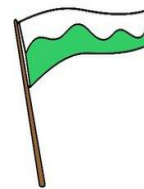




From The Masthead

South Bay Cruising Club



August 2013
Volume 63 - No. 7

Please see page 3 for info about The Blast

RSVP by August 8th



What have you been up to this Summer?

What a glorious sailing season we've had so far! The twilight races and weekend rendezvous have been well attended, the Two Week cruise took 10 club boats up as far as Nantucket (and some lucky club members made an entire month out of it), and many of our members have enjoyed cruising off the bay on their own. Captain Eric Forsythe is on another one of his fantastic world journeys, Bob Forman has been off the bay several times and brought back racing wins, the Beckers, Gotards and Bob and I enjoyed a wonderful cruise in the Chesapeake (albeit at different times), and I understand several other boats are still out enjoying the high seas.

There are many more activities planned for the sailing season right here at home, and I hope you'll be able to join us as often as possible. This weekend is the West Island Invitational Race followed by the Pirates of the Caribbean with *Shadow*, and a champagne breakfast with *Belle Free* in Hemlock Cove. The Blast is scheduled for August 10th, followed by the One Week Bay Cruise, let by our Fleet Captain aboard *Blue Horizon*. And of course, every week there are at least two races and a weekend rendezvous.

If you can't get out on your own boat, perhaps a fellow member would like company. I know many club members sail on different boats throughout the season, and it's a great way to not only get to know your fellow sailors, but I always learn something new whether I sail with someone else or have company for a race or rendezvous.

Have you been to our website lately? sbccsail.com is the place to go for the latest SBCC information, whether you want to know the race results, where the weekend rendezvous is scheduled, or what programs are planned.

Did you know we've added 13 new members and associates to the SBCC family so far this year? This is terrific growth for our club, and I encourage you all to keep your eyes out for our newest members and do your best to make them feel welcome at any club events, or any time you see them on the Bay. I found myself out on my boat, watching a new boat enter an anchorage, and not sure if they were one of our new members or not, so this month we're introducing a new Masthead feature where we list all the new members who are not listed in the Yearbook.

Believe it or not, it is time to start thinking about changing watch here at the SBCC helm. If you are interested in getting more involved in the workings of your club, please contact Vice Commodore Ed Pshedsky. I've said it before, but it is true. Many hands make light work, and I continue to be amazed at how well things operate in this organization with so many volunteers offering to do just 'one little thing'.

Special thanks to all my Board members who have helped make sure things have run so smoothly for the past year and a half!

See you on the bay!

HOSPITALITY COMMITTEE REPORT --- Fred & Betty Golder

The Blast: RSVP by August 8, please!

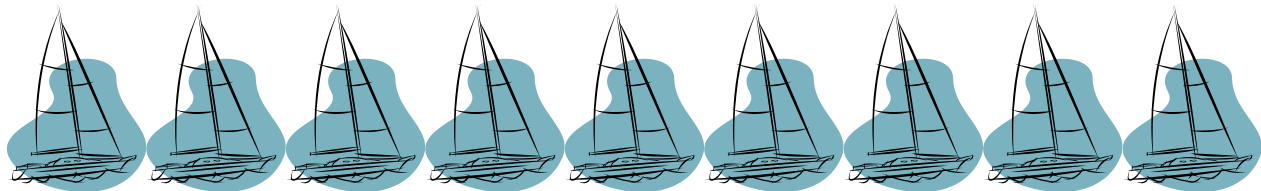
Will it be lobster, steak or chicken? Be sure to let us know by August 8th so that we will be able to order and prepare the right amount of entrees.

An appetizer buffet featuring calms, antipasto, and salad bars, will be served upon arrival, followed by the main entrees, every meal will include salads, green beans, corn on the cob, complimentary soft drinks, beer and house wine, as well as coffee, tea, dessert and watermelon. (Note that the ever-popular clams and wine are only available while supplies last.)

The Blast -- which starts at 1:00pm on Saturday August 10th -- will be held once again at Vanderbilt Wharf in Oakdale, which has a new dock, thanks to Superstorm Sandy, and the porch area has also been re-built. You can come by land or by sea -- and many will come by boat, as Great River is the launching spot for the one-week cruise, which starts the day after The Blast.

