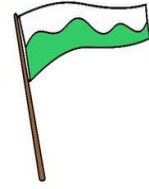




From The Masthead

South Bay Cruising Club



August 2014

Volume 64 - No. 8

The Blast

Saturday August 9, 2014
1400 - 1900 Hours

Features will include:

**Salad, Clams On The ½Shell, ** Steamed Lobster,
** Roast Chicken, ** Grilled Shell Steak**

**** (Single portion of any 2 Entrees)**

Corn on the Cob, Dessert

Wine, Beer, Water, Coffee Included.

Music by the ***Old Salts Band***

Don't miss this fabulous event- book early by
Preferred Method –hospitality@sbcscail.com, or call
[Della @ 631-539-2707](tel:631-539-2707)

Cost: RSVP by 8/7, \$25. Rsvp by 8/8, \$30.
Walk-Ins \$35.

Hot Dogs For Children 12 and under- FREE

It's hard to believe it's already August! For the first time in several years, Phoebe Rose was launched early. She splashed in May, and we were able to attend our first rendezvous prior to Memorial Day.

Under doctor's orders, June's neck surgery precluded us from being able to do the two-week cruise. But, Commodore Ed Pshedesky and First Mate Helen invited us to take the ferries to Block Island and spend two nights aboard Silent P. We left Brentwood via Toyota at the same time the SBCC fleet was departing Cormorant Point via sail, at approx. 5:30 a.m. Sunday, July 13. We arrived at Orient Point, where we took a 45-minute high-speed ferry ride to New London, CT and then transferred to a second high-speed ferry for the 75-minute ride to BI RI.

We stepped foot 'On Island' at Old Harbor in New Shoreham shortly before 10:00 a.m. under clear, blue sunny skies. There's no destination like Block Island. It's been called the Bermuda of the Northeast. The Islanders call the mainland of Rhode Island, Massachusetts, Connecticut and beyond, America. As if BI is a country of its own, which it seems to be once you're there for just a short time.

After a leisurely breakfast at Rebekah's across from the ferry dock, we walked to the Block Island Boat Basin and looked on as the dock hands assisted Silent P and Tapatin with docking maneuvers. We rewarded our efforts with food and beverage from The Oar, overlooking beautiful Great Salt Pond.

Ed and I walked into Old Harbor while Helen and June took one of the island's many taxis. We shopped, strolled, had ice cream, and made our way back to Silent P. That evening, the entire fleet rendezvoused at Dead Eye Dick's for a wonderful meal, with stories from all about the ocean transit. Dinner at Dead Eye Dick's has become a SBCC tradition which everyone looks forward to!

Day two dawned with Block Island fog. After lounging around aboard our host boat, we walked into Town and took in a sandwich and soda at the Three Sisters, run by actress Molly Price and her two sisters. Well, since we've never seen Molly serving up food, we believe she bankrolls the shop and the other two sisters run it. While waiting for Helen and June to shop, Ed and I made our way back over to The Ice Cream Shop, where we had.....ice cream!! There was actually a family who stopped to debate where they should go for ice cream.....The Ice Cream Shop or Aldo's across the street. We told them we've been coming here for years, and haven't been disappointed yet with the Ice Cream Shop! They took our advice and were glad they did! Ed and I walked halfway out onto the rock jetty in Old Harbor, and then we all got on line at Eli's for dinner. We dined on sumptuous fare, walked around town some more, then made our way back to Silent P.

The third day on Paradise was foggier than the day before. Helen made her own version of Egg McMuffins, which were much better than the fast food variety. June and I prepared for our trek home, even though the fleet decided to stay On Island for two more nights due to the weather. Unlike the fleet, we had obligations and had to force ourselves to leave. BUT not before a repeat appearance at The Oar.

We said our farewells to the crew of Silent P, then we took a cab to the ferry dock at Old Harbor. The trip back was surreal, as it was mostly in the fog. The shoreline of Crescent Beach slipped away into a blurry gray haze, and we didn't see land again until we could see the shores of the Thames River approaching New London. Thank you, Silent P, for sharing a piece of Paradise with us!



*Fun Fun Fun
in Bermuda*

Return from Bermuda aboard *Jacqueline IV*

Roger Daisley

Richard and Adrienne Tesoro, John Zeigler and I— flew down Friday and arrived at the Royal Bermuda Yacht Club a little after noon. We put all our clothes aboard and walked around Hamilton and got ready for the evening events. Tattoos, light projections and gambling were the night's activities, with plenty of "Dark and Stormy's" for all.

Our crew was made up of Bob Forman, skipper; Adrienne and Richard Tesoro and me, all SBCC members. Additionally, we had Tom Fox, a USMC Major, nicknamed “Red Beard” by his friends in Afghanistan, and John Zeigler, who rowed a two-person boat across the Atlantic from the Canary Islands to Barbados. (John, by the way, is quick to point out that he can do more than row a boat.)

