

South Bay Cruising Club

Summer Blast

Saturday, August 7th, 2010

1530 – 2000 hours

Vanderbilt's Wharf

445 Vanderbilt Blvd, Oakdale

By land: Montauk Hwy to Vanderbilt Blvd in Oakdale

By boat: Anchor in Connetquot River and come by dinghy

Look for club burgee

Lobster & Clams \$25

Shell Steaks \$20 (bring your steak knife)

Barbecue Chicken \$15

Local corn w/butter, salads & desserts for all meals

Children under 12 free—hot dogs / corn on the cob

Complimentary soft drinks, bottle water, and beer

There is also a cash bar throughout the day as well as music and fun for all.

RSVP by August 5

(You must RSVP for meals, walk-in meals will not be available)

Peg & Roger Daisley

Phone: 917-847-7445 Email: mdaisley@msn.com

Check payable to SBCC, mail to:

Roger & Peg Daisley, 124 Drake Court, West Islip, NY 11795

Wow! This has been a busy season for the SBCC!

The weekend rendezvous are being well attended (and a big THANK YOU to all you hosts!)

There was a two week cruise to the New Jersey shore very successfully led by Ed and Helen Pshedesky of ***Silent P***, with help from the very competent Dave and June Tedesco of ***Phoebe Rose***. I attended that cruise and had the very enjoyable role of following them, and enjoying their friendly companionship in between the travelling. My wife, Sue, joined me on the weekends with the help of transportation provided by one of our daughters – with fair compensation provided for her time.

For what it's worth – the destinations of Seaside Park and Beach Haven on the barrier beach islands of the Jersey shore are some of the best places I've been with our sailboat. I can easily see myself going back there. Seaside Park was within an easy walk of one of the biggest shore-side amusement parks I've ever seen – like Coney Island on steroids, but in excellent condition. Our 4'9" draft presented no problem in the NJ Intercoastal Waterways, with only one area of bumping bottom on soft sand along the way. And the town marina in Seaside Park only charged \$2/foot with 30 amp electric included – which allowed all 3 of our sailboats to run our air conditioners inexpensively during the 100 degree heat wave we experienced. Beach Haven was the other excellent destination, with lots of restaurants and stores within easy walking distance from the marina. And our run from the Fire Island Inlet to the Manasquan Inlet was much shorter in distance than the run to Montauk or Block Island. The first night at anchor in the Metedeconk River had pretty scenery and was comfortable after sundown. The last night in the Tom's River marina included a nice swimming pool, but the nearby downtown didn't have much to offer within walking distance – so I'm in no rush to go back there. Overall, a wonderful trip!

While our three sailboats were at the start of our trip motor-sailing to NJ, we heard a good number of other SBCC sailboats on the VHF working their way to Manhattan harbor. It's great to know that we have many club members who are reaching out beyond the Great South Bay for other experiences.

So for all of you who have been taking trips – share your experiences with the club! You'll see some write-ups in this **MASTHEAD** from Sue Montana and Dorothy Becker. Anyone else have something to share? If so, please do so! We're particularly interested in hearing about what destinations you liked or didn't like – so other club members might be encouraged to try a destination that is new for them.

It's been a great season so far! Here's looking forward to seeing you-all with your boats in the water...



CONGRATULATIONS!!

To the 2010 Deale Trophy Winners

Paul Rendich in *JT9D* and John Davis in *Dragon Fly*

The Deale Trophy was created in 1963 in memory of William H. Deale for the best corrected time in the West Island Race.

The Bridges of Nassau County

Or

It's all in the timing

Dorothy Becker

June 29-Sat July 9 2010 *Class-Sea M, Counterpoint, Magic Dragon, Silhouette*

Our cruise started out cool and windy and ended up hot and sticky. Three of us got a head start and spent the first night at Coast Guard Cove. We met up with **Silhouette** the next morning to make the noon opening of the Wantagh Bridge. This bridge is under construction and will only open at noon during lunch break and after 4PM. Joyce Gotard, first mate of **Silhouette**, is the expert at communicating with bridge operators and got a promise from the engineer on the project that the bridge would open for us at noon. So what if the lunch truck was a little late. We idled around and did make it through the first of many bridges.

Our bridge communicator got us through four more bridges. As we were approaching the Loop Parkway Bridge we had to pass by the inner reaches of Jones Inlet. The wind was blowing and while we bounced around in the cold breeze we were thankful that we were not in the ocean.

