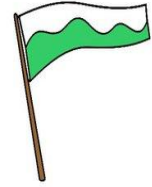




From The Masthead

South Bay Cruising Club



October 2014
Volume 64 - No. 10

Rendezvous

Smiles

Friendships

Knowledge



The Boatyard Party, I guess, can be considered the bittersweet approximate end of the sailing and racing season, although some boats hang on a little longer, and racing in Babylon goes for another three weeks.

Thanks to the generosity of Bill and Mary Ann Cook, we've partied the last few years at the Long Island Yacht Sales boatyard in Bay Shore. The Cooks have been members of the Club since 1960.

Bill, along with Dick Daitz, sponsored Helen and me for membership way back in 1998. We've never looked back.

Sometimes when I ask a longtime sailor or sailing couple why they haven't joined our Club, I'm frequently told that they just don't want to be obligated. What a contrast to what it really is. Especially with so many of the new members that have joined us in the last few years. We must be doing something right. Enthusiasm is running high, and there is no sense of obligation. In fact, it's the complete opposite. Many of our new members just can't get enough.

And how about the long time members? According to Club records, we currently have thirteen memberships dating from 1962 back, one of whom recently sailed back from the Antarctic.

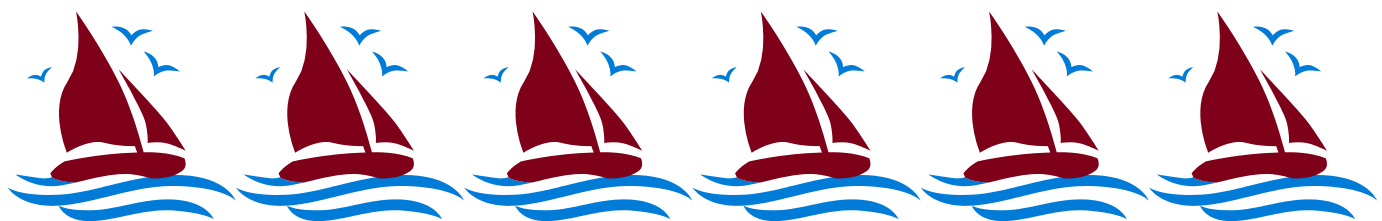
At last year's party, I somehow wormed my way into being a judge in the dessert contest. I just hate all these obligations.

I want to thank Jeff Bieselin, who has agreed to fill in as the SBCC Treasurer for the remainder of the year. Jeff was Treasurer when Matt Demarco was commodore, and he didn't hesitate a nano second when I asked him to step back in.

We will need a replacement starting January 1 for one year. If you are a regular member and have accounting or bookkeeping experience, and you'd like to volunteer your time, give me a call. We would love to have you join the board.

So come on out to the Boatyard Party and Annual Meeting on November 1. And before that, we have the Orr Invitational at the Babylon Yacht Club on October 4 and 5 (racing on the 5th), and the Discoverers Invitational on October 11, which kicks off Fall Family Weekend at Atlantique, our final rendezvous of the season. Ugh.

Ed Pshedsky
Commodore



Salty Sam's Flea Market is back

Once again upon popular demand!!! Salty Sam will be glad to sell your treasures and other stuff. How long are you going to look at that whatchamacallit which you think some day you will use? Hasn't your family begged you to clear out some of that gear? They don't want to have to do it, so now is your opportunity to make them happy. Nautical items accepted including books on how to win that race or restore that boat or sail around the world in two weeks. You set the price and the club gets 15% of the final selling price. So start now to collect your items and bring them to the boat yard party with a price tag on them.

We are also looking for volunteers to help for short time periods at the sales table. If interested or have any questions please call me ASAP at 516-541-2805 Don't hesitate to call - it's a fun time. No experience required. See you at the party. Joyce Gotard - Silhouette

From our Fleet Chaplain-----

October 2014

In every human being lies a seed waiting to be watered to life. To be encouraged to pursue our interests, our talents, is life's greatest gift. The people who encourage us never die to us; they live in us always for having made our own lives full.

Did you know??

June Tedesco

Contrary to popular belief, old wine rarely turns into vinegar. Usually a half empty bottle just spoils due to oxidation. To create vinegar, you need the presence of Acetobacter, a specific type of bacteria. You can make your own wine vinegar by mixing one part leftover red, white or rose wine with 2 parts of cider vinegar. Pour the mixture into a clean, recycled wine bottle, cap it and store in a dark cabinet. It just might taste as good, if not better, on salads than some of those fancy wine vinegars sold in upscale shops.