One of our crew won \$80 in funny money and used it to buy a Goslings hat. That person also has a new collection of Gosling glasses, buckets and towels. It was a fun evening with two bands and a dance troupe. Unfortunately, some of the crew went to bed early and the others were saddled with using all the drink tickets. The few that made it to the end got to see the 1-hour island-style Gombey dancing show. The invitation read that the party would be from 6:30 until 10:00, but the band didn’t stop until 1:00 in the morning.

It was also neat to see all the boats that raced in this year’s Newport-to-Bermuda Race. They were amazing. I had the chance to get onto the USNA boats. When you look up “Spartan Simplicity” there is a picture of the Navy 44 Mark 1. But they did well and won in their class. It was great for the middies too as this replaced one month of training this summer on their miniature destroyer (YP’s) learning maneuvers.

It was also fun to see that Bob was officially listed as representing both the NYYC and the SBCC as his club.

Saturday we had another chance to walk around Hamilton before heading north and had an outstanding dinner with our skipper and his family at one of the finest restaurants in Bermuda.

Sunday was spent stocking up the boat with water, fuel and food and starting our sail home. All this time, the weather was perfect. Our skipper provisioned with plenty of rum and mixers, fresh limes and, as always, ice cream for dessert. And the water was such a beautiful blue/green.

With six people aboard, we stood four-hour watches with eight hours off, so it really was luxurious sailing, an “executive” cruise. The winds were almost always good, and there was no tacking—just one long port tack all the way home. The spinnaker runs seemed to last forever, so we could cleat her down and relax. No constant adjusting like we do on the bay. And the AIS system was great. We could “see” other boats that were seemingly over the horizon.

We did, however have to reef the main twice and the genoa twice and we raised and lowered the asymmetric spinnaker three times. We had a large pod of porpoise stop by for a while Monday morning. They are always so playful. We also saw five Portuguese Man O’War. Flying fish were plentiful, with two landing on the boat. And the endless and fabulous vista of sea and sky was awe-inspiring. At night, we felt that we could almost reach up and touch the stars. The ocean was as gentle as one could imagine for over 500 miles, until later when we arrived at the Fire Island Inlet.

About 150 miles out, we started hearing a clatter around the engine area. Bob went under the boat to check the prop as we were exiting the Gulf Stream for us, but it never occurred to us that the transmission

was not working. It wasn't until we were home that we discovered the shaft had broken, and of course that left us without the use of our engine for the rest of the trip. It is a sailboat, however, so we sailed.

Hurricane Arthur was chasing us north, but the wind and weather continued to be great for us as we stayed well ahead of that storm. And then there was a lightning storm along the New Jersey coast, but although we could see the lightning, it was too far away to hear any thunder.

We had called Boats US in advance to let them know we'd need a tow once we got to the MOA at Fire Island. Of course, that's when we finally had some exciting weather. It seemed that we were a half-hour out when the wind picked up and the sun went down. I thought the waves were about 8 feet, but John was standing on the foredeck. He's six feet tall and with four feet of freeboard, some of the waves were above his head, suggesting 10-12 foot waves that seemed to be coming from every direction as the wind picked up to 40+ knots.

When our tow arrived, we lowered the main. Trying to catch the tow line was a challenge, but again, everyone knew what to do, including the tow boat skipper who got us through the Fire Island inlet, despite the conditions. Once inside, however, the storm passed and the water was calm for the tow to Bob and Jackie's home in Bay Shore. We did minimal clean-up and returned the next day to help Bob get ready for Hurricane Arthur later that afternoon.

It was a great trip on a great boat with a great skipper and a knowledgeable crew that was fun to be around made for a great trip. We all hope to be invited back next time.



Flag Etiquette

The Ensign

Boats should fly the national flag, and most pleasure boats in US waters have a choice between two of them. One is the yacht ensign, with its fouled anchor over a circle of 13 stars, and the other is the familiar 50-star flag.

While some yacht clubs specify that one or the other be flown, discretion often lies with the skipper, except that the 50-star flag must be flown by any boat outside US waters and also by documented boats in all waters.

The size of a nautical flag is determined by the size of the boat that flies it. On the fly, the ensign should be a minimum of one inch of flag for every one foot of the boat's overall length. The hoist is two-thirds the length of the fly.

Fly the ensign from morning colors (8:00 a.m.) to evening colors (sunset) whether the boat is at rest, under sail, or under power. There are exceptions to this rule. The ensign is not flown by a boat in a race, as a signal to other boats.

To prevent wear and tear, the flag need not be flown when out of sight of other vessels or when nobody is aboard.