There will be non-stop music of all kinds, under the direction of Chantyman Bill Danilczyk. There will be an enhanced raffle -- not just the Fifty-Fifty, but other prizes and baskets of goodies as well.

And we are guaranteeing perfect weather -- well, OK, can't do that. But we can guarantee that you will have a blast, and you won't go home hungry! That is, as long as you RSVP by August 8th to Fred and Betty Golder at sbcchospitality@verizon.net, or by phone at [631-968-8463](tel:631-968-8463). If you'd like to send your check and RSVP by email, you can send it to the Golders at: 7 Abrew Street, Bay Shore, NY 11706. And be sure to mention which entree you prefer!



SBCC Band -- You can see them at many locations

August 10th -- The Blast @ Vanderbilt's Wharf

November 2nd -- Boatyard Party @ Long Island Yacht Sales



On May 20, Joyce, Tom, Joel and I found us on the road again headed south to Rock Hall Maryland on the eastern shore of Chesapeake Bay to charter the 39 foot Beneteau, Legacy. After an easy drive and a stop for lunch at an adjacent harbor we started the work of emptying the minivan of 12 days of clothing, bedding, food, water jugs and equipment for four people. Did I mention that we included a dinghy and an engine? Gotta love those engineers who designed minivans.

The next day David from Haven Charters checked us out and we were off for the western shore. Our first important "must do" was to be on a mooring in Annapolis for Wednesday Race Night but this was Tuesday. We did another of our "must do" Chesapeake things and that was to find a great crab restaurant. Our constant consultant on this and all our previous Chesapeake trips was our friend Wally and his lovely wife Jane who live in St Michaels. Wally advised us to find Cantlers Riverside on Mill Creek. After about 4 hours, much calculation, a little error and some actual sailing we tied up at the dock for the night at Cantlers on Mill Creek in Whitehall Bay north of Annapolis.

Cantlers is a busy place which we found out later was named one of the Best of the Bay in Chesapeake Bay magazine. We enjoyed having the extra-large crabs dumped on our table and enjoyed eating them even more. We could cross one "must do" off our list.

Mill Creek is about an hour north of Annapolis so we were in Spa Creek in plenty of time to pick up a perfect mooring to view the races that evening. We also had lots of time to go ashore to answer the siren call of the ice cream store. We ate dinner on board in great anticipation of the races. We watched all sizes of boats leave the yacht club and several hours later the return to the finish line was under way.

The finish line is at the bridge in Spa Creek which means that the boats have to sail through the mooring field to finish the race. What excitement especially when the larger yachts came tacking through within inches of each other and the moored boats. It was so exciting we were jumping up and down urging on the crews. Race Night did not disappoint.

We intended to leave Annapolis the next day but storms and high winds (>30Kts) were predicted for several days. On Wally's suggestion we moved up the creek to a more sheltered town mooring. Little did we know that we would be there for the next three days. It was too rough to take our dinghy but we were able to water taxi into town. The first day we toured the Naval Academy. We managed to fill the next two days by visiting a marine supply store and getting to Baltimore by bus and light rail. A most incredible bus driver found Joel's lost cell phone (my fault) drove into Baltimore in his own car on his break and met us on a street corner near the Inner Harbor. Amazing!

The fourth day was still cold and windy but we decided to leave and head for the Magothy River which is north of Annapolis. Of course we were headed into the wind. We found our way and made it to Broad Creek a very pleasant anchorage.

It was still cold but manageable. And then we discovered that we had empty water tanks. We had tried to stop at a marina in Annapolis to pump out and fill up on fuel and water but there was a long waiting line so we opted to leave.

About our water.... Evidently whoever filled up the tanks at Haven Charters left both tank valves open so we had no clue that we had finished one tank until both were empty. Well we managed to forget our troubles by drinking Pusser's rum. If the British navy could get by on Pusser's so could we.