In an earlier Masthead, I wrote about sailing home from Bermuda with Bob Forman aboard *Jacqueline IV*, and it was a fun trip. We saw many porpoises, saw several Portuguese Man of Wars, had flying fish land aboard, and had great dinners every evening on what we referred to as "Bob's Luxury Executive Cruise."

Then, at the top of the Gulf Stream, we had some "issues" where we thought the transmission wouldn't work and we had to sail home, only to run into a storm about a half-hour out of the Fire Island Inlet.

That's really what happened and we were all experienced sailors so we did what needed to be done and had fun doing it. However, there have been several rumors we want to clear up.

One such rumor has us spending nights at some "Wind Farms" out in the ocean where we docked, had a great dinner and a show and slept in beds before taking off for the rest of the sail home. What a silly idea, stopping at a wind farms.

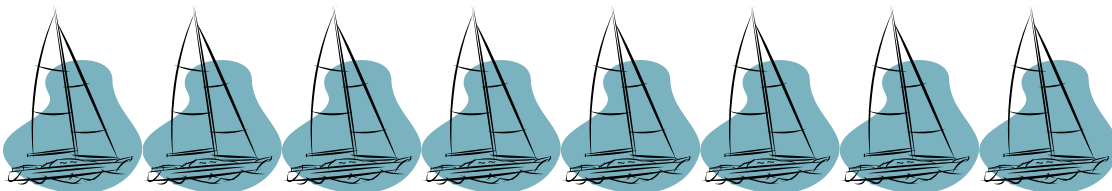
One of us was accompanied by his wife, and it was rumored that she wouldn't keep our stop over's at the wind farms secret, and once the word leaked out, we wouldn't be able to stop and party on the way North on future return trips. This is totally ridiculous thinking.

Another rumor was that Bob brought oarlocks and 13-foot carbon oars. When the wind was less than 3 knots, one of our crew members, John Ziegler, rowed from the fore deck. Richard and Roger were in charge of greasing the deck since we forgot the sliding seat rig.

Another rumor—also not true— was that both Bob and Roger were in the Navy and had Top Secret Clearances. And by the way, Bob was NOT a Nuclear Power officer on a submarine, and although Roger was in Naval Intelligence, that was over 36 years ago. Plus Adrienne was a Nuclear Biologist and Richard, of course, is an Architect. And who really knows about this other crew member, John, who was also in the Navy and had a secret clearance and who was rumored to row across the Atlantic Ocean. Oh yeah, that one was true. And our other crew mate, Tom Fox, actually IS a Major in the Army with several trips to the Middle East in his past.

And so, while there is certainly some truth in our rumored respective histories, apparently imagination ran wild among a few of our friends who seem to believe that we were really on some sort of secret mission and NOT just helping a friend sail home.

So just to put all those rumors to bed, let me make the record clear: The original Masthead article was a factual statement of what actually happened, and that's it. The rest is just conjecture and there is no truth to any of these or any other rumors. We just had a fun sail home.



South Bay Cruising Club Flag Etiquette

Chapter XIII of the South Bay Cruising Club's bylaws, Nautical Etiquette and Flags, states that nautical customs and traditions shall be observed at all times, particularly while cruising. The following provides descriptions and procedures relating to the display of flags aboard member's vessels.

The Ensign

Sailors may display one of two national flags. One is the yacht ensign, with its fouled anchor over a circle of 13 stars, and the other is the national ensign which is the familiar 50-star flag. The yacht ensign may be flown only in territorial waters.

When not under way, the ensign is flown from the stern staff. When under way, power boats fly the ensign from the stern staff. Sailboats have several choices: all sailboats may fly the ensign from the stern staff; gaff-rigged yachts may fly the ensign from the peak; marconi-rigged yachts may fly the ensign from the leech about two-thirds of the way up.

The ensign may be flown from morning (8:00 a.m.) to evening colors (sunset) whether the boat is at rest, under sail, or under power. The ensign shall not be flown by a sailboat that is in a race. At morning colors, the ensign is hoisted smartly before other flags. At evening colors, the ensign is lowered slowly and with ceremony after other flags come down.

