the waves began to break on our stern. Staying at this depth allowed us to be in sight of the beach so that we could tell when we reached the Captree Bridge and Democrat Point. From the intense way we were rocking we believed that the board was stuck in the retracted position.

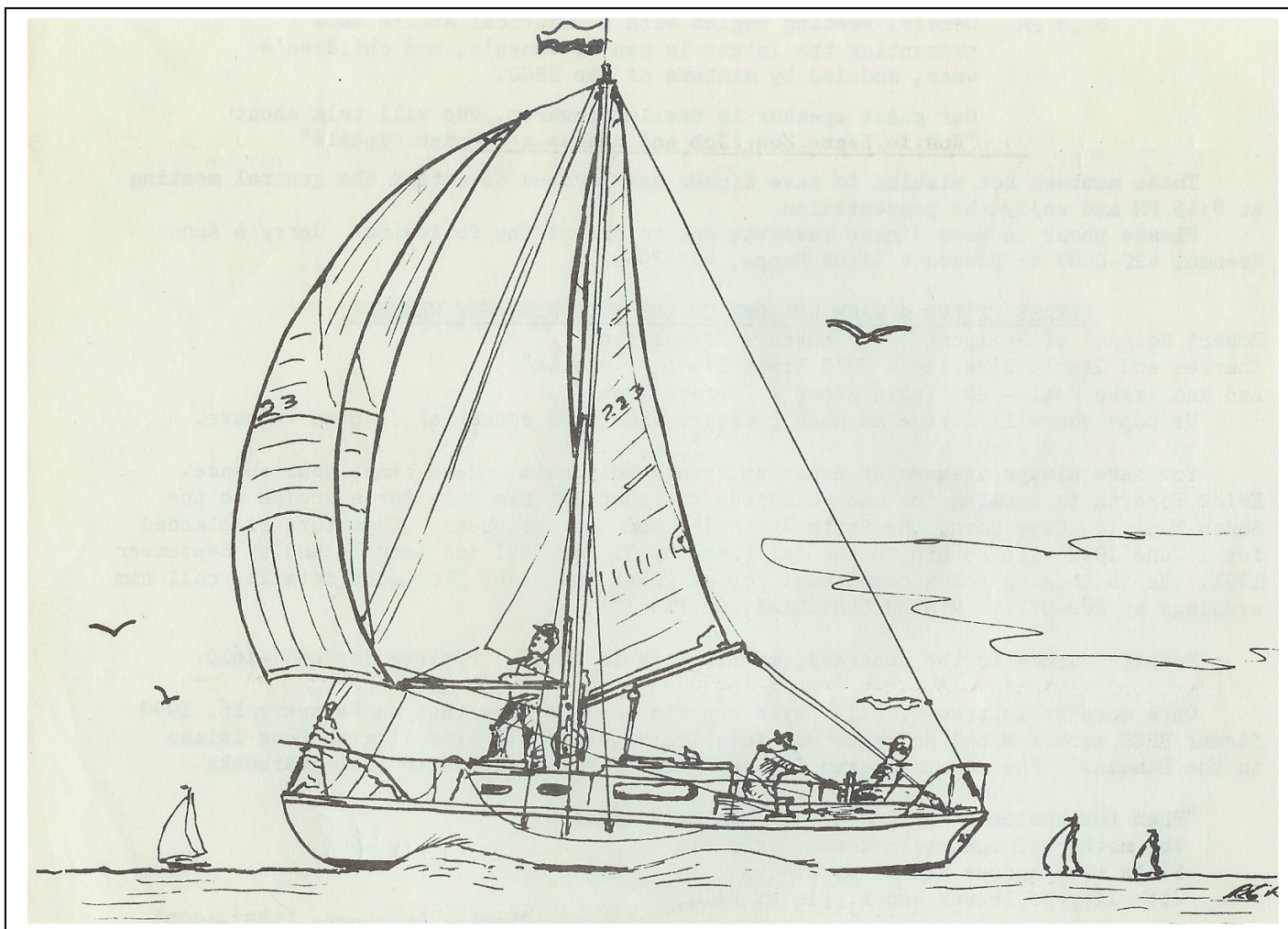
By the time we could see the Smith Point pavilion the conditions were sufficiently uncomfortable that Sally put three life vests in the cockpit. The boat was now really difficult to keep on course. The rain started. It was cold. When we got off Watch Hill we rigged lifelines in the cockpit in an X configuration to help keep us from falling out of the boat. The rainsqualls became more frequent and heavier. Visibility diminished slightly but was still adequate for our needs. We encountered a few good sized waves which allowed us to surf at over 9.5 knots. Life vests were donned by all. When we got off the FI lighthouse, however, visibility closed down in a heavy rainsquall. We could still make out the occulting FI light but nothing else. We were anticipating that we would have to reach back and forth in the vicinity of the inlet until visibility improved. Was 10 gallons of fuel enough? The computer (and therefore the GPS) was not hooked up and no one could have gone down below and set it up because we were getting thrown around too much. In any case, without good visibility we did not want to attempt the inlet, even with GPS.

Just west of the Captree Bridge the visibility partially lifted. Our next dilemma was to detach the preventer we had rigged to the starboard rail to keep the main from accidentally jibing. Bill cautiously made an effective detachment about 10 minutes before we had to jib and head it. But the conditions were now such that instead of jibing we tacked, bore off, and headed in, searching for the sea buoy. We mentally calculated that the current was ebbing (it was). We found the sea buoy and now strained to see how the seas were breaking in the inlet. If there were breakers in the inlet we were probably not going to attempt it. We saw the first set of buoys and did not see any breaking water. We proceeded in on a course of 355°.