The next day, which was Memorial Day, we motored to the Magothy River Marina and with an extremely pleasant and helpful staff we pumped out, fueled up and filled the water tanks. We headed to Dobbins Island down the Magothy River for our next unexpected adventure. We had heard this was a popular anchoring spot but it was mainly empty that early in the morning. The way we senior citizens devised how to anchor this unfamiliar boat was to have two people up front with the windlass and the anchor, one person at the wheel and one person to translate the commands from the bow people to the wheel person. Unfortunately no one was looking at the dinghy which we all thought was secure. NOT! The dinghy ended up under the stern of Legacy. Fortunately the engine and stern of the dinghy did not go under. Joel put on his goggles and wet suit but couldn't cut the line around the prop. Call the trusty red boat. Again fortunately as always the trusty red boat was hovering nearby and hurried out to us. We needed a diver. This was Memorial Day and Dobbins Island anchorage was filling up rapidly with small boat day trippers. Once again fortune was shining on us and before long Dale the diver and Terry the boat operator came to our rescue. Dale went under and up popped the dinghy. Ah relaxation. Joyce and Joel took the dinghy out for some exploration and was a long time coming back. As I looked out I could see someone rowing in the distance. Could it be? Yes it was. The dinghy had run aground. (Can you believe that)? The balky engine would not start and Joyce was rowing back.

We did the only thing you can do in such a situation, we had dinner and drank some more Pusser's and wine and vodka and some other stuff also.

The next day dawned with rain but not too much wind. We were headed back to the eastern shore and the very large Chester River. It was chilly and took a while but we headed up the Chester with our destination Lankford Creek. The Chester has many rivers and creeks emptying into it so there are many choices that can be made. Our destination was the east fork of Lankford Creek. It took us about two hours to reach the east fork from the mouth of the Chester. That's how long the river is. The fork is still not the end of the tributaries. We anchored in Wann Cove of the east fork. We were surrounded by farms and duck blinds with inhabited osprey nests built on top. This tranquil spot is what the eastern shore means to all four of us. Joel swam and then we went by dinghy up the creek to see the huge houses built on the shore and their accompanying osprey nests. Thunder storms threatened and the ordnance boomed from Aberdeen Proving Grounds but we spent a quiet night.

Our last day in this peaceful spot was one with warmth and sun. We relaxed and had our last "dangling" cocktail hour aboard Legacy's swim platform.

The next day we motored back to Rock Hall and had our last dinner at Waterman's another Best of Bay restaurant.

We made our way back to Long Island to plan our next trip to this alluring Chesapeake Bay.



Every year, the Margaret Gale and the Floriana leave on a two week summer cruise through the traditional sailing grounds of the northeast. After many years of sailing together, a sort of culinary tradition has been created. The day before leaving our home port, Peggy bakes several, delicious Irish Soda Breads. She personally delivers a steaming hot, just-out-of-the-oven soda bread to us, which I allow to cool and then freeze for use underway. This soda bread becomes our breakfast on the first legs of the cruise and we always fight over who gets the last piece! For me, nothing spells comfort more than a toasted sliced of Peggy's Irish Soda Bread while underway.

Therefore, I asked Peggy to share this wonderful recipe with all of us and here's how it goes:

Sift into a mixing bowl:

4 cups of sifted flour

1 tsp salt

1 tsp baking powder

4 Tbsp sugar

Stir in 1 Tbsp Caraway Seeds

Cut 1/4 cup butter into slices (1/2 stick) and add to dry ingredients until batter is the consistency of course meal

Stir in 1-1/2 cups of golden raisins

In another bowl combine:

1 egg

1 -1/2 cups Buttermilk

1 tsp baking soda

Mix ingredients well

Preheat oven to 375 degrees.

Stir the egg mixture into the flour mixture until dough is moist. On a floured surface, knead dough slightly until smooth. Shape dough into a ball and place in a greased 2 quart casserole dish. Cut a cross over the top of the dough. Bake for 60 minutes at 375 degrees.

Soda bread can be cut into 4 wedges or single serving slices and frozen. It thaws quickly and can be eaten as is or toasted.

I hope you enjoy it as much as we do!