Burgee

The burgee is displayed whenever the ensign is hoisted, but may also be displayed separately between morning and evening colors by day and night, at anchor or underway. On sailboats, the burgee is preferably flown on a pig stick at the "truck" (or top) of the forward-most mast. It is not customary to fly a burgee from a spreader halyard, but if done so it shall be flown on the starboard side. On power boats, the burgee is displayed at the bow staff.

Private Signal

The owner's private signal may be displayed by day and night at the masthead of a single-masted vessel, or at the after masthead of a two-masted yacht, at anchor, or underway.

Flag Officer's Flags

A flag officer may display his/her flag day and night in the place of and instead of his/her private signal, or in the case of a single-masted yacht instead of the burgee.

Race Committee Flag

The Race Committee flag shall be displayed at the main truck (mast head), in place of the flag otherwise there displayed only while acting as the Committee Boat.

Signal Flags

The starboard main spreader is to be used for signal flags and specific flags such as the owner absent flag and guest flag.

Dressing Ship

When dressing ship on Commissioning Day, Independence Day, and on other special occasions, the following order of international code flags is recommended (starting from forward): AB2, UJ1, KE3, GH6, IV5, FL4, DM7, PO 3rd repeater, RN 1st repeater, ST-zero, CX9, WQ8, ZY 2nd repeater. Ensigns, burgee, private signals etc. should not be included.

Required Shape Displays (daylight)

When anchored in an area other than a designated anchorage, sailing vessels must display a single, black, spherical shape. For lesser craft (those under 20 meters) the size of the shape should be "commensurate with their length". When under sail and power (motorsailing), vessels are required to fly a black cone with the apex down.

Size of Flags

Ensign: On the fly, the ensign should be a minimum of one inch for every one foot of the boat's overall length.

Burgee: The burgee's dimensions for sailboats are, on the fly, approximately ½ inch for each foot of distance between the water and the top of the tallest mast; and for power boats ½ inch for each foot of overall length.

Private signal: The private signal is sized according to the rule for burgees.

Procedure for Observing Morning and Evening Colors

It shall be the responsibility of each skipper attached to a fleet or attending a rendezvous to perform the ceremony of colors aboard his or her yacht. However, only the rendezvous host or fleet captain shall issue sound signals during morning and evening colors.

At 0800 hours eight bells shall be softly sounded after which the ensign shall be hoisted, followed as soon as possible by the club burgee and private signal. All members of a fleet or rendezvous shall fly a proper-sized ensign from a stern staff located at the center of the stern or if not practical then from a place on the stern to starboard of the helm. The ensign shall never be flown from a staff on the bow or from a spreader halyard.

During the day the rendezvous host or fleet captain shall communicate to the fleet what time the sun sets for that day so they can be prepared for evening colors.

At sunset the rendezvous host shall ring the ship's bell for 5 seconds to signal the fleet, crew members, and guests to stand quietly and face their respective ensigns. The ensigns shall then be lowered or removed ceremoniously by the skipper or crewmember. At the same time or, if shorthanded as soon as possible, the club burgee and private signals may be lowered. When finished, the host boat or fleet captain shall sound eight bells to alert the fleet to that they may resume their activities.

If a member expects not to be aboard during evening colors ensign shall be taken down and stowed prior to leaving the vessel.

*South Bay Cruising Club
and
Bay Shore Yacht Club
in cooperation with*

Great South Bay Yacht Racing Association

*Cordially invite all Great South Bay Sailors to
The Third Annual
Discoverers' Cup Invitational Race to Atlantique*

*To be held on Saturday,
the eleventh of October, 2014
This invitation race is designed for cruisers and avid racers alike.*

*A reception hosted by South Bay Cruising Club
and Bay Shore Yacht Club will follow at Atlantique*

R.S.V.P. to hmanko@aol.com

(See entry form on the other side)

Please Register by sending the following information to Harry Manko at hmanko@aol.com

Owner's/Skipper's Name: _____

Yacht Club: _____

Yacht Name: _____

Sail Number: _____

Handicap*: _____

Number of Crew expected including owner/skipper: _____

* If you do not know your yacht's handicap please contact Jim Reichel @ (516) 473-3095

SAILING INSTRUCTIONS

NOTICE OF RACE

SOUTH BAY CRUISING CLUB DISCOVERERS CUP INVITATIONAL SATURDAY, OCTOBER 11, 2014

1. RULES:


1.1 The Race will be governed by the Racing Rules of Sailing except where specifically changed in these sailing instructions.