The flag is flown while entering or leaving a port, even at night. At morning colors, the ensign is hoisted rapidly before other flags. At evening colors, the ensign is lowered slowly and with ceremony after other flags come down.

Boats today fly the ensign from the stern, which provides the best all-round visibility. It should be on a staff that is sufficiently long and angled, and that is offset to one side (traditionally the starboard side), so the flag flies clear of engine exhaust and rigging.

For many years, until around World War II, most ensigns were flown from the leech of the aftermost sail—a sloop or cutter's mainsail or a ketch or yawl's mizzen. That position is still available.

On a Marconi rig, the ensign may be flown about two-thirds of the way up; on a gaff rig, just under the gaff.

In either case the flag may be sewn into the leech or hoisted on a halyard through a leech cringle (reinforced hole) so the ensign can be lowered to avoid chafe, say on a permanent backstay.

(Next month more details on Flag Etiquette in the September Masthead)

We've all heard the expression, "healthy tan." Well according to the Centers for Disease Control, a tan does not indicate good health. They say a tan is a response to injury, because skin cells signal that they have been hurt by UV rays by producing more pigment.

Skin cancer is the most common form of cancer in the United States. It usually develops on areas of sun-exposed skin but it can also form on areas that are rarely exposed to the sun, the palms of your hands, beneath your fingernails and toenails and your genital area. Skin cancer affects people of all skin tones, including those with darker complexions. When melanoma occurs in people with dark skin tones, it's more likely to occur in areas not normally exposed to the sun (Mayo Clinic).

People burn or tan according to their skin type, the time of year, and how long they are exposed to the UV rays which come from the sun or indoor tanning booths. The six types of skin, based on how likely it is to tan or burn are:

- I: Always burns, never tans, sensitive to UV exposure
- II: Burns easily, tans minimally
- III: Burns moderately, tans gradually to light brown
- IV: Burns minimally, tans well to moderately brown
- V: Rarely burns, tans profusely to dark brown
- VI: Never burns, deeply pigmented, least sensitive

People with skin types I and II are at the highest risk for damage from UV exposure (CDC). If you can spot it you can stop it. Self-examination of the skin, coupled with a yearly skin exam by a dermatologist is the best way to detect early signs of skin cancer. Look for:

A spot or sore that continues to itch, hurt, crust, scab, erode or bleed.

An open sore that does not heal within two weeks.

A skin growth, mole, beauty mark or brown spot that:

Changes in color or appears pearly, translucent, tan, brown, black or multicolored.

Changes in texture.

Increases in size or thickness.

Is asymmetrical.

Is irregular in outline or border.

Is bigger than 6mm, the size of a pencil eraser.

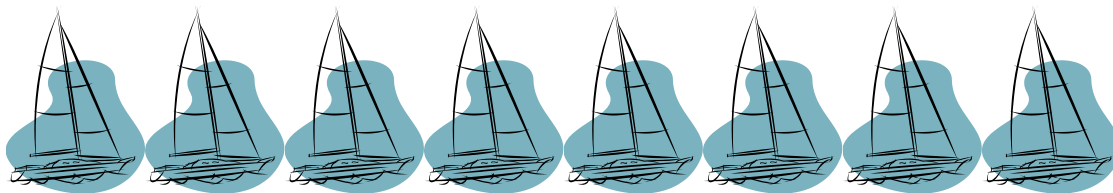
Appears after age 21. (Skin Cancer Foundation)

Wear sunscreen year round. Sunscreens don't filter out all harmful UV radiation, especially the radiation that can lead to melanoma. But they play a major role in an overall sun protection program. Use a broad-spectrum sunscreen with an SPF of at least 15. Apply sunscreen generously, and reapply every two hours – or more often if you're swimming or perspiring. Use a generous amount of sunscreen on all exposed skin, including your lips, the tips of your ears, and the backs of your hands and neck (Mayo Clinic).

Clothing can be your most effective form of sun protection, so make the most of it with densely woven or bright or dark colored fabrics, which offer the best defense. For instance, a thin white T-shirt provides a UPF, or Ultraviolet Protection Factor, of about 5, meaning that the shirt lets in about 1/5 of the sun's rays. In contrast, blue jeans have a UPF of approximately 1700. The more skin you cover, the better, so choose long sleeves and long pants whenever possible. For extra safety, seek specially designed clothes that come with a UPF label; a UPF rating of 30 and up indicates substantial protection.

Wraparound sunglasses that block 99-100 percent of the sun's UV rays effectively shield both eyes and the surrounding skin, helping prevent serious conditions from cataracts to melanomas of the eye and eyelid. Hats with a brim of 3" or greater offer significant protection for the face and back of the neck (Skin Cancer Foundation).

