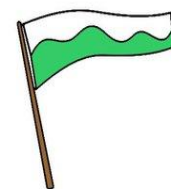




From The Masthead

South Bay Cruising Club



March 2013

Volume 63 - No. 2



March Madness

SBCC Awards

2012 Racing Awards

Tuesday, March 12

Farrell's (West Islip) @ 6:30PM

\$15 Per Person, Cash Bar

Contact Kevin Regan with any questions

kregan@reganagency.com or 631-521-1290

Upcoming Calendar of Events

April 13th -Spring Cocktail Party-Bay Shore YC

May 27th -Commissioning Day-Babylon YC

August 10th -The Blast-Vanderbilt's Wharf

November 2nd -Boatyard Party-LI Yacht Sales (Cook's Yard)

December 14th -Holiday Party-The Snapper Inn

In response to recent fatal boating accidents in Suffolk waters, the Suffolk County Legislature enacted "Suffolk's Safer Waterways Act", requiring "all Suffolk County boaters to receive boating safety instruction".

This local law applies on "all of the lakes, rivers, streams and bodies of water" within the County, as well as "that part of any body of water which is adjacent to the County of Suffolk" and within New York State.

This definition would seem to include the ocean and the Sound, as well as parts of Nassau waters.

The law further applies to all "pleasure vessels", as defined by state law, namely any floating craft not used commercially or as a residence, and not including rowboats, canoes and kayaks.

What it does apparently include are all sailboats, dinghies and personal watercraft, whether anchored, cruising or racing.

The law states "No resident of Suffolk County shall operate a pleasure vessel upon the waters of Suffolk County" without a boating safety certificate issued by various authorized organizations. This would seem to include any Suffolk resident who takes the helm, including guests or crew at the helm of your boat while sailing in the middle of the Bay. Oddly, by its terms this law has no application to non-residents operating within the designated waters, such as non-resident boaters passing through or visiting the county or non-resident guests on your boat.

So your 45 year old brother in law, retired from the Navy and living in Suffolk, can't take the helm, but your 19 year old nephew from the city can.

The law specifically exempts persons with certificates issued by other jurisdictions. There are other exemptions, including those with Coast Guard-issued licenses.

It further requires that "All residents of Suffolk County" keep their certificate on board their vessel during all periods of operation. Where to keep it? On the boat, in the dinghy, in your wallet? Racing crew must have a certificate in order to take the helm. No exception is made for emergencies.

The penalty for a first offense will be an appearance in a local court and a fine of up to \$250 for a first offense, \$500 for a second, and up to \$1000 and a year in jail for a third.

The law by its terms will take effect one year after passage and filing with the Secretary of State. The law was passed, and it was filed last November 6. It therefore becomes law on November 6, 2013.

Most of our Club boats will be decommissioned by that date. For those that remain in the water, an aggressive enforcement can be expected by the Suffolk Police in both late 2013 and all of 2014.

This law contains ambiguity and contradiction. But it is important to note that the County has taken a step that will benefit all boaters, including those of us who sail. Perhaps courtesy and safety will improve by a few clicks, at long last.

A word should be said about the interest of the State of New York. Navigation is generally the province of the federal and state governments. Some believe that local laws such as this may be invalid from the get go for this reason. But try telling that to an indignant member of the Marine Bureau trying to write your ticket and toying with the idea of boarding your boat.

If the state should pass a law covering the subject matter, a court will eventually declare this law invalid. Until then, we should all benefit.



North U.

Rules & Tactics

SEMINAR

Turn the rules into a tactical tool! Learn the ins and outs of the 2013-16 Racing Rules and how to integrate them into your tactics. No matter what your rules knowledge, you'll leave viewing packed start lines, crowded mark roundings and crossing situations as opportunities instead of challenges. *Sign up today!*

For registration and seminar updates...
www.northu.com **1-800-347-2457**

Hosted by
South Bay Cruising Club
 at Sayville Yacht Club
 123 Boylan Lane
 Blue Point, NY 11715
 Sunday, March 24, 2013
 8:30am - 2:30pm
 with check in at 8:00am
 Instructor: **David Dellenbaugh**

Pricing:
 US Sailing Members - \$50
 Non-Members: Includes US Sailing Membership - \$70
 Juniors/Students - \$30
 Lunch - \$10 per person

The North U. Rules & Tactics Workbook and US Sailing membership are included with the seminar. North U. coursebooks, CDs and DVDs can be purchased separately, and are perfect gifts for any sailor. Order online at www.northu.com.







Lost in the Storm???



After all the unusual weather these past few months, we want to make sure all of our Members and Associates are accounted for. We have not yet heard from some of you since we sent out the SBCC dues data forms back in November. Should anyone need a new form to update your phone or cell number, home address, email address, etc., please contact joendj@yahoo.com, and we will send you a new data form to fill out.