1.2 Spinnakers, and other headsails with luffs not attached to the forestay shall not be used.

2. NOTICES TO COMPETITORS: Notices to competitors will be posted on the SBCC website: www.sbccsail.org. ALL SHALL MONITOR VHF CHANNEL 72.

3. CHANGES IN SAILING INSTRUCTIONS: Changes in sailing instructions will be done via e-mail or announced on VHF #72 prior to the race.

4. SIGNALS MADE ABOARD RACE COMMITTEE

Code flag LIMA.  This flag instructs competitors to pass near the transom of the race committee boat to check in and receive last minute instructions. All passing vessels shall keep the committee boat to starboard.

5. SCHEDULE:

Race Committee shall be on station and the orange pin will be anchored .05 nm (100 yards) northwest of #3 light off Bayberry Point. The race committee boat shall be flying a Blue Class Flag and an Orange Line Flag in addition to code flag LIMA and the RC flag.

At 1100 hours the Blue Class Flag will be lowered. This will signify the beginning of the count-down for each boat's start based on her handicap. Finish shall be between the most north-eastern corner of the Atlantique dock and #12.

The SBCC cannot guarantee that boats will have the option to overnight at Atlantique Marina as it is will not officially be open until May 23. However, vessels can moor east of the Marina and efforts will be made to tender crews to the dock.

6. CLASS FLAG:

6.1 The Class Flag shall be a Blue Flag. It shall be displayed once RC is on station and when taken down will indicate the commencement of the count-down for each yacht.

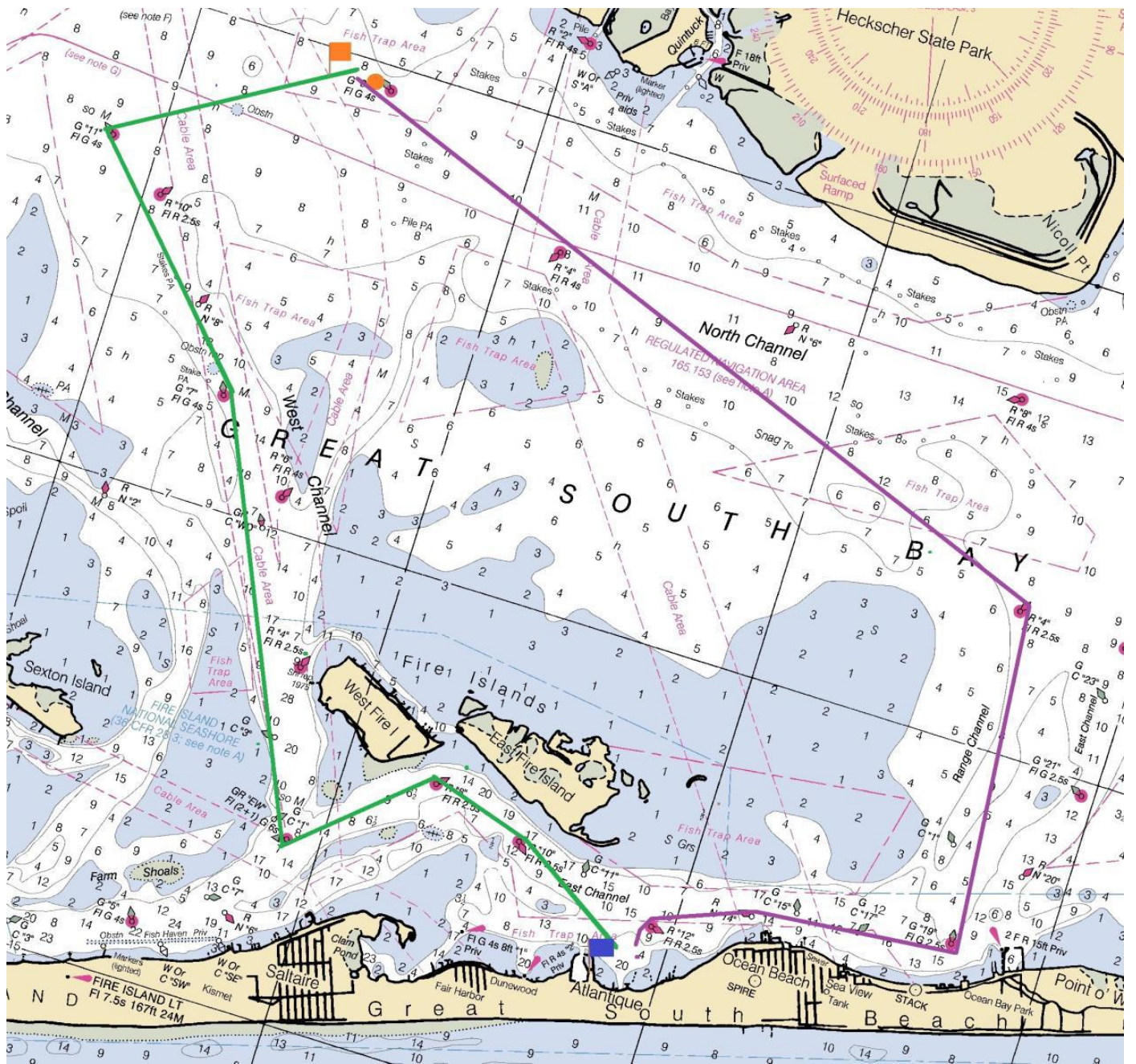
6.2 A blue streamer or blue flag shall be flown from the back-stay or leech of each yacht.