All the national organizations cite avoiding the sun between the hours of 10 am to 4 pm as another guideline to prevent skin cancer. This may not be a realistic choice for sailors, but it would be remiss not to mention it.



From our Fleet Chaplain-----

“Unceasing Kindness, “Like a caressing soft breeze with a ceaseless whisper, or a gentle touch on the cheek whose imprint remains. Like a compassionate gaze forever remembered, or a hand extended openly always ready to bestow

Today, bring Kindness with you.” --*Joyce Rupp*



From Rich LaBella—

I just hung my encore photographic presentation at the Long Island MacArthur Airport Atrium Gallery. The Airport and Islip Arts Council created a dedicated gallery space that is spectacular. My work will be there **until Sept. 2nd.** If you are at the airport, drop on by.

The East End One-Week Bay Cruise

You are invited to join Joe & DJ on the One-Week Bay Cruise for some fun in the sun, sailing, hanging with friends, meeting new friends, playing games, winning some fabulous prizes (well maybe not so fabulous), taking walks, taking naps, eating, drinking, and just chilling out. The fun begins the day after the BLAST in Great River on Sunday, August 10th. You will need to bring with you:

- A Good Attitude (no whining, just winning)
- Some Rendezvous snacks to share
- Two potluck dinners to share (one Italian)
- A fishing pole to be in the Snapper Fishing Derby
- A regifted bottle of wine (a bottle you'd like to trade with)

Sunday – Sail Great River to Bellport (Start your time at Red Buoy #32 1nm south of Green Creek, W. Sayville to Red Buoy #38 .6nm SW of Howells Creek Bellport – total 5.7nm - keep track of your own time – SAILING ONLY – we trust you). Anchor East of the Bellport Marina. Dinghy Wine-up off of Tanzanite before the Rendezvous in the park at Bellport (no alcohol permitted in park) and prizes for the race

Monday – Layday in Bellport – Dinghy to New Inlet or up the rivers. Walk to town, croquet on the lawn. Dinner at Avino's at 6pm. (details to follow)

Tuesday – Sail to Davis Park (\$1./foot for all + electric). Most dock on the East side of the marina. Clean the Beach Walk, Wine Swap, Potluck Dinner, Horseshoes

Wednesday – Davis Park – Soup Bowl Regatta, Beach Games.

Dinner on Your Own (Fire Island Casino Café, Fire Island Casino Bar, snack bar, or romantic dinner on your boat)

Thursday – Davis Park – Walk to Watch Hill, Snapper Fishing Derby, Trivia Games. Italian Potluck Dinner, Sing-a-long

Friday – Sail to Great River – Lunch at Snapper Inn, then Cruise Finale Party at Snapper Inn with Gaspare's Band 6pm – 10pm (THE END)

The above itinerary is weather permitting and flexible and could change at any time, so keep in touch via my email (djnjoe79@yahoo.com) or the SBCC Facebook page. We will monitor CH 9 and send emails out for any location changes. Please feel free to join us and come and go at any time. The more, the merrier. No pressure, no problem.



The following boats have signed up to join us for at least a part of the Cruise:

Barbara's Rose
Blue Horizon
Counterpoint
Curlew
Della.com
Forager
Free Spirit (w/2 children)
Galatea
Habanero
Laurie Jean
Loon
Mareva
Miss Liberty
Phoebe Rose
Silent P
Silver Cloud
Summerhome II
Tanzanite
Wanderlust
Watercolor

As you can see we have quite a few already, and we haven't even left the dock yet!!! If you plan to join us, please email me, and especially let me know if you plan to bring any children with you so we can plan accordingly. Also, if there is something you'd like to contribute to the week such as a game or event, let us know that as well. We look forward to any input you may have.

Hope 2 C U out there!!!!

DJ Greco

Fleet Captain



Join the Race for life.....August 16th at Sayville Yacht Club

In the 1960's, a child's chance of surviving leukemia was 3%; today, 90% can expect to survive into adulthood. Since the 1960's, Hodgkin lymphoma patient survival rates have more than doubled to 88%. Forty years ago, 1 in 10 myeloma patients survived. Today, that number has more than tripled.

The 2014 Leukemia Cup will be held August 16th at Sayville Yacht Club and this year's event is shaping up to be the most fun yet with the addition of a Margaritaville PHRF Division as well as a more opportunities for One Design boats in individual and handicap classes. There will be a special award for the boat that displays the best Margaritaville Spirit bring your imagination.

For PHRF boats your registration fee includes four tickets to the Dinner-After Party, Tee Shirts for your crew and some swag from sponsors as well. I participated in 2013 and I can assure you it is well worth the donation which will help save even more lives.