Please see below from Barbara Schaefer who is the Co-Regatta Chairperson at the Babylon Yacht Club. She asked that this be included in our newsletter.

"In the aftermath of Sandy, it has been a long, hard year for many. Even though it was a terrible event, there has been good that came from it. Houses have been rebuilt better. Neighbors helped each other, hugged each other and told each other we would all be alright. Our sense of community and responsibility has been revived. We believe it gave us an opportunity. An opportunity to realize our strength, rise above, move forward and above all else, be kind to one another.

We have been shown great kindness from many. Friends have opened their homes to us, helped us clean up and pack, stored our things, brought us meals and coffee. It helped get us through a difficult time and we know how blessed we are.

We arrived home from our vacation to discover a lovely purple envelope addressed to our children, Grace and Laurence. The note on the envelope read: "From an anonymous SBCC friend who wanted to continue the tradition of doing something nice when you can." They were overwhelmed and very happy to receive it. It was perfect. We would like to thank that person for showing our children (and reminding us) that kindness is everywhere. You are generous and thoughtful and we thank you sincerely.

The Schaefer Family



Regatta Reminders

West Island Invitational Race, August 3rd

Foulke Trophy Invitational, August 24th

Thanks,
Kevin Regan
SBCC Regatta

SBCC TWO WEEK CRUISE

by Ed Pshedesky

This year's Club cruise was an unqualified success. A total of ten boats participated, and all ten returned in good shape with a few good tales to spin. Did somebody say dolphins? Whales? More about that later.

Departure date was Saturday July 6. Rick LaTorre provided the latest local knowledge on the status of Fire Island Inlet. His advice, follow the buoys, as they had recently been repositioned by the Coast Guard. Sure enough, we had good water all the way through, although it's still intimidating in the haze at 5:15 am.

Six boats showed up at Sore Thumb the night before, Captain's Lady (Chris and Sandy), Heart of Gold (Fred and Betty), Summerhome II (Larry and Irene with guests Pam and Todd), Eagles Wings (Jeff), Belle Free (Belle with Bob Beimers as crew) and Silent P (Ed and Helen). Della.calm (Della with Nancy aboard) and Galatea (Jerry and Jean) took their chances on the inside route through Moriches Bay and were the first to arrive at Cormorant Point. Tapatin (Andrew and Krista) and Discovery II (Kevin and Kristine) left the inlet at 10 am and arrived later, but in plenty of time for cocktails. Roger and Peg Daisley crewed on Heart of Gold since their boat wasn't ready for the cruise.

This year's glitches all involved plumbing. Fresh water pumps acted up on Tapatin and Captain's Lady. Water pump belts failed on Heart of Gold and Silent P and had to be replaced mid-ocean.

That first leg went well, other than a few hours of rolling caused by the southwest breeze. Belle Free led the way into Shinnecock and we all ended up at Cormorant Point with plenty of time to relax and enjoy the beautiful setting.

Next morning, first light, back outside with a long leg to Block. Both Fire Island and Shinnecock inlets were pretty tame and easy for all of our transits. Come to think of it, the weather was cooperative as well, if you overlook a few days of sweltering heat and humidity. On that second morning, the rollers were still there, although they shifted a little more from the west, which made the ride more comfortable.

Arrival at Block was made even sweeter by an unexpected greeting from Dennis and Adrienne Krug aboard Kariana, which was moored in the Great Salt Pond for the week. They steered us to an open Town mooring (a small miracle), and then suddenly there were enough Town moorings available for all who wanted them (a big miracle). Dave and June Tedesco arrived by ferry for dinner at Eli's and an overnight on Silent P. We discovered that, in addition to Aldo's floating pastry boat ("Andiamo!"), there is a "water boy" boat on channel 71 who will fill your tank and deliver ice.

Tapatin and Discovery II decided to forego the lay day and to skip Cuttyhunk and leave for Martha's Vineyard the next morning, which meant they would miss the second annual dinner bash at Dead Eye Dicks. All the other boats attended, including Kariana, and the evening was enjoyed by all, with good food, good drink and great company. Oh, and a few sailing stories from time to time.