7. COURSE(S)

There shall be two courses: West and East, the length of each being equal and measuring approximately 6.1 nm (the position of the pin shall be .05 nm (100 yards) northwest of buoy #3 off Bayberry Point).

West Course: Start, #11 (Port), #7 (Starboard), EW (Port), #8 (Starboard), #10 (Starboard) and Finish between #12 and a Blue Flag displayed on Atlantique Dock.

East Course: Start, #4 (Starboard), #19 (Starboard), #14 (Port), Finish between #12 and a Blue Flag displayed on Atlantique Dock.

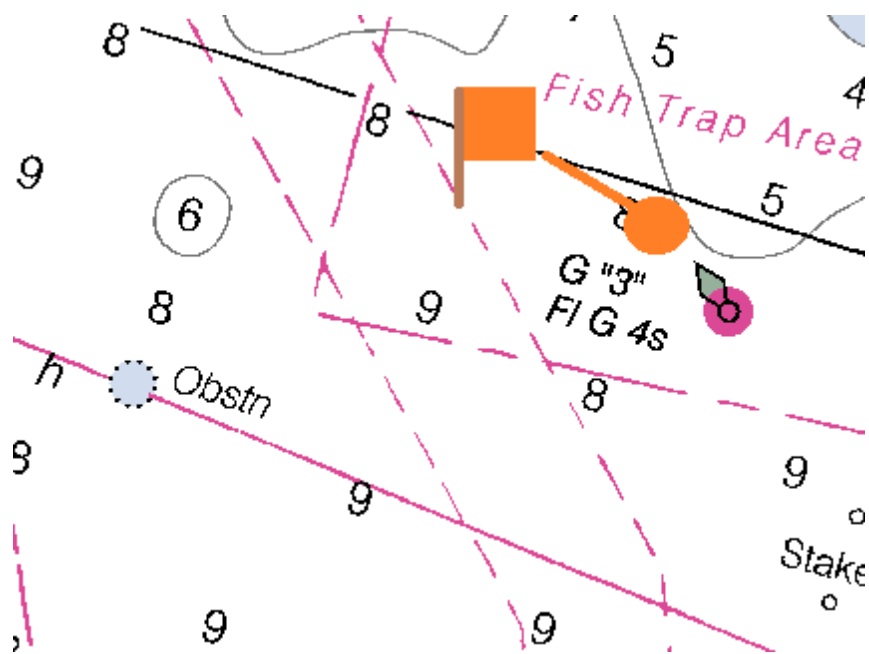


8. THE START

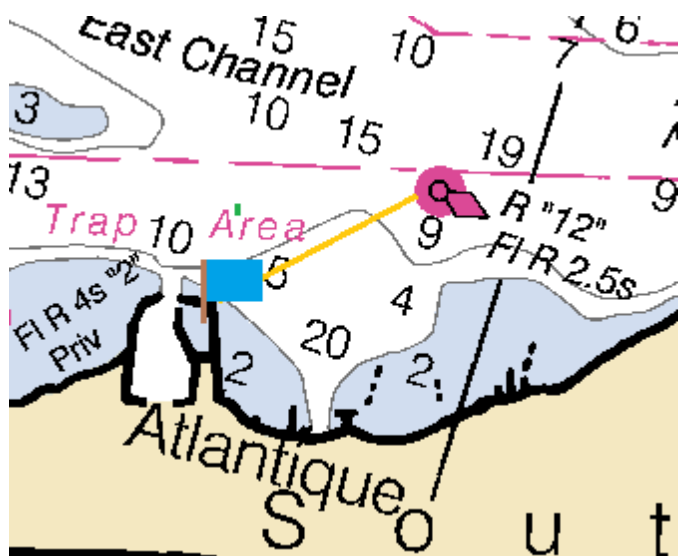
8.1 This is a pursuit race, and each yacht will have her own starting time based on her handicap. The intention is to lower the Blue Class flag punctually at 1100 hours. However, in the event that there is a delay it is more feasible to set your countdown based on when the Blue Class flag is lowered (See Table Below)