We arrived in Bannister Bay at about 3:30PM. Because of the windy conditions we anchored separately. Bannister Bay is an interesting spot to anchor. You can be reading 12 to 14 feet depth but by the time you drop the anchor you could be in 30 foot depth. **Class-Sea M** had a dinghy in the water we were able to have cocktail hour on board **Silhouette**.

It was promised by a certain navigator for the cruise (who shall remain nameless) that there would be no very early morning departures. This after all was a relaxed cruise. There would be short hops and no long ocean runs. Well, anchors were up at 6:15AM to get the favorable current out of East Rockaway Inlet. So much for promises.

Ocean was not bad. East Rockaway Inlet is a lovely short no nonsense inlet. My type of inlet. We did have to pass through yet another bridge before exiting the inlet. No problem. The winds were favorable and some of us sailed all the way to the entrance of Rockaway Inlet. Our next stop was Sheepshead Bay and the yacht club. We arrived at 10AM and had a full day of walking around Sheepshead Bay. We saw some interesting sights including what we thought was a mid-eastern potentate's embassy or official building but turned out to be someone's residence complete with gold sculptured gates and a very high fence. Dinner was at Maria's, of course.

Hard to believe but the weather was still cool as we motor sailed out of Rockaway Inlet and headed for New Jersey. It's always exciting transiting Ambrose Channel. It is very hard to tell how fast those barges are travelling. We opted for caution and waited for them to pass. We checked out Sandy Hook for an anchorage and decided it was too open to wind and waves. We all went across Raritan Bay to the Atlantic Highlands area and filled up with fuel, ice and water.

After fueling we started the circuitous path following buoys to the Navesink River and Red Bank. It can get tricky because there seem to be several sets of buoys in several places along the way. The current was swift and we passed under a new bridge which is under construction. We wended our way up the Navesink and approached our last bridge of the outbound journey. This time **Counterpoint** was in the lead and had to contact the bridge. Copying the expert, we asked for a full opening. The bridge operator said "Full opening, what's that" After a long explanation it was determined that we would get an opening. So we waited for the siren and the usual signals that the bridge would be opening. The bridge operator asked us what was taking us so long: are we aground? He then said that he wouldn't open until we were right up to the bridge. OK I guess they do things differently in New Jersey. We did get a FULL opening.

Red Bank has huge fireworks on July 3 and we were advised by the Monmouth Boat Club that we could stay on their moorings until the early morning of July 3 and then would have to leave. We thought that was reasonable until we got there. It is very shallow and after consulting with a woman who was leaving her boat who told us that she was in the mud with a 4 and a half foot draft. She advised us to go down river a bit to a cove and anchor there. We did. It looked like a peaceful river good for rafting together and swimming. The shore was lined with huge homes owned by the likes of Bon Jovi and others of that type of celebrity. We anchored and rafted and looked at the water closely. The water was lovely but it was literally carpeted by small jelly fish with long tails. No swimming. Then the boat traffic started. I guess because of the shallow depth the wakes of boats gave off violent waves. No swimming and no rafting. By this time the heat started. Red Bank was very busy with the anticipated fireworks. A carnival was in town and traffic was heavy.

We upped anchor the next morning. Not only was the river carpeted with jelly fish but the mud brought up on the chain and anchor was monumental. The Connetquot mud is no comparison.

We motored a bit down river to the Fair Haven Yacht Works. It was as though we entered another world. The owners and operators of FHYW are the nicest people you ever could meet. The captain of **Magic Dragon** said it was as if we were on an alien planet. They helped us into slips and onto moorings. The river was wild with boat traffic. They even tied up the lines on poles in the water for those of us who stayed at the dock. They delivered those lines to the boat when we took a mooring the next day.

Counterpoint had visitors with a car and so were able to drive around and got to Seabright. Seabright is on the shore but you can't see the ocean because of the seawall and the cabana clubs that line the road. We couldn't find any public access although we were told that there was one such place. There are large no trespassing signs at every stairway across the wall. In addition there is no place to park. Sandy Hook National Park is a car ride down the road and there was the beautiful beach of the Jersey shore

We were able to see the fireworks from Rumson which were spectacular. We couldn't see the Red Bank fireworks which we were told were coordinated with Rumson. A local radio station broadcast music to accompany the fireworks. Quite a show.