THANKS to all of you who have already sent in your info and dues payment. We truly appreciate it. Counting the days to be sailing again,

DJ & Joe Greco
 Membership Committee

South Bay Gourmet --Flori Grottoli



Fruit Simple

I love fresh fruit! In the summer I can't seem to get enough of it, particularly peaches and melons. So when winter comes around and fresh fruit is hard to come by, I am not happy. Occasionally I will find fruit that looks ripe and appealing, and I buy lots of it. When that fruit ripens quicker than we can eat it, I make a simple dish that I call Fruit Crisp. It's a take-off on the classic Apple Crisp recipe and a perfect comfort food for the winter months.

I always start with apples as a base because the apples seem to 'anchor' the dish. Afterwards, I add anything I have; from bananas to peaches, nectarines, berries, pears, even kiwi. Every different type of fruit adds its own unique texture and aroma that culminates in a burst of diverse flavors. The fruit should be over ripe so it has high fructose content.

Just chop all your fruits into bite size pieces, add approximately 1 tablespoon of flour to absorb the juices during the baking process, add coconut flakes to taste (I like at least 1 tablespoon to add sweetness and crunch to the dish), chopped walnuts or pecans and a sprinkle of cinnamon to taste. Toss the fruits and spread into a buttered Pyrex oven dish. Top with the crisp so that all the fruit is well covered and bake until top is golden brown. You can double the crisp recipe when using a large baking dish.

Crisp Recipe:

- 3/4 cup flour
- 1/4 cup granulated sugar
- 1/4 cup light brown sugar, packed
- 1/4 teaspoon kosher salt
- 1 cup oatmeal (not the quick cook type)
- 1/2 pound softened butter diced

Combine all ingredients and mix either by hand or in an electric mixer with a paddle attachment, until the mixture is well blended and crumbly. Spread evenly over the fruit until covered with the crisp.

Bake in a 325 degree oven for 45 minutes or until crisp is golden brown. Serve hot, but the next day it's just as good cold.

Serve with ice cream or whip cream (or not). Variations to the topping: to the above recipe, add vanilla granola, nuts, or chocolate chips. For the kids; add caramel squares or marshmallow over the fruit before the topping goes on...they will love you for it!

Enjoy!

Town of Islip Issues

submitted by Bill Grauer

Regarding Rebuilding at Atlantique

Islip Moving Forward With Post-Sandy Beach, Marina Repairs

<http://sachem.patch.com/articles/islip-moving-forward-with-post-sandy-beach-marina-repairs-4d836b76>

No Pump Out Boat

In an attempt to save money, the town board has decided to eliminate the use of the pump out boat. In our area of the Great South Bay we have more registered boats than other areas of Suffolk County and yet these other areas have at least one pump out boat. WE WILL NOW HAVE NO PUMP OUT BOAT.

The list below compiled 2/12/13 shows the number of pump out boats in our area:

Southampton	7 pump out boats
Southold	2 pump out boats
Greenport	1 pump out boat
Sag Harbor	1 pump out boat
Huntington	2 pump out boats
Brookhaven	4 pump out boats
Riverhead	2 pump out boats
Oyster Bay	1 pump out boat

PLEASE print out this e-mail.....put it next to your phone or computer and call or e-mail one of the names below ...EVERY DAY! We CAN make a difference if enough of us call and let them hear our displeasure over eliminating the pump out boat. WE ARE RESIDENTS OF THE TOWN OF ISLIP AND WE ARE VOTERS!! If we lose this boat it will be gone forever, it will be stored away or sold. This will not only affect us as boaters, but it will have an enormous impact on the ecology of the Great South Bay. Therefore ... DON'T LET THIS HAPPEN !

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Joseph Montuori, Commissioner of Parks

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commissioner-rec@townofislip-ny.gov

The Bermuda Experience – Part 1

Sailing is such a wonderful sport that we can share with our family and friends. Long distance racing and cruising is at the pinnacle of providing the opportunity to experience the many changing modes of the ocean and the many challenges that it provides us. We can have a tranquil beautiful sunset or a raging gale. We can be beating into heavy seas in a strong breeze or sliding down the face of 10 – 12 foot wave in a Nantucket sleigh ride. It is a team sport where the better our individual mix of skills fit together and the better we work together the more successful and enjoyable the experience will be. I love to compete, so every year we are constantly seeking to improve our program by making JIV go a little bit faster while sailing a little less distance with a hotter wind angle. It is a never ending mission.