If your Handicap is:	You May Start the amount of time listed below after Blue Flag is Lowered	If your Handicap is:	You May Start the amount of time listed below after Blue Flag is Lowered	If your Handicap is:	You May Start the amount of time listed below after Blue Flag is Lowered	If your Handicap is:	You May Start the amount of time listed below after Blue Flag is Lowered
300	Zero	250	0:05:00	200	0:10:00	150	0:15:00
299	0:00:06	249	0:05:06	199	0:10:06	149	0:15:06
298	0:00:12	248	0:05:12	198	0:10:12	148	0:15:12
297	0:00:18	247	0:05:18	197	0:10:18	147	0:15:18
296	0:00:24	246	0:05:24	196	0:10:24	146	0:15:24
295	0:00:30	245	0:05:30	195	0:10:30	145	0:15:30
294	0:00:36	244	0:05:36	194	0:10:36	144	0:15:36
293	0:00:42	243	0:05:42	193	0:10:42	143	0:15:42
292	0:00:48	242	0:05:48	192	0:10:48	142	0:15:48
291	0:00:54	241	0:05:54	191	0:10:54	141	0:15:54
290	0:01:00	240	0:06:00	190	0:11:00	140	0:16:00
289	0:01:06	239	0:06:06	189	0:11:06	139	0:16:06
288	0:01:12	238	0:06:12	188	0:11:12	138	0:16:12
287	0:01:18	237	0:06:18	187	0:11:18	137	0:16:18
286	0:01:24	236	0:06:24	186	0:11:24	136	0:16:24
285	0:01:30	235	0:06:30	185	0:11:30	135	0:16:30
284	0:01:36	234	0:06:36	184	0:11:36	134	0:16:36
283	0:01:42	233	0:06:42	183	0:11:42	133	0:16:42
282	0:01:48	232	0:06:48	182	0:11:48	132	0:16:48
281	0:01:54	231	0:06:54	181	0:11:54	131	0:16:54
280	0:02:00	230	0:07:00	180	0:12:00	130	0:17:00
279	0:02:06	229	0:07:06	179	0:12:06	129	0:17:06
278	0:02:12	228	0:07:12	178	0:12:12	128	0:17:12
277	0:02:18	227	0:07:18	177	0:12:18	127	0:17:18
276	0:02:24	226	0:07:24	176	0:12:24	126	0:17:24
275	0:02:30	225	0:07:30	175	0:12:30	125	0:17:30
274	0:02:36	224	0:07:36	174	0:12:36	124	0:17:36
273	0:02:42	223	0:07:42	173	0:12:42	123	0:17:42
272	0:02:48	222	0:07:48	172	0:12:48	122	0:17:48
271	0:02:54	221	0:07:54	171	0:12:54	121	0:17:54
270	0:03:00	220	0:08:00	170	0:13:00	120	0:18:00
269	0:03:06	219	0:08:06	169	0:13:06	119	0:18:06
268	0:03:12	218	0:08:12	168	0:13:12	118	0:18:12
267	0:03:18	217	0:08:18	167	0:13:18	117	0:18:18
266	0:03:24	216	0:08:24	166	0:13:24	116	0:18:24
265	0:03:30	215	0:08:30	165	0:13:30	115	0:18:30
264	0:03:36	214	0:08:36	164	0:13:36	114	0:18:36
263	0:03:42	213	0:08:42	163	0:13:42	113	0:18:42
262	0:03:48	212	0:08:48	162	0:13:48	112	0:18:48
261	0:03:54	211	0:08:54	161	0:13:54	111	0:18:54
260	0:04:00	210	0:09:00	160	0:14:00	110	0:19:00
259	0:04:06	209	0:09:06	159	0:14:06	109	0:19:06
258	0:04:12	208	0:09:12	158	0:14:12	108	0:19:12
257	0:04:18	207	0:09:18	157	0:14:18	107	0:19:18
256	0:04:24	206	0:09:24	156	0:14:24	106	0:19:24
255	0:04:30	205	0:09:30	155	0:14:30	105	0:19:30
254	0:04:36	204	0:09:36	154	0:14:36	104	0:19:36
253	0:04:42	203	0:09:42	153	0:14:42	103	0:19:42
252	0:04:48	202	0:09:48	152	0:14:48	102	0:19:48
251	0:04:54	201	0:09:54	151	0:14:54	101	0:19:54
						100	0:20:00
						99	0:20:06
						98	0:20:12
						97	0:20:18
						96	0:20:24
						95	0:20:30