After a lay day we left the next morning for Atlantic Highlands. **Class-Sea M** decided to head for home. We got moorings at Atlantic Highlands. Very hot. The mooring field is very large and all sailboats. The docks which we found out were owned by the municipality are mainly power boats including the huge commuter ferries that go to Wall Street. The yacht club (air conditioned) was locked so we found a coffee shop and hung out there for a while. They served dinner and didn't have liquor license. We opted to eat there and BYOB. Sissy's was the place and was very nice.

We heard from some yacht club members who had just returned from Fire Island area that it was cooler there than in New Jersey so we decided to leave the next day. It was hot with light winds as we set out for East Rockaway Inlet. Because of an engine issue we had to travel at a slow rate of speed and reached East Rockaway Inlet at about 1:30PM.

It must have been the heat but the captain of **Counterpoint** decided he had local knowledge and cut the entrance buoys short. I guess he did have local knowledge because we entered the inlet without incident, passed through the bridge and anchored in our spot in front of the Venetian palazzo.

We left Bannister Bay at 7:30AM and headed for our bridges again. We aimed for the noon opening of the Wantagh Bridge which is the last one. We had to get through all the others before that. In addition the Loop Parkway Bridge had limited openings so we tried for the 10:20AM. Before that we had to wait for the Long Beach Bridge which was very slow to open. The operator gave it a shot of Viagra and we made it through. As we were milling around for the 10:20 Loop Bridge we milled around too much and **Magic Dragon** ran aground. Oh the nail biting that went on. Luck was with us and **Magic Dragon** got off just in time for the opening.

As mentioned, after the Loop Bridge you have to traverse the inner side of Jones Inlet. You turn east at Red #12 and follow the buoys on the south side. The north side is shallow which **Counterpoint** found out a few cruises ago. Mr. Donovan the engineer on the Wantagh Bridge promised a noon opening and he was good to his word. We were in our home waters and headed for Tobay Beach. We got three slips and with an ocean breeze we were cooler than we were in New Jersey.

Vince Piazza (**Atlantic Rhythm**) was very kind and came to visit with groceries for us. We all went to dinner at the Salsa restaurant at Tobay.

The next day was a restful one of walking to the beach and swimming in the bay. No jellyfish. Tobay marina is very large with all power boats. We were the only sailboats and quite an attraction. We had a pleasant stay there. The pumpout boat makes house calls.

Counterpoint left the next day for home. **Magic Dragon** and **Silhouette** stayed for another relaxing day.

We ended our laid back cruise realizing that the bridges of Nassau County are do-able but it is all in the timing.

Moriches Bay Not for the Feint of Heart, or the Deep of Draft

Sue Montana

The Good Ship **Habanero** set sail this summer for Cape Cod Bay and Boston Harbor in late June. We only get 2 weeks for our cruise, so with such an ambitious destination, we embark on what we call a 'hustle' cruise. This means a few long days, cutting as many corners as possible, to get as much distance between our home port in Browns River and our destination as we can.

The first big corner to cut is getting out of the Great South Bay. We can be to Shinnecock in six short hours by going the inside route, and to Block Island in about sixteen hours. Definitely doable when you are transiting during the longest days of the year.

The inside route requires a constant look out, vigilance in going buoy to buoy, and prayers that the powerboats zipping by don't knock you out of the channel with their wakes.

The trickiest part of the inside route is Moriches Bay. Due to the volatility of Moriches Inlet, the bottom of the inland bay just inside the inlet is constantly shifting and wanting to shoal up. Even without the bureaucracy of the governmental entities responsible for keeping the intercoastal waterways open, keeping up with Mother Nature in this spot is tough. We have found that if we plan to transit past Coast Guard Station Moriches an hour before high slack water, we can make it with **Habanero's** 3'8" draft and have a rising tide window in case something goes wrong. This means we leave our dock four hours before high slack water, and we add an hour for mishaps along the way (you can always slow down or anchor for lunch if you get there too early).

So on June 18th, 2010, we cast off at 0830 to make 1330 high slack water in Moriches Bay. We have two inexperienced crew members aboard and the transit through the eastern Great South and Bellport bays gives us a chance to show them the ropes and allow everyone to get settled on the little space we'll be occupying together for the next couple weeks. We had our first evil powerboat experience when a big powerboat with a fetching wake bumped us out of the Bellport Reach. Fortunately we were able to power ourselves off and continued on our way.