Next morning, we all departed for Cuttyhunk Island in the Elizabeth chain. It didn't take long before we had our first and only real encounter with fog (thank you Galatea, Heart of Gold and Summerhome II for keeping us close and safe with your radar). When we emerged from the fog and arrived at Cuttyhunk and all boats were moored, we enjoyed a hot afternoon and a stunning evening. Some folks dinghied ashore to try the local pizza, and came back claiming it was the best pizza ever, causing the rest of us to regret not going.

We departed early the next day for Edgartown on Martha's Vineyard. Entering the harbor, at the narrowest point, there are two small but fast car ferries on opposite sides. Every few minutes, by some unseen signal, they both leave simultaneously and criss-cross, whether you're in the way or not. Silent P got through just when the vise was starting to close, but Summerhome II, close behind, had to apply the brakes in a hurry. That evening, we held our official Club rendezvous aboard Captain's Lady and Silent P, attended by all. Tapatin, with Roger aboard as crew, said they planned to leave for an earlier return home due to work obligations.

Next morning, crews and guests from nine boats took the bus to Vineyard Haven and had a delicious breakfast at the Black Dog. Afterward, we all split up and did our own things.

Over the next few days, most cruisers shopped and toured the island, while three of us, Silent P, Captain's Lady and Discovery II, set out for Nantucket, about 26 miles farther on. Nantucket Sound was somewhat foggy and rough, with 3-5 foot waves, which slowed us down. We arrived after six hours of holding on.

Nantucket is charming and more upscale than Block. Example-a ride on the launch at Block is \$3; at Edgartown it's \$4; and at Nantucket it's \$5...67 % more than Block.

The town is teeming with activity. There are many fine shops and restaurants. The Whaling Museum is a must see. We rented kayaks with our daughter Carrie, and explored the harbor and the nearby marshes. We also rented a car just for the air conditioning, then decided to tour the island anyway, and it was well worth it.

After four nights, it was back to Cutty (tried the pizza...Peg was right!). Next day, to Block to rejoin the rest of the boats.

It was the twelfth day, a Wednesday, and after some cruisers returned from a party on the beach, all the talk was about the approaching weather, good day Thursday followed by a windy day and rough seas on Friday, followed by expected heavy thunderstorms on Saturday and Sunday. At dinner at the Oar we had a captain's meeting to discuss our options. All except Galatea decided to leave the next morning, a day early; Galatea would depart later for a previously planned stop at Mystic.

Della.calm, Belle Free and Eagles Wings would leave mid-morning and duck into Shinnecock for the night; then on Friday, Eagles Wings would go it alone on the ocean, while the other two would return through Moriches, with the help of Captain Bob of BoatUS.

Meanwhile, on Thursday, the remaining five boats would do the 87 mile passage direct to Fire Island Inlet, a 14-16 hour run, expecting to enter the inlet before the 8:20 pm sunset, as long as there were no delays.

It was a challenge. Very little actual sailing was possible on this trip (how about none?); most of it was, as usual, motor sailing or just plain motoring, due to the unending southwest winds. Right out of the box, the current out of Block was against us. The wind was on the nose nearly all the way. Bottom line...we entered the inlet at late dusk at about 8:45 pm. By the time we all made it through, it was pitch, pitch dark.

Now I digress. We saw dolphins again. And whales. We all saw the whales. There were areas where fish were jumping, and then a whale would breach and its huge tail would splash the water. We couldn't tell how many...there might have been one, or several. It was exciting. It happened just off the Patchogue shore. Next season, come with us. You never know what stories and memories you'll bring back.