Online Registration here <http://www.leukemicup.org/li/>

Or Download and fax your Registration here

<http://www.sayvilleyachtclub.org/innovaeditor/assets/LLS%202014%20Registration%20Form%20Revised%207-24-14.pdf>

Notice of Race here

<http://www.sayvilleyachtclub.org/innovaeditor/assets/2014%20LLS%20NOR%20rev%207-24-14.pdf>

-Mike Duffy



**2013 Sayville Yacht Club
Leukemia Cup Photos**

Reflections on a cruise – by Governor Joyce Gotard

Our cruising experiences began in 1978 when we signed on to the two week Beach Comber cruise which would be led by Capt. Roger Ramsdell and his first mate, Isabelle. With little experience but great expectation we attended the planning meeting in early spring where committees were formed to handle the various activities that would take place. Roger had made the following suggestions for the duties of the volunteers who would then share their info at our next meeting: Tides and currents for the cruising areas, moorings/docking information, facilities at the various ports such as Laundromats and grocery stores, events and activities in the ports including restaurants (let's not forget that important place) and last but not least a committee to handle the lowering and raising of masts for the trip through the Shinnecock Canal.

Taking a cruise on a cruise ship is quite different than cruising on a sailboat. Where is the steward? What time does the dining room open? What's the entertainment for the evening? The only thing in common is the water that both ships sail on. Oh well, I digress. Since our family numbered five persons and one dog on our 28' ft. Irwin, it became a challenge to pack enough clothing, food and other sundry supplies along with the sailing equipment in the storage compartments in order to reduce the amount of time spent ashore in the Laundromat, grocery store and West Marine. Somehow there was always a need to go to West Marine –“just to look around” as the Captain would say. Now it's one thing to pack everything into a boat and another to remember where the supplies are. Talk about a continuous scavenger hunt. I found out later that one of our friends made a diagram of the storage areas and proceeded to jot down what was in each one. Now why didn't I think of that! Since our refrigeration depended on ice, juice and milk containers were filled with water and frozen to keep whatever food we could fit in after the ice was loaded. It seemed we had more ice than food in the chest. Oh well I thought, hope that list of restaurants is long. Since there were many kids on this cruise it was never a problem for them to be occupied. The problem was to locate them when it was time to cast off or walk the dog or take the rubbish ashore. It always amazed me how a boat with the same number of people would be carrying one small bag of trash after 3 days at anchor while we had about 4 bags. Surely our dog did not make the difference. Our first cruise was filled with new experiences for us. Fog, sunny days, fair winds, fog, lovely coves, historic Mystic, musical comedy at the Good Speed Opera House, costume party where rope man sunk like a rock, fog, cookout on Potter Cove Beach, tour of Newport, Block Island, fog and lovely restaurants for tasting the food of the area.

This was the beginning of cruising for us and through the years we have enjoyed every cruise since as each one is special and different in its own way. The time we shared with the friends who have cruised with us and the places we have been to, provide us with laughs and memories to fill the long winter evenings.



**GSBYRA Junior Raceweek
Point o' Woods - Bayberry
Bay Shore - Babylon
Included Racing to the next Club**

Photos Doug Shaw & Mike Duffy

Two week cruise log - 2014

7/11 not lucky...Silent P aground at the Thumb. TowboatUS saved the evening. Lesson...stay near the rocks when entering. Alone for the night.

7/12...Fractured cruise, Tapatin, Dream Voyager and Naiad joined us as we started through Fire Island Inlet, all three planning to depart from part of the Club itinerary. Spoke to Class Sea M and della.calm when underway. They, along with Maggie Lee and Captain's Lady are going on the inside. They all had a pleasant rendezvous the night before at Bellport. Galatea left late after fixing a problem, which allowed Jerry time to round up important items forgotten by Della, Nancy and Chris. No word from Indigo. At least four boats that intended to go cancelled due to last minute issues. Beautiful day on the ocean. Motor sailing. Tapatin had problems with tach. Aiming for slack at Shinnecock at 4:49. Got in on a flat inlet. There are no buoys marking the approach this year other than the MOA. Indigo arrived later.

7/13-7/14...better. 5am departure-just getting light after a pleasant night. All except Indigo left. Exited at predicted slack. So much for predictions. Flood current of at least 3 1/2 kts against us. Silent P had a ground speed of only 2 1/2 kts at one point, and Captains Lady got down to 1 1/2 kts. But the inlet was flat and the ocean was relatively good. Shortly after leaving Shinnecock Class Sea M experienced issues and decided to turn around. We'll miss them. Ocean trip was uneventful, other than Tapatin's continued instrumentation problems. Saw some dolphins. Bill Grauer single handing on Miss Viv set out to meet the fleet as it passed Montauk, but he lost his engine and had to turn back. We'll miss him also. Wind was predicted to increase dramatically in the afternoon, so it was a race against time to get secure at Block. But Mariah or her maritime cousin was good to us. Currents in our favor almost the entire way gave us speeds well above seven knots. Wind was ok until entering the Great Salt Pond, where it whipped at 25 kts. Silent P had one of those docking fiascos that ended up with five guys on the boat giving orders and tying lines. The Tedesco's arrived by ferry and were waiting on the dock for Silent P. Everyone got settled and we all started to enjoy the fruits of our efforts...lunches at the Oar, dinners in town, nature, activities and delicious ice cream.