The first thing we notice is that the bridge tenders responded to our hails on VHF CH 13. In years past, I don't believe we were ever able to get through to them on the radio and we had to use the air horn to request a bridge opening.

Tow Boat Moriches is the towing service that operates in the area. I had phoned them a week or so before we left to ask about the conditions through Moriches Bay. There was the traditional shoaled up spot on the dogleg between buoys 26 and 28, just east of the Coast Guard Station, but there was a new problem area to report. Buoys 18 and 20, south of the Coast Guard Station, have shoaling between them. While they are in a straight line, to avoid the shoal you need to pass a little to the north.

All goes well and we are way ahead of schedule. It's around 1130 and we're approaching buoy 18. We should know better and should anchor for lunch. Instead we plow forward. A little TOO far north of the buoy 18 and 20 line, we later learn. Knowing when we're in trouble, and also knowing the waters are rushing - pushing us, and the tide is rising, we quickly throw out the hook and take that lunch break.

The area is teeming with small fishing boats and power boats whizzing by. I imagine they are all looking at us like we're crazy. This seemingly giant sail boat sitting in place, enjoying a leisurely lunch. A marine police boat goes by and we wave them over. We explain our dilemma - we know

there is a channel here someplace and we're having trouble seeing where it is - can they help us find the best way to get to that channel? They run with the boat a couple different paths and report back to us the depths. As they are leaving we realize they have not calculated the offset on their depth readings - they are just reading us the numbers from their depth sounder!

By this time, it is amazing how much the waters have risen and calmed. Rested and fed, we hoist the anchor and slowly motor our way through and are on our way. It almost seems there IS no channel - but we make it.

The rest of the transit is the same as it was last year as we race out on the flood. Run a straight line between buoy 26 and 28 and whatever you do IGNORE buoy 27 (ask the Captain of **Charisma**). For some reason they seem to have placed buoy 27 on or through a shoal. The other spot to be wary of is in the Quogue Canal where the bulkheading on the south side of one of the creeks allows a shoal to build on that south side. Keep way to the north and you'll be fine.

On the way home, we are pros. And boy are we hustling! We leave Boston Harbor at first light with **Eagles' Wings** in the lead and our first stop at nightfall is Cuttyhunk. The next day we are up again before the crack of dawn and we make Shinnecock, dropping the hook at Cormorant Point just before dark. The tired crew sleeps late as we shoot for the midday high slack water at Moriches Bay. This time we are traveling on the rising tide and the bottom is much closer as we go through Tiana and eastern Moriches Bays. We laugh at the hump in between 28 and 26 as we pass by. The day is calm and we're right at high slack water. We see the bottom very clearly as I plead with a small boat to go slow so we have literally no wake as we graze the bottom passing by buoy 20. We know just how far north to be on our way to buoy 18.

The rest of the trip is a piece of cake as we start to pack up so we can unload at the dock and hop in our own showers and sleep in our own beds. It's great to be out on cruise, and it's great to be back home!

HEART OF SAILING

Courtesy of Joe Greco

Joe and DJ Greco of **Tanzanite** and Alan and Elaine Sherman of **Elaine n Me** have been volunteering to take people with special needs out sailing. We are involved with a foundation called "Heart of Sailing".

We all love to sail and to share this joy with others with special needs is more rewarding than sailing itself.

If you would like more information about taking people out sailing or if you know anyone with special needs please contact Linda Johnson, Director of Global Development at 631-828-3828, cell 631-901-7151 or email ljohnson@heartofsailing.org. The link to the Heart of Sailing web site: <http://www.heartofsailing.org>.

Over The Bowsprit

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3 Bay Shore Twilight Late Summer 1 1930 <i>Glinski</i>	4	5 Babylon Twilight Late Summer 1 1930 <i>Drossos</i>	6	7 The Blast Vanderbilt's Wharf
8 Week in the Bay Cruise Begins Great River Loon & Vixen	9	10 Bay Shore Twilight Late Summer 2 1930 <i>LaTorre</i>	11	12 Babylon Twilight Late Summer 2 1930 <i>Penny</i>	13	14 ??? Hemlock Cove Shadow Leukemia Cup SYCRC
15 Champagne Breakfast Hemlock Cove Fun Sway	16	17 Bay Shore Twilight Late Summer 3 1930 <i>Glinski</i>	18	19 Babylon Twilight Late Summer 3 1930 <i>Crocker</i>	20 UCYC SBCC West Cup 19:30 <i>Heming</i> <i>way</i>	21 Rest Assured Great River <i>Atlantic Rhythm</i>
22	23 MASTHEAD Deadline for September Issue	24 Bay Shore Twilight Late Summer 4 1900 <i>Bartow</i>	25	26 Babylon Twilight Late Summer 4 1900 <i>Goodman</i>	27	28 Crazy Hat Party Great River <i>Silver Cloud</i> Foulke Trophy 1600 <i>Holst/Simon</i>
29	30 SBCC Board Meeting West Islip Public Library 19:30	31 Bay Shore Twilight Wrap Up 1 Race 1900 <i>McMillan</i>		August 2010 		