2012 was our twelfth Bermuda Race and like all the others had its own personality, both for the Race down and the trip back. The conditions for the race down were dominated by a low that would be north of us that would be pressing up against a high to the south of us. We could expect strong northeast winds for a good 48 hours followed by the wind backing to the southwest and dying off. Since we were the slowest boat in our class the challenge would be saving our time on our competition and finishing before the ocean glassed over. We had a good start and popped the spinnaker as we crossed the line.



Shortly after the start I noticed that we were no longer getting any AIS targets. Upon investigation I discovered that the Edgeport-4 had failed which reduced the number of serial inputs to the computer from 5 down to 1. The two required inputs we needed were the sat phone for internet and weather input and the interface to Ockam for instruments. For the rest of the Race I would have to reconfigure the hardware and software every time I wanted to switch from one to the other - a great distraction and inconvenience.





Saturday was our best day; we covered 209 miles at an average speed of 8.71 knots with the wind from the northeast at speeds ranging from 16 to 26.5 knots. The seas built to 6 – 8 feet. As the wind built, we dropped the spinnaker and went to the blast reacher which is our work horse in conditions like this. On Sunday, we were still on the port tack which is very unusual for the Bermuda race, the winds continued to be from the northeast but began to diminish from 22.5 to 12 knots. Around 2200 the wind backed to the north and then northwest. As this happened we changed from the blast reacher to first the A5 spinnaker and then the larger A3. We covered 171 miles at an average speed of 7.1 knots. The question now was how long would our wind last? Early Monday, as the sun was coming up, we jibed onto starboard tack under the A3 spinnaker



During the day the wind continued to diminish dropping from 19 to a low of 6.5 knots as we approached Kitchen Shoals which is only about 4 miles from the finish. In spite of the diminishing winds we covered 170 miles at an average speed of 7.1 knots. We were able to do this because of the consistent hot wind angles. Now the real challenge now began, with only 4 miles to the finish the wind continued backing to the southwest and became ever lighter. We were now beating into a dying breeze against lumpy seas on what was the lea side of the island. Victor was down below navigating, my son Trip was driving, I was in the cockpit trimming sails and acting as tactician. The rest of the crew was mostly on the lea rail to get JIV to heel. At one point Trip cried out that we were going backward. After checking the instruments, I brought to his attention that we were actually doing 2 knots to windward. In light winds on a dark night one really has to trust the instruments. We finished at 1:23 AM. It had taken us 1.5 hours to go the four miles from Kitchen Shoals. We had slipped from 3rd place to 4th but still earned a podium position in our class of 20 boats. Our elapsed time for the race was our best ever 84 hrs 11 min which beats our previous best by almost 12 hours. It had been a very fast race with mostly hot wind angles. George David in

Rambler, a 90 foot rocket ship, had completed the race in 39 hours at an average speed of 16.28 knots, probably faster than many of the cruise ships and a new Race record.



Now I looked forward to a relaxing family vacation. Jackie flew in with our daughter-in-law Brittainy and our two granddaughters Annabel and Nova. My nephew Lew and his wife Stacey came with their daughter Ella.
(To be continued in Next issue of the Masthead)

The Salty Sisters

"Girls just wanna have fun"



In the fall of 1951, a group of 10 women - St. Petersburg Yacht Club members - formed what is now believed to be the first organized group of sailing women in the country, The Salty Sisters. The ten women in the original group were Eleanor Ellis, Betty Jennings, Dotty Lang, Joyce McEvoy, Mary Jane Misener, Margie Peterson, Joey Powell, Ruth Rifley, June Schowe and Phyllis Shaver.

Currently there are eleven member clubs with more than four hundred women racing once a week in their respective sailing clubs.

More of the Salty Sisters story at Southbaysail.com and <http://www.fwsa.net/>

Program Committee - Bob Forman

2013 Program Events

Date	Topic	Location	Time	Event Chair
TBD	Diesel Engines – Hands on	TBD		Jeff Mattera
March 24	Racing Rules and Tactics	Sayville YC	8 AM – 2:30 PM	Kevin Regan
March 26 & April 2	Sailing 101 for women – Classroom	Bay Shore Yacht Club	7-9:30 PM	Della Bucher
Late May early June	Sailing 101 for women – hands on	Members Boats		Della Bucher
April 21	Smart Phones, Tablets and Apps for Sailors	West Islip Library	1 - 4 PM	Troy/Forman
May 27	Commissioning Day	Babylon Yacht Club		Rich Tesoro
Nov TBD	Caribbean Sailing and Salty Dog Rally	West Islip Library	1 – 4 PM	Bill Danilczyk
Nov TBD	Basic Boating Safety			