7/15-fog, wind, rough seas and threatened storms kept all except Tapatin in port. They left early for Edgartown without a stop, which was their plan-this was Andrew and Krista's early anniversary celebration at the scene of their honeymoon. The Tedesco's departed by taxi for a 4:50 pm ferry from Old Harbor. After the taxi left them in town, Dave's cellphone was found on Silent P, which started a mad dash as Dave and Ed rendezvoused on foot halfway to town for the hand to hand transfer. Cruising plans changed drastically. Even worse weather was predicted at least for one more day. So we all got together on Silent P and agreed to reinvent our cruise. Patrick O'Donnell was entertained by Helen with bubbles as we discussed options. All stops on the Cape were out, since two days were lost and sailing days would have to be too long to catch up. Reservations at Osterville and Chatham were canceled. The new plan was Cuttyhunk, Edgartown/Vineyard Haven, Newport/Jamestown and back, subject to available accommodations. Fog, rain and thunder punctuated the night and the morning.

7/16-fog, wind, heavy downpours. If nothing else, it's relaxing. It's Block after all.

7/17-eight boats depart at 6am. Water Life will be departing later and go to Cuttyhunk, then on to Newport tomorrow. The rest of us headed north at up to eight kts until we cleared the northernmost point, under cloudy skies with good visibility. Once clear, we had six foot swells, uncomfortable at first, but less of a problem as the wave period stretched out. Along the way, Margaret confirmed we had outside moorings reserved at Vineyard Haven, so we altered course to bypass Cuttyhunk and go straight to

the Vineyard. Dream Voyager and Naiad went all the way to Edgartown.

7/18-finally, a beautiful day. Town moorings are available and we all moved inside. Shopping, eating and more shopping. While Patrick and his parents did their thing, the rest of us gathered on Galatea for cocktails, and all except Silent P enjoyed a lobster roll dinner. Silent P had dinner in town while waiting for guests to arrive-daughter Carrie and friend Becca.

7/19-all went our separate ways, busing here and there, most ending up for cocktails on Indigo. Cloudy day, but not hot. Good for shopping.

7/20-more shopping, restaurants and bus rides. Weather threatening with a few sprinkles. Big rainstorm in the evening. Tomorrow Cuttyhunk with a good current.

7/21-left early for Cuttyhunk with an amazing current in our favor on fairly flat seas. Dream Voyager and Naiad left Edgartown and went straight to Block. Maggie Lee had to go on to Newport to be fitted with a replacement alternator. About three hours later, we started up the cut known as Quick's Hole, which connects Vineyard Sound to Buzzards Bay. We had maybe two knots in our favor with, uh oh, an opposing wind. Numerous whitecaps ahead indicated a rough ride. We found ourselves plowing into six foot waves and crashing the bow for about ten minutes before reaching the top of the cut. della.calm showed us the front half of her bottom and Galatea saw the rest from the rear. It took guts to make the turn to port knowing the big waves would be coming from the side. We all turned gradually, and the farther we got from the cut, the "calmer" it got. We all entered the beautiful Cuttyhunk harbor at about noon and all found moorings. After a quiet afternoon, we all met at Sopranos for really delicious pizza. Patrick brought his own bubbles this time.

7/22-off to Block a day earlier than planned, due to weather considerations. Maggie Lee arrived from Newport. All got accommodations. Silent P had to anchor twice, and then got space at the Boat Basin. All eight boats in the same port. Very windy. Della had to pull up her anchor and sixty feet of chain by hand after her windlass failed.

7/23-another beautiful day, still windy. Most attended lunch at the Oar to trade stories (most of which were probably true), and discuss plans for departure on 7/25. One thing must be said about the Oar. The food really is good. But for anyone who hasn't been to Block, that's not the attraction. It overlooks the Great Salt Pond-hundreds of boats anchored, moored and docked, blue water so clean you can see the keels if you're close up, a cool breeze, puffy clouds in a blue sky. It's really riveting most days. That night, a downpour late gave us all a free wash.

7/24-turned out to be a good day despite earlier predictions of rain and wind. Last full day before starting the return. We all did the usual Block things-browsing or shopping, ice cream, the Oar. We got a crowd together for lunch at the Spring House. The food's great, the Bloody Mary's superb (Jerry: best one I ever had). But you can't go there without sitting in one of the Adirondack chairs lined up on the edge of the hill overlooking Block Island Sound, with Rhode Island on the horizon. This time we were somewhat cheated, because that's when the front came through, with a north wind and a temperature drop under cloudy skies. Oh, well...have to go back next year.