Over The Bowsprit

Sun	Mon	Tue	Wed	Thu	Fri	Sat
September 2010			1	2 Babylon Twilight Wrap Up 1 1900 <i>Biesel</i>	3	4 Back to School Hemlock Cove <i>Galatea</i>
5	6	7 Bay Shore Twilight Wrap Up 2 1900 <i>Regan</i>	8	9 Babylon Twilight Wrap Up 2 1900 <i>McMillan</i>	10	11 Smith Distance Invitational 1200 <i>Millig</i> Today's Your Birthday Oak Island Lead <i>Phoebe Rose</i>
12	13	14 Bay Shore Twilight Wrap Up 3 1900 <i>Bartow</i>	15	16 Babylon Twilight Wrap Up 3 1900 <i>McLoughlin</i>	17	18 El Soire Hemlock Cove <i>Flying Wasp & Rowdy</i>
19	20 MASTHEAD Deadline for October Issue	21 Bay Shore Twilight Wrap Up 4 1900 <i>Forman</i>	22	23 Babylon Twilight Wrap Up 4 1900 <i>Penny</i>	24	25 Racers Meet Cruisers/Fall Family Weekend Atlantique <i>Full Circle</i> C&C Regatta TBA SBCCRC
26 Babylon Mayor's Cup Invitational 1300 <i>Schwartz</i>	27 SBCC Board Meeting West Islip Public Library 19:30	28	29	30		

Race Results

WEST ISLAND RACE JULY 24, 2010

Race Chair: R. Lockett, **St. Michael**, Sail 18

Start Area: Bay Shore Course West Island Distance: 14.40

Wind Direction: West Wind Speed 11-17 B-Factor: 550

Comments; 51841 Protests 1156 for not sailing the course

Spin Start 13:06:00

Pos	Ord	Sail#	Boat	Skipper	HCP	Finish	Elapsed	Cor.
1	1	1156	JT9D	P. Rendich	96	15:10:38	02:04:38	02:05:24
2	3	51841	Full Circle	H. Manko	135	15:20:43	02:14:43	02:07:50
3	2	329	Hooch	B. Kennedy	96	15:13:24	02:07:24	02:08:11
4	5	3474	Hoptical Illusion	S. Kelly	168	15:32:12	02:26:12	02:12:21
5	4	103	Rettsie	K. Padden	136	15:27:35	02:21:35	02:14:09
6	7	14423	Cherry Pi	F. Marinaccio	207	15:45:24	02:39:24	02:16:52
7	6	206	Gorilla Dust	L. Becker	180	15:41:07	02:35:07	02:18:07
8	8	735	Liquid Courage	K. Regan	207	15:48:16	02:42:16	02:19:19
9	9	62	Windswept	B. McLoughlin	177	15:52:44	02:46:44	02:29:04

Non Spin Start: 12:10:00

Pos	Ord	Sail#	Boat	Skipper	HCP	Finish	Elapsed	Cor
1	2	5861	Dragon Fly	J. Davis	207	15:49:33	02:38:33	02:16:08
2	1	421	Amethyst	D. Davies/A. Eppig	123	15:34:32	02:23:32	02:18:37
3	3	1555	Ceol na Mara	J. Morgan	182	15:51:23	02:40:23	02:22:25
4	4	381	Lady Jane	D. Glinski	219	16:02:20	02:51:20	02:24:49
5	5	716	Karma	D. McMillan	207	16:07:25	02:56:25	02:31:28
7		1419	C&C 25 1419	C. Hartnett	207	WDR		