LOCAL KNOWLEDGE

From Fire Island National Seashore Website

<http://www.nps.gov/fiis/parknews/public-scoping-for-fire-island-national-seashore-dredging-projects.htm>

Date: July 15, 2013

Contact: [Paula Valentine, Public Affairs](#), 631-687-4759

Contact: [Michael Bilecki, Chief of Natural Resources Management](#), 631-687-4760

Patchogue, NY – Fire Island National Seashore Superintendent Chris Soller announced that the National Park Service (NPS) has begun planning for proposed projects to dredge the existing navigational channels and their associated marinas and docking facilities at three sites on Fire Island. The purpose of the projects is to re-establish safe, public access to NPS facilities in the aftermath of Hurricane Sandy and other storm events. Recent storms have deposited sediment into the navigation channels, marinas and some of the docking facilities at Sailors Haven, Watch Hill and Talisman/Barrett Beach, creating conditions that have increased the difficulty of navigation and access for two-way vessel traffic. "These channels are the 'major highways' into the Seashore's primary visitor facilities on Fire Island," stated Soller, "and we want to restore them to conditions that support safe navigation as efficiently and environmentally soundly as possible."

The environmental assessment (EA) for reducing the adverse impacts of dredging and placement and use of dredge materials will be prepared in compliance with the National Environmental Policy Act (NEPA) to provide a decision-making framework that: 1) analyzes a reasonable range of alternatives to meet project objectives; 2) evaluates potential issues and impacts to park resources and values; and 3) identifies mitigation measures to lessen the degree or extent of these impacts.

The public has two opportunities to formally comment on the project: during the public scoping period for the EA, and again during a 30-day public review following release of the EA. Public scoping comments about the proposed projects, "**Dredge Sailors Haven, Watch Hill, and Barrett Beach Channels and Marinas for Public Use and Safety**," may be submitted electronically from July 15 through August 5, 2013 at the National Park Service Planning, Environment and Public Comment (PEPC) web site:

- <http://parkplanning.nps.gov/fiis>
- or by mail:
 - Fire Island National Seashore
 - Attn: Superintendent –
 - Dredging EA Scoping Comments
 - 120 Laurel Street Patchogue, NY 11772-3596
 - No public meetings are planned during the public scoping period for this project. The EA is expected to be available online for a 30-day public review by early September 2013. Funded projects may not begin until after October 1, 2013. For more information about Fire Island National Seashore, visit the park's web site at www.nps.gov/fiis.
- www.nps.gov



WELCOME

2013 SBCC New Members & Associates

Have You Met Them Yet?

Did you know we have 13 new members/associates who joined our Club this year? Be sure to say Hi and welcome them if you see them on the Bay, at a Rendezvous, or while racing. They are:

Edward & Beth Anderson – 30' Morgan “*Why Knot*” Sail #813

Marshall & Sandi Aykroyd – 34'6” Catamaran “*Searenity*” Sail #325

Brad & Vicki Baldwin – 25' Catalina “*Magic*” Sail #3123

Mimi Benach – 24' Dolphin “*Wanderlust*” Sail #122

Bill & Patricia Lapp – 30' William Show “*Konstellation*” Sail #1742

Nick Loretta – 30' Laguna “*Papillon*” Sail #30

Jim Papa – 22' Sailmaster “*Noddy*” Sail #149

Tom Potter & Christy Edwards – 26' MacGregor “*Watercolor*” Sail #337

Karen Quigley – 23' O'Day “*Cally Won*”

Charles Schnepf - Associate

Vicki & Carl Struck – 31' Hunter “*Victoria III*” Sail #31

Peter & Nancy VanDyke – 25' O'Day “*Bon Temps*” Sail #2174

Doug & Lisa Voos – 30' Hunter “*Challenger*” Sail #1738

From our Fleet Chaplain

Let us live joyfully! Let us form a community of love and acceptance in a world full of discord.

Let us live joyfully! Let us form a community of spiritual health in a world that holds much illness.

Let us live without any spiritual neglect in our own lives.

Let us live joyfully! Let us form a community of peace in the midst of a world of rivalry.

Let us live without any kind of hostility or rivalry.

Let us live joyfully! Let us form a community that, together, has what it needs.

Let us live for the common good, radiating spiritual light and hope.

Report of the Fleet Captain—Roger Daisley

What a great time our members have had sailing this month!