7/25-departed early to make slack at Shinnecock Inlet. That north wind stuck around and gave us a rare westward sail on flat seas. Silent P sailed with engine off for twenty five miles, as did most of the others. Longest sail ever. We all entered the inlet without a problem. Maggie Lee, della.calm, Captain's Lady and

Galatea continued on the inside route to an anchorage and a return home tomorrow. Indigo (without Patrick and Whitney), Dream Voyager, Naiad, Water Life (who went on the two week cruise and bought a 36 foot boat) and Silent P spent the night at Cormorant. The inlet seems to be reversing an hour or two early. Also the timing at Moriches seems to be off from the table predictions. Hoping that's true tomorrow. Maybe it's related to the new inlet. Have to make the rendezvous on the river by 5:00. Anything to delay going home.

Thanks to Della for all the hard work in planning the accommodations, and helping to revise everything; Jerry for being the defacto leader on the water; Margaret for getting us into the Vineyard on the fly; and Helen for getting lots of compliments at the Basin for her docking prowess.

Memorials



Watercolor by Vince Piazza

Bud Rosenberg – Past Commodore – 1976 – 1977 passed away recently.

Who was he?

Bud Rosenberg and his wife Harriet joined the South Bay Cruising Club in 1958. They sailed on a 32' Dickerson Ketch named *Polymer* and raced her as well as sailing her on club cruisers. Bud volunteered for various committees – Cruising, Handicap, Membership, Planning, Programs and Board of Governors and eventually a flag officer becoming Commodore in 1976. A Quote from Bud “Each annual cruise, each rendezvous, each race, each club party has reintroduced old friends and made new ones. We’re surer of ourselves now, the mate and crew are veterans of many adventures and now it is our turn – and I hope you’ll join us – to welcome the new folks, to pass along a hint to make cruising more enjoyable.”

Edie Penny

It was in 1992 when Edie won the Patricia A. Kelly Trophy. The story is told that Edie had to call her husband Steve to replenish the liquid refreshment supply for her crew onboard their boat *Absolut*.

Ralph Howell Jr.

Frank Peter recently got a call from his nephew, who said Ralph had just passed away. He told Frank that his uncle raced with the Club in the fifties and sixties.

Dr. Andrew Peters

Andy was the SBCC Fleet Surgeon for many years. Devoted internist for 40 years.

A VIEW FROM ASTERN Tom Gotard

**LEARN TO DANCE THE
CLAM TREADER'S "CHA-CHA-CHA"**



FINISH: Port foot to port again, followed by starboard foot and swinging partner's stern clear of committee.

NEXT: Place port foot to port, follow with starboard foot, being careful not to ram the Commodore

START: Steady as she goes on the starboard tack, ready about on the first downbeat without barging.

AT THE SOUTH BAY CRUISING CLUB'S

**MONSTROUS BALL
AND GALA CHOW**

FEBRUARY 6TH 1960 - 9:00 P.M.
SOUTHWARD-HO COUNTRY CLUB
MONTAUK HIGHWAY, BRIGHTWATER

\$6.00 PER DUCAT

includes Dancing & Buffet!

PROGRAMME FOR THE EVENING

: Early Bird Dance Contest starts promptly at 9:00 P.M.

: Chow Down at 9:30 P.M. Sharp

: Clam Treaders will dance the "CHA CHA, CHA" at time to be announced, Valuable Prizes to be Given.

: Drinking and Dancing Until-

Call or write Stuart or Charlotte Paterson, Nohawk 0-5285
or 165 Annuskemunnica Road, Babylon, N. Y.

No Reservations accepted after February 4th.

The View Astern

The year is 1960 and the club is celebrating it's 10th anniversary and membership has grown to 286. The smallest vessel in the fleet is a 15 ft. Crosby Cat with a 2 ft. draft while the largest vessel is a 50 ft. A. Mason schooner with a 6.5 ft. draft. (Bet he knew where every sand bar was in the Bay).

The club goal was not to find out what activity interested most of the members and then to specialize in it, but rather to provide **each** member with an activity he would enjoy. One of the events offered that year was an opportunity to learn the Clam Treaders Cha Cha Cha. The directions for the steps are mentioned in the invite to the Mostrous Ball and Gala Chow. Get ready now for the Blast as I am sure the band will provide the music for all you Treaders.



WELCOME

We are happy to report that some of our new members are participating in our rendezvous and races. We look forward to greeting many more at our upcoming "Blast" on August 9th, 2014.