Series Results

2010 Bay Shore Summer Twilights

For individual race results go to <http://sbccsail.org/status.htm>

Place	Class	Sail	Boat	Skipper	Score
1	non-spin	421	<i>Amethyst</i>	D. Davies/A. Eppig	0.8699
2	non-spin	5861	<i>Dragon Fly</i>	J. Davis	0.7764
3	non-spin	51841	<i>Full Circle</i>	H. Manko	0.7731
4	non-spin	227	<i>H2OT</i>	T. Drossos	0.7458
5	non-spin	1555	<i>Ceol na Mara</i>	J. Morgan	0.6597
6	non-spin	14423	<i>Cherry Pi</i>	F. Marinaccio	0.6472
7	non-spin	381	<i>Lady Jane</i>	D. Gilinski	0.5403
8	non-spin	735	<i>Liquid Courage</i>	K. Regan	0.4139
9	non-spin	4817	<i>South Bound</i>	J. Bartow	0.1644
10	non-spin	10987	<i>Drumshanbo</i>	B. Pittman	0.1403
11	non-spin	11933	<i>Razzel Dazzel</i>	G. Keenan	0.1227
12	non-spin	13642	<i>Whitecap</i>	J. Holst	0.0810

2010 Babylon Summer Twilights

For individual race results go to <http://sbccsail.org/status.htm>

Place	Class	Sail	Boat	Skipper	Score
1	spin	536	<i>Mirage</i>	G. Schneller	0.9000
2	spin	421	<i>Amethyst</i>	D. Davies/A. Eppig	0.7583
3	spin	404	<i>Clipper</i>	P. Rendich	0.6083
4	spin	40999	<i>Lucky Frog</i>	R. Schwartz	0.3250
1	non-spin	14364	<i>Radio Flyer</i>	R. LaTorre	0.8838
2	non-spin	42371	<i>Naughty Dog</i>	J. Reichel	0.8400
3	non-spin	726	<i>Whitewater</i>	D. Crocker	0.7325
4	non-spin	4817	<i>South Bound</i>	J. Bartow	0.7001
5	non-spin	5861	<i>Dragon Fly</i>	J. Davis	0.6807
6	non-spin	735	<i>Liquid Courage</i>	K. Regan	0.6726
7	non-spin	1419	<i>C&C 25 1419</i>	C. Hartnett	0.5777
8	non-spin	103	<i>Rettsie</i>	K. Padden	0.5596
9	non-spin	2224	<i>Pandemonium</i>	G. Sebouhian	0.4420
10	non-spin	909	<i>Amblin</i>	M. Milligi	0.3698
11	non-spin	529	<i>Sugar Magnolia</i>	P. Capitain	0.3428
12	non-spin	395	<i>Bionator</i>	M. Goodman	0.3130
13	non-spin	22	<i>Dream voyager</i>	J. Bieselin	0.3045
14	non-spin	1227	<i>Kickin' Back</i>	M. O'Connell	0.3005
15	non-spin	719	<i>Flying Wasp</i>	A. Hemingway	0.2872
16	non-spin	51841	<i>Full Circle</i>	H. Manko	0.2038
17	non-spin	716	<i>Karma</i>	D. McMillan	0.1509
18	non-spin	50376	<i>Emma</i>	C. Drossos	0.1155
19	non-spin	42281	<i>Jam V</i>	J. Dudek	0.0580