All went well until we made the turn at the red buoy to enter Coast Guard Reach. We were now directly into the wind and as we lowered the sail we were hit with a severe rain squall with wind driven rain so forceful that it was almost impossible to look directly forward. The wind was now up to about 25 knots and the visibility closed down again and we could only see about 30 yards. We ducked into the sore thumb and anchored. After sorting things out, and while waiting for improved visibility, we decided that now would be a good time to set up the GPS. We could

afford to use up some of that precious battery amperage so close to home. We turned on the inverter and plugged in the computer. BOP! BANG! The circuit breaker tripped and there was smoke coming from the AC socket. Perhaps water got into the socket. Oh well, no GPS. After waiting an hour for the visibility to improve, we departed and had a cold, wet, motor back to Babylon.

In spite of this rough last leg, we had a great cruise with good food, lots of laughs, and the pleasure of good companionship with the other SBCC members in Bristol and Newport. And until the last day the weather was just to my liking - cool, dry, and overcast while on the water. But I could have done with a little less fog (I hate fog).



Thoughts of Summer Cruising....

From the Rigging Locker

For Sale: Garmin Blue Chart GPS chart for Region 1-Great South Bay. This is the certified unlock code for the chart. Never used. Still in package.

Price: \$45.00 **Contact:** John Amato at johnfamato@optonline.net

Wanted: Buy or rent dock space, 2009 boating season, for 38' "Fun Sway". Seeking space that is about 42' long, about 14' wide, 5' deep at low tide and that has 30 amp electric service. For the right situation, we will install and pay for the electric at our expense. Some weekend nights onboard from time to time, but we are good and considerate neighbors. Ideally seeking something in Bay Shore or Brightwaters, but willing to go west to Babylon or east to the Great River. Please help us with any reasonable suggestions.

Contact: Rich and Sue Troy 516-935-5367 or email richa@newsguy.com

For Sale: 2 Volvo 3 Blade 16 X 11 Folding Props. In excellent condition. One left hand, and one right hand rotation.

Price: \$800.00, orig \$1,500.00. **Contact:** Bill Danilczyk at wjdanilczyk@gmail.com or 631-682-8647

For Sale: West Marine Roll up Dinghy. In excellent condition, used only 2 weeks per year then stored in bag. Includes oars, storage bag, thwart seat, repair kit and foot pump.

Price: \$400.00 **Contact:** Lenny 516-489-6706.

For Sale: 13' Wilderness Systems Kayak. Single or 2 person Sit on top with paddle.

Price: \$300 **Contact:** Joel Becker at 631 234-4062

For Sale: 20' O'Day, 1974. Swing keel, roller furling, main, jib, including 1992 Eagle trailer with new Fulton trailer jack and 5 hp Nissan outboard.

Price: Asking \$1,500 **Contact:** Ann Sanalidro at 631-567-3441 or 631-456-0979

For Sale: Bristol 31.1 "Good-Wind" owned by Hal Goodwin. 1984 K/CB, Universal Diesel, Harken Jib Furl, electronics, propane stove/oven, H&C pressure water. Excellent condition.

Asking \$49,500. **Contact:** Ken Goodwin 516-527-0565 kgoodwinassoc@aol.com

For Sale: Fox, Pearson Wanderer 30' 1969. Well maintained boat with many new items following deck refurbish in 2004. New: Lewmar self tailing winches, Navman multi depth and speed, Ritchie bulkhead compass, Alpine cd and Bose speakers, Lots of new stainless on deck. Draft 3'4" cb up 6'4 cb down, roller furling. Atomic 4. Keel stripped and conditioned with 5 coats of 2000E in 2003.

Price: Open to offers **Contact:** Mike Hurley, 631 956 7415 or <mailto:mhurley@optonline.net>

For Sale: *Salt Heart*, 27' Catalina, 1980, new 22 hp 3 cyl. Universal Diesel, new radio & compass, roller furling, dodger, cockpit rain cover & cushions, bimini 6 sales, 3 jibs, spinnaker, pole & drifter.

Price: Asking \$6000 **Contact:** Dorothy McCormack at 631-563-1326

Available: Lindenhurst Winter Storage Slips. Deep Water - 9', 10', 12', 14' wide - protected and secure, no ice. Year Round also available. ¼ Mile from boat ramp and marina. Nov. 15 to May 1, land storage also available.

Price: \$500 - \$1,100 **Contact:** Chris Schaefer at 631-957-1220

Wanted: Old Working VHF

Price: Cheap **Contact:** Jack Nielsen at 631.842.9169

Listings in The Rigging Locker are for nautical items for sale by **SBCC MEMBERS ONLY**. Ads will run for 3 months only unless an extension is requested. Send the written advertisement by mail to:

Marceil O'Connell
133 Tahlulah Lane, West Islip, NY 11795
Or
Email to Marceil@kb5gang.com

Over The Bowsprit

FEBRUARY

07 - FIONA'S GREENLAND SAGA, ERIC FORSYTH, 1400-1600, WEST ISLIP LIBRARY
07 - TWO WEEK CRUISE MEETING, 1600-1700, WEST ISLIP LIBRARY
10 - RACE AWARDS, 1900, MUSTANG SALLY'S
23 - SBCC BOARD MEETING, 17:30, EAST ISLIP LIBRARY

MARCH

01 - SAFETY AT SEA, BOULTON CENTER
14 - CRUISE AWARDS, 1100 - 1400, SAYVILLE YACHT CLUB
28 - MEDICINE FOR MARINERS, WEST ISLIP LIBRARY
30 - SBCC BOARD MEETING, 17:30, EAST ISLIP LIBRARY

APRIL

27 - SBCC BOARD MEETING, 17:30, WEST ISLIP LIBRARY

FROM THE MASTHEAD

Marceil O'Connell
Corresponding Secretary
133 Tahlulah Lane
West Islip, NY 11795