On the two-week cruise, we had 10 boats involved for more than half the cruise, and most of these were NOT boats that were on the cruise last year. We're getting people off the bay and experiencing the joys of visiting places like Block Island, Cuttyhunk, Martha's Vineyard and Nantucket. *Belle Free*, *Captain's Lady*, *della.calm*, *Discovery II*, *Eagles Wings*, *Galatea*, *Heart of Gold*, *Silent P*, *Summerhome II* and *Tapatin* were all there, and we were joined by *Kariana* at our traditional dinner at Dead Eye Dick's in Block Island.

Our cruise was co-captained by both *Silent P* and *Eagles Wings*, with occasional help from *Galatea* who we all saw using her sail in open waters.

Since our boat was not yet in the water, Peg and I invited to cruise and help crew on *Heart of Gold* and we had a wonderful time, though we were only able to take one week's vacation. And then I was able to crew on *Tapatin* on the way home, as the Hemingways also only had one week available for cruising.

While we were gone, our members had fun at several rendezvous. *Della.calm's* rendezvous at Hemlock Cove had 12 attendees; *Tanzanite* at Great River had 17 attendees, followed by *Nirvava* at Coast Guard Cove hosting 15 boats and *Cayenne* at the Oak Island Lead hosting 6 boats. These last two were while many other boats were on cruise.

Now that summer is in full swing, we hope to see even more of you at our rendezvous. And plan to join us on the one-week cruise on the Bay, which starts August 11th following The Blast.

AUGUST 2013 CALENDAR

1	Thur 1930	Babylon Twilight Late Summer 1 RC McMillan Reg Start
3	Sat 1200	<i>West Island Invitational Race - Bay Shore</i> RC Romaine Reg Start
3 4	Sat Sun	Rendezvous & "Champagne Breakfast" – Hemlock Cove Belle Baxter – <i>Belle Free</i>
6	Tues 1930	Bay Shore Twilight Late Summer 2 RC Crocker Non Spin
8	Thur 1930	Babylon Twilight Late Summer 2 RC Sullivan Reg Start
10	Sat 1300	<i>South Bay Cruising Club</i> <i>The Blast – Vanderbilt Wharf, Oakdale</i>
11	Sun	Start One-Week Cruise
13	Tues 1930	Bay Shore Twilight Late Summer 3 RC Crocker Non Spin
15	Thur 1930	Babylon Twilight Late Summer 3 RC Pittman Reg Start
17	Sun	End One-Week Cruise
17 18	Sat Sun	Rendezvous Hemlock Cove Rich & Sandy Czach – <i>Shoot'n the Breeze</i>
20	Tues 1900	Bay Shore Twilight Late Summer 4 RC Hartnett Non Spin
22	Thur 1900	Babylon Twilight Late Summer 4 RC McMillan Reg Start
24	Sat 1600	<i>Foulke Trophy Invitational - Bay Shore</i> RC Bieselin Reg Start
24 25	Sat Sun	Rendezvous Great River – "Kiwi Culture" Nancy Sherman – <i>Miss Liberty II</i>
27	Tues 1900	Bay Shore Twilight Wrap Up 1 RC Perkins Non Spin
29	Thurs 1900	Bay Shore Twilight Wrap Up 1 RC Milligi Reg Start
31 Sept 1	Sat Sun	Labor Day Rendezvous – "Raise the Flag" – Hemlock Cove Della Bucher – <i>della.calm</i>

For updates about rendezvous locations, check the SBCC Group Facebook page, The Masthead, the website <http://www.sbccsail.org/> and club e-mails.

Program Events 2013

Date	Topic	Location	Time	Event Chair
Nov 9	Basic Boating Safety			
December	Caribbean Sailing and Salty Dog Rally	West Islip Library	1 – 4 PM	Bill Danilczyk

Advertising / Want Ads

“Cu Mara” 1984 Endeavour 33 sloop

Very good condition, 30HP diesel engine,
Roller Furling Jib & Main sails, hot water etc.

Price Just Reduced—Now!!! \$15,000 or Best Offer

Contact Carol Napolitano at 631-793-9526

“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

“Mirage” 1972 Pearson 26

Lots of sails, Main 150 and spin in great shape.

8hp outboard. \$3000.

Docking and race crew negotiable. Contact Greg Schneller at 516-647-6406.

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