Reminder

Leukemia Cup
www.sayvilleyachtclub.org

Babylon Mayor's Trophy
www.liyc.org

2010 Babylon Mid Summer Twilights

For individual race results go to <http://sbccsail.org/status.htm>

Place	Class	Sail	Boat	Skipper	Score
1	spin	1156	<i>JT9D</i>	P. Rendich	0.8800
2	spin	42370	<i>Silver Bullet</i>	J. Reichel	0.7054
3	spin	536	<i>Mirage</i>	G. Schneller	0.6899
4	spin	421	<i>Amethyst</i>	D. Davies/A. Eppig	0.5486
5	spin	40999	<i>Lucky Frog</i>	R. Schwartz	0.5268
6	spin	404	<i>Clipper</i>	P. Rendich	0.4069
7	spin	103	<i>Rettsie</i>	K. Padden	0.2208
1	non-spin	5861	<i>Dragon Fly</i>	J. Davis/C. Toner	0.9676
2	non-spin	14364	<i>Radio Flyer</i>	R. LaTorre	0.8635
3	non-spin	716	<i>Karma</i>	D. McMillan	0.8484
4	non-spin	22	<i>Dream voyager</i>	J. Bieselin	0.8183
5	non-spin	726	<i>Whitewater</i>	D. Crocker	0.7308
6	non-spin	4817	<i>South Bound</i>	J. Bartow	0.6765
7	non-spin	395	<i>Bionator</i>	M. Goodman	0.5784
8	non-spin	719	<i>Flying Wasp</i>	A. Hemingway	0.5588
9	non-spin	1419	<i>C&C 25 1419</i>	C. Hartnett	0.5588
10	non-spin	13642	<i>Whitecap</i>	J. Holst	0.5452
11	non-spin	529	<i>Sugar Magnolia</i>	P. Capitain	0.3341
12	non-spin	1227	<i>Kickin' Back</i>	M. O'Connell	0.3266
13	non-spin	2224	<i>Pandemonium</i>	G. Sebouhian	0.3250
14	non-spin	42281	<i>Jam V</i>	J. Dudek	0.1727
15	non-spin	735	<i>Liquid Courage</i>	K. Regan	0.1652
16	non-spin	4337	<i>Rowdy</i>	G. Diliberto	0.1501
17	non-spin	909	<i>Amblin</i>	M. Milligi	0.1365
18	non-spin	50376	<i>Emma</i>	C. Drossos	0.1130

2010 Babylon Summer Twilights

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Place	Class	Sail	Boat	Skipper	Score
1	spin	536	<i>Mirage</i>	G. Schneller	0.9000
2	spin	421	<i>Amethyst</i>	D Davies/A. Eppig	0.7583
3	spin	404	<i>Clipper</i>	P. Rendich	0.6083
4	spin	40999	<i>Lucky Frog</i>	R. Schwartz	0.3250
1	non-spin	14364	<i>Radio Flyer</i>	R. LaTorre	0.8838
2	non-spin	42371	<i>Naughty Dog</i>	J. Reichel	0.8400
3	non-spin	726	<i>Whitewater</i>	D. Crocker	0.7325
4	non-spin	4817	<i>South Bound</i>	J. Bartow	0.7001
5	non-spin	5861	<i>Dragon Fly</i>	J. Davis	0.6807

6	non-spin	735	<i>Liquid Courage</i>	K. Regan	0.6726
7	non-spin	1419	<i>C&C 25 1419</i>	C. Hartnett	0.5777
8	non-spin	103	<i>Rettsie</i>	K. Padden	0.5596
9	non-spin	2224	<i>Pandemonium</i>	G. Sebouhian	0.4420
10	non-spin	909	<i>Amblin</i>	M. Milligi	0.3698
11	non-spin	529	<i>Sugar Magnolia</i>	P. Capitain	0.3428
12	non-spin	395	<i>Bionator</i>	M. Goodman	0.3130
13	non-spin	22	<i>Dream voyager</i>	J. Bieselin	0.3045
14	non-spin	1227	<i>Kickin' Back</i>	M. O'Connell	0.3005
15	non-spin	719	<i>Flying Wasp</i>	A. Hemingway	0.2872
16	non-spin	51841	<i>Full Circle</i>	H. Manko	0.2038
17	non-spin	716	<i>Karma</i>	D. McMillan	0.1509
18	non-spin	50376	<i>Emma</i>	C. Drossos	0.1155
19	non-spin	42281	<i>Jam V</i>	J. Dudek	0.0580

Ship's Store

Rich Mourino

Burgee \$17
Canvas Bags \$24

Cruising Guide CD \$10
Yearbooks \$5

Baseball Caps \$10
Visors \$10
Pins (Gold Color) \$5

Bucket hats \$10
Ties \$9

Stainless Mug \$10

Can Huggers \$1.25

Items with the South Bay Cruising Club burgee are also available from Land's End.

http://ocs.landsend.com/cd/frontdoor?store_name=corpsales&store_type=1

For complete instructions on creating an account and attaching the SBCC logo to it contact Richard.mourino@gmail.com

Items from the Ship's Store will be available at the Blast to purchase or as raffle prizes!