8.2 The starting line will be between an orange buoy set .05 nm (100 yards) north-west of #3 off Bayberry Point and a staff displaying an orange flag aboard the RC Boat. If no orange buoy is present, government buoy #3 shall be used as the “Pin.”



9. THE FINISH: The finish line will be between #12 and a Blue Flag displayed on the north-east corner of Atlantique dock.



10. PROTESTS AND REQUESTS FOR REDRESS: All hearings for redress and protests will be held immediately following the race.

11. SCORING: Scoring will be done by the **pursuit method based on Time-on-Distance**. A boat's time allowance will be taken at her start so that boats' finishing position will be their actual finish place.

12. SAFETY REGULATIONS: A boat electing to withdraw shall notify the Race Committee by VHF radio or telephone the Race Committee at 516-971-3084 as soon as possible.

13. RADIO COMMUNICATIONS: The Race Committee will monitor VHF Channel 72. It is recommended that all racing yachts do so.

14. PRIZES:

14.1 The winners will be announced during the rendezvous and a trophy will be awarded to 1st, 2nd, and 3rd place boats. Bay Shore Yacht Club members will also compete for the Raymond G. Terry Cup. SBCC members will compete for the Discoverers Cup. If a yacht is a member of both clubs then they must declare which one they are racing for by flying the appropriate burgee.

15. DISCLAIMER OF LIABILITY:

15.1 Competitors participate entirely at their own risk. See Racing Rule 4, Decision to Race.

15.2 South Bay Cruising Club, their respective officers, employees, agents, Committees, members of the Board of Governors, committee chairpersons, and members will not accept any liability for material damages or personal injury, or death sustained in conjunction with, or prior to, or during or after the Race.

16. FURTHER INFORMATION: For further information contact:

Harry Manko
SBCC Race Committee
hmanko@aol.com
212-661-3981 Days
516-971-3084 cell

17. FERRY SCHEDULES

<http://www.fireislandferries.com/schedules/>



From our Regatta Captain---

Aileen Eppig

The Bay Shore and Babylon Twilight Series season ended last Thursday. Competition was very tight even though there was lower than normal participation level. Both Series had their exciting moments and really made the effort to race worth it. It was fun despite the bad weather. In Bay Shore, going into Tuesday's last race there was a one point difference after 12 races between Brokher and Dragon Fly. When all was done, Dragon Fly came out the winner in a tie breaker, with Brokher in 2nd and Pandemonium in 3rd. In Babylon the Thursday Series had a four way tie for second place with Dragon fly, Brokher, White Water and Naughty Dog going into the last race. Chanson won the overall for the series, and the order of finish that night gave the overall 2nd place to Naughty Dog, Dragon Fly in 3rd, 4th to Brokher, and 5th to Whitewater. This was the tightest place ending to a series in the history of the Twilight Races. We ended up that night with a gathering at Mary Carrols for results and would like to give a special thank you to Connor Hartnett for helping us do that party every year. Always a great time and great food.

Last weekend was the Commodores Cup which was the third race for the Governor's Cup raced on Saturday, Sept 27 off Babylon with Bill Wheeler stepping in to help and do race committee, the wind was very light. The next big on the Bay Race is Sunday Oct. 5th at Babylon Yacht Club with the Louis Orr Cup. The start is 12:00 with the customary party at BYC after the race with awards presentation. The Discoverer's Race is Oct 11 and very well organized by Harry Manko. Always a well-attended event. Please contact Harry if you have not registered or Jim Reichel if you need a handicap. Everyone is eligible to race, so have fun and give it a shot.