Program Events Content

1. Diesel Engines – Event Chair Jeff Mattera
 - a. Hands on trouble shooting and maintenance of diesel engines. In this session you will roll up your sleeves get your hands dirty and work on actual diesel engines.
2. Racing Rule and Tactics – Event Chair: Kevin Regan
 - a. Every four years there is a change and updating of the racing rules. 2013 is the introduction of the new updated racing rules so this is a must for all Racers. This all day seminar will be taught by Dave Dellenbaugh, world class sailor (America's Cup tactician and helmsman 1986 – 2007), author, Olympic coach (2010-2012) and chairman of the US Sailing Rules Committee. We have negotiated very attractive rates for the course. Sign up by using the following link below to the North U Web site:
<http://www.northu.northsails.com/Seminars/NorthUSchedule/tabid/1461/language/en-US/Default.aspx?modid=75490&func=view&eid=47>
3. Sailing 101 for Women – Event Chair: Della Bucher
 - a. Theory - Two evening sessions will be taught by four of our expert lady sailors on the dynamics of sailing, docking, picking up a mooring, terminology, knots, safety equipment, etc.
 - b. Hands on – Under the guidance of the instructors you will perform the basic maneuvers on the water.

(Program Events continued)

March 26 and April 22nd, 6:30 - 9:00pm at the Bay Shore Yacht Club

This is a two-evening course which will be conducted BY some of the experienced women sailors in the club FOR women members who are not as experienced. Enrollment is limited, so if you are interested, sign up right away by getting in touch with Della Bucher at dbucher1010@yahoo.com or by phone at: 631-529-3707

4. Smart Phones, Tablets and Apps for Sailors – Event Co-Chairs: Rich Troy, Bob Forman
 - a. Overview of the use of Smart Phones, Tablets and Apps Navigating, Weather, Tides and Currents, Racing Rules, Medical, AIS



Coming soon to a mail box near you! The New England Coastal Lighthouses - the new set of Forever stamps from the United States Postal Service. First Day of Issue is set for July 2013.



Watercolor by Vince Piazza

SBCC Band & Dinner—Sounds like a good night out

The SBCC band has confirmed a gig for Tuesday, March 26 between 7:30 p.m. and 10:30 p.m. in the private "Nicole" room at Villa Monaco in West Islip on Montauk Hwy just west of Good Samaritan Hospital. The room has a private entrance on the west side of the building. Admission is free with a cash bar in the room for drinks. Small food will be available if people are hungry. There will be some tables and chairs as well as a dance floor.

It is a separate room from the restaurant so we do not have to worry about the volume affecting the regular customers. We will be playing 3 sets with the last one being a rock and roll set with everyone sitting in. I will be bringing a sound system with an engineer to mix the show. We will be doing a multi-track recording of the performance with the intent of releasing a recording of some of the songs played during the performance. Being a live performance we will be able to hear the audience on the recording so we hope to have a great turn out even though it is a Tuesday night.

In addition anyone who would like to have dinner in the restaurant will get a 10% discount on their entire check. They feature an early bird special with hot bread, soup, salad and main course for \$15 per person with a great selection of entrees which need to be ordered by 6:30. That works out to \$13.50 a person. I really enjoy their food.

Please call Bill Danilczyk at [631-682-8647](tel:631-682-8647) if you have any questions.

Are you a SBCC Band Groupie?

You can see them at many other locations.

April 19th – Bay Shore Yacht Club

May 26th – Bieselin's Rendezvous

June 15th – Sagamore Yacht Club

August 10th– The Blast @ Vanderbilt's Wharf

November 2nd – Boatyard Party @ Long Island Yacht Sales

Advertising

Chris Schaeffer is seeking advice and possibly professional assistance with repairs to his home.

**Please contact Chris if you can be of assistance
(631) 792-5898**

"Wanderlust" 1969 Dolphin 24 S&S design

Great Condition \$6450

**Recent upgrades including barrier coating and top sides repainted.
9.9 Evinrude with cockpit controls.**

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Contact Ian Holzmacher 631/792/2383

"Cherry Pi" 1974 C&C 25, Mark 1

Fully equipped for racing or cruising.

Winning record. New galvanized steel Triad trailer, GPS and VHF

Multiple suits of sails, OB motor, etc.,

Contact Nick DeMarco at 631-598-0168 or sailvela@optonline.net

"Cu Mara" 1984 Endeavour 33 sloop

Very good condition, 30HP diesel engine,

Roller Furling Jib & Main sails, hot water etc.

**Price \$25,000. Negotiable; Contact Carol Napolitano
at 631-793-9526 or email cnapolitano@jeletto.com**

"Charisma" 1976 Bristol 32'

Centerboard sloop, good condition.

Doyle sails, Furlex roller-furling 120% Genoa, Dodger,

4cyl 25 HP Westerbeke diesel - new injectors & injector pump,

New fuel tank, auto pilot, VHF. \$21,500.00

Alan Parker (516) 883-0917

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