One Week Cruise in the Bay

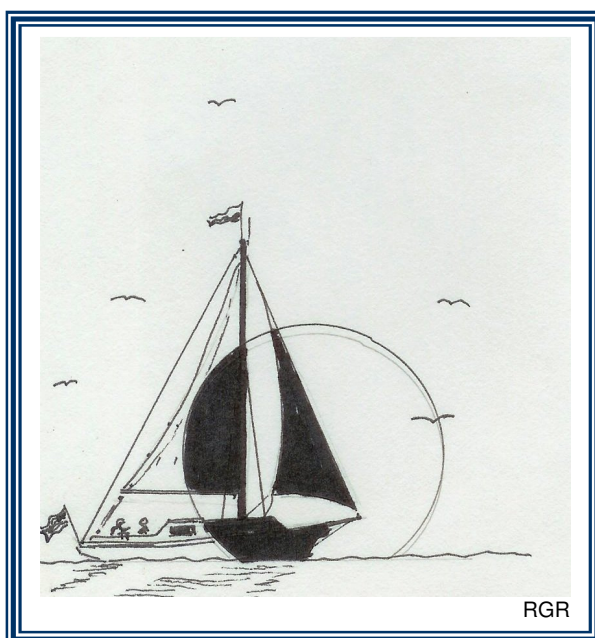
SUNDAY AUGUST 8TH	MID MORNING DEPART CONNETQUOT RIVER HIGH TIDE 10:AM SAILING TO BELLPORT OPTIONAL PREDICTED TIME RACE	DIST. 11nm
MONDAY AUGUST 9TH	LAY DAY EXPLORE BELLPORT VILLAGE LAWN GAMES OPTIONAL DINNER OUTING	
TUESDAY AUGUST 10TH	DEPART BELLPORT SAILING TO ATLANTIQUE SBCC ONE WEEK CRUISE BARBEQUE	DIST 14nm
WEDNESDAY AUGUST 11TH	LAYDAY ATLANTIQUE BEACH/ GAMES FOR ALL /CHILDRENS GAMES DINNER OUTING TO OCEAN BEACH /POT LUCK SUPPER ATLANTIQUE SBCC BARBEQUE RAIN DATE	
THURSDAY AM AUGUST 12TH	DAY TRIP FROM ATLANTIQUE TO ROBERT MOSES BOAT BASIN HIGH TIDE AT CG STATION 10AM	DIST 5nm
THURSDAY PM AUGUST 12TH	SAIL FROM ROBERT MOSES BOAT BASIN TO EITHER OAK ISLAND LEAD OR COAST GUARD COVE* DINNER TRIP BY DINGHY FROM OAK ISLAND LEAD TO CAPTREE	DIST 12/15 nm
FRIDAY AUGUST 13TH	OAK ISLAND GROUP SAILS TO COAST GUARD COVE GAMES IN THE COVE/ OPTIONAL WRAP UP DINNER TRIP	DIST 5nm
SATURDAY AUGUST 14TH	WINDSHADOW RENDEZVOUS HEMLOCK COVE HOST SHADOW MARGESON	DIST 1nm
SUNDAY AUGUST 15TH	SOUTH BAY CRUISING CLUB 2010 CHAMPANGE BREAKFAST AT HEMLOCK COVE HOST FUN SWAYTROY	

****IF WEATHER, CONDITONS AND SLOOP CHANNEL BRIDGE WORK ALLOW, SOME BOATS MAY SAIL TO THE STATE CHANNEL VIA FIRE ISLAND AND JONES INLET.***

For more information, check your email or contact Cruise Captains

FRANK PETER 631 589 3466 captain365@yahoo.com

MIKE DUFFY 631 258 -1254 mtduffy51@msn.com



The Rigging Locker

Boats for Sale

Pearson Wanderer equipped for cruising with a full suit of sails for cruising/racing; one owner, available for survey.

Price: LOW to SBCC Sailor **Contact:** Bob Dunlop at 757-442-3316

C & C 25 Mark 1 1974 Great racer/Cruiser, 14 sails, all new standing & running rigging in '08, all halyards led aft to SpinLok clutches, VC offshore racing bottom, 8 hp Evinrude outboard, lots more

Price: Asking \$8,500 **Contact:** Rick LaTorre at 631-901-8236

Help Wanted

Maurice Schoenwald a 90 year old lifelong sailor is looking to keep sailing on the Bay. Last year he sold his Aileron 28 and would be able get another, smaller, boat, however he needs a crew.

Contact: 631-968-4455

Listings in The Rigging Locker are ONLY for SBCC MEMBERS' nautical items. Ads will run for three months only unless an extension is requested. Send information to:

Belle Baxter
28 Shore Road
Babylon, NY 11702
baxter.belle@gmail.com

FROM THE MASTHEAD
Belle Baxter
South Bay Cruising Club
PO Box 365
Babylon, NY 11702

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