The Welcoming Committee

From our Trophy Committee—

This year I am the in charge of trophies and awards. If you are organizing a race and need trophies for the event, be sure to contact me with the details so I can order them as soon as possible. Also, if there are any races or series of races that have already completed, but the awards are not given out until the award ceremony in 2015 let me know now and I can get the trophies ordered ahead of time. I am hoping to get some new trophy designs (and cruising awards) created this year by one of our new SBCC associate club members (Kathy Seff) who is a very talented glass artist.

I owe a big thanks to June and Dave Tedesco who have been amazingly helpful in giving me information and advice on how to order trophies.

Donna Schlossberg (donnare@optonline.net) 516-983-9140

~~~~~

The 2014 SBCC Yearbooks have all been distributed. If for any reason, you did not receive your yearbook, let me know and I will look into it.

Errors? If you find any errors in the yearbook, especially those having to do with your contact information, be sure to let us know. We work closely with the membership committee to make sure all information is as up-to-date as possible.

For all you photographers out there, we are always looking for good clear photos from the rendezvous and the races!

Peg Daisley  
Yearbook Committee  
[mdaisley@msn.com](mailto:mdaisley@msn.com)  
917-847-7445

# **Anchor Locker**

***Does anyone have anything nautical for sale contact me June Tedesco at [captn1@optonline.net](mailto:captn1@optonline.net)? Send me your short Ad along with contact information for the next Masthead.***

## **Anchor for Sale**

**40 lb Danforth Anchor with 6 foot chain and 100 ft of line spliced-on**

**Price \$120.00**

**Please call Marilyn Brous at 631-264-3861**

## **Slip for Rent**

**75 feet of Broadside Docking, Water and Electric-**

**Secure Neighborhood -West Islip \$65.00 per foot through October for Boat 30ft Plus Contact Bob Martorana 631-422-3404**

## **Boats for Sale--**

**"Victoria III" 2008 Hunter 31' sloop, excellent condition, jib and main furling systems, Yanmar 21 HP diesel, auto pilot, A/C and heat, much more. Would consider deal to trade with someone who is moving up. \$93,000 Contact Carl Struck at [struckc@sunysuffolk.edu](mailto:struckc@sunysuffolk.edu)**

**"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 [sailvela@optonline.net](mailto:sailvela@optonline.net)**

~~~~~  
It's time for the SBCC to renew our BoatUS Cooperating Group Agreement!

For only \$15 (a 50% discount on BoatUS Membership dues), members of the SOUTH BAY CRUSING CLUB will have access to over 26 BoatUS benefits and services, including:

- On water and on road towing service
- Group rate marine insurance program
- Discounts at West Marine
- Discounts on fuel, repairs and transient slips at over 1,000 marinas.

Remember, there is no cost to your organization to participate in the BoatUS Cooperating Group Program. All we ask is that you promote BoatUS to your members in your newsletters and at your meetings.

Don't forget to have your members join or renew their BoatUS Membership using your group code: **GA83761S**

SBCC LINKS

Regatta Captain Aileen Eppig
brokher759@aol.com

Program Rich Troy
t4oyman@aol.com

Historian Tom Gotard
avopns@verizon.net

Handicap/Measurement
Scoring
Jim Reichel
info@sailchoice.com

Protest Rich LaBella
labellar@optonline.net

Ships Store Helen Pshedesky
cyberpoosh@aol.com

G.S.B.Y.R.A
Mike Duffy
<http://www.gsbyra.org/>

Masthead June Tedesco
captn1@optonline.net

Our club website is
<http://www.sbccsail.org/>

Commodore Ed Pshedesky
cyberpoosh@aol.com

Vice Commodore Dave Tedesco
captn1@optonline.net

Rear Commodore Roger Daisley
hrdaisley@gmail.com

Treasurer Corinne Conger
corinne315@live.com

Recording Secretary
Charlie Margeson
cmargeson@endurancereusa.com

Hospitality Mark Romaine
mark.romaine@yahoo.com

Hospitality Della Bucher
dbucher1010@yahoo.com

Yearbook Peg Daisley
mdaisley@msn.com

Chantyman Harry Manko
hmanko@aol.com



Fleet Captain
DJ Greco
joendj@yahoo.com

Membership
Stephanie & Jay Pizer
spizer@imaxproductions.com

Technology & Website
Rich Mourino
richard.mourino@gmail.com

Fleet Surgeon
Peggy Van Tassel
peggy.pvt@gmail.com

Fleet Chaplain
Frank Peter
captain365@yahoo.com

Trophy Donna Schlossberg
donnare@optonline.net

Welcoming
Michele and Jurgen Fenske
jfenske1@optonline.net

Mailing
Sandy and Chris Carlberg
sandccands@aol.com

<https://www.facebook.com/groups/southbaycruisingclub/>