Down the line....

Fall Series Starts Oct 18 12:00 start Harry Manko is the race committee

Fall 2 Nov. 8 again no race committee but Harry might be able to do this again

Fall 3 Nov 15 John Perkins is the race committee

Fall 4 Nov 22 John Perkins is the race committee

Some kind of wrap-up party and awards shortly after we finish the season up.



A VIEW FROM ASTERN Tom Gotard--Historian

Looking back on old copies of our Masthead gives a glimpse into the unusual boats of the SBCC fleet. Bill Dwyer, a Past Commodore, had written about them when he was Editor of the Masthead in 1974. I have chosen this article to share with you as a view into our past fleet. Enjoy!

“Whan Tu Gho”

Shawn Kinoshito’s 37 ft. 2 masted collapsible Chinese Junk is one of the most ingenious craft afloat. Designed, built and sailed by a native of Saipan, “Whan Tu Gho” is inflatable (!), sleeps five, has telescoping, tapered masts for easy storage and towing and is easily driven by a nine H.P. outboard. Those of us, who were lucky enough to be on hand when Shawn, who is an electronics engineer, inflated it inside the Nassau Coliseum, were truly astounded by the touches of genius in so many areas of the yacht. The most amazing aspect, at least to me, is the inflatable, pollution-free head arrangement. This will be “Whan Tu Gho’s” first season on the Bay. She’s going on the cruise and will race in Class I. While she cannot point as well as most modern day yachts, she streaks while running, more than making up for lost time. The whole rig, when deflated, can be stored in a nine foot dinghy. Shawn usually allows a good half hour to inflate the craft and launch it, but he admits to having done it in 22 minutes.

The Kinishitos are new members. They met in Yokohama where Shawn worked and incidentally did a lot of top-notch one design sailing. Ed Miller said there is only one problem in rating “Whan Tu Gho” - he doesn’t know how. Should be a fun summer for Class I”

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***For Your Information—***

***The 60<sup>th</sup> Anniversary Celebration of the SBCC can be viewed on our website. Our club website is <http://www.sbccsail.org/> Go to the club website, Open the Photos Tab and at the top of the Listing in the Photo Album you will find [South Bay Cruising Club 60 Year Project](#). Open this up and enjoy watching.***

***If you do not have a computer to access this project, please contact Joyce Gotard (516-541-2805) and she will get a DVD copy of this program to you. Thank you Joyce!***

***Pumpkins, Pumpkins, Everywhere!***

***Pumpkin Tiramisu***

October is the month of Jack-O-Lanterns and Halloween. And at this time of year, I love a classic, homemade pumpkin pie. However, recently I found a recipe that provides a new twist on the typical pumpkin dessert and transforms pumpkin pulp into a yummy Tiramisu. It's a recipe that can be made ahead and refrigerated for several days as it does not use heavy cream as an ingredient, and can be eaten cold or slightly warmed in the microwave. Enjoy.

**Ingredients:**

- 1/3 cup cornstarch
- 1/4 cup warm water
- 3/4 cup canned coconut milk, mixed well in the can
- 1 15 oz. can puréed pumpkin or fresh pumpkin pulp
- 3/4 cup real maple syrup
- 1/2 teaspoon salt
- 1 teaspoon cinnamon
- 1/2 teaspoon nutmeg
- 1/2 cup Kahlua Pumpkin Spice Liqueur
- 1 1/2 cups espresso coffee
- 1 package Savoiardi cookies (Lady Fingers)
- Package of semi-sweet cocoa powder

In a bowl, mix cornstarch and warm water until you achieve a smooth paste.

Put aside.

Open the can of coconut milk and, with a fork, mix until well blended.

Put aside.

In a medium saucepan, over low heat, combine the pumpkin, coconut milk, maple syrup, salt, cinnamon and nutmeg, and bring to a boil whisking constantly.



Drizzle the cornstarch paste slowly into the mixture and continue to whisk constantly until cream becomes thick. Allow to cool, and then cover with plastic wrap so that the entire top of the cream is covered. Place in the refrigerator at least two hours or overnight.



Let's put together the Tiramisu.

Make the espresso coffee (some like to use instant espresso). When the coffee is cooled, stir in the Kahlua Pumpkin Liqueur.

Using either a large serving bowl or individual ramekins, dip the Lady Finger cookies into the espresso mixture and line the bottom of your dish.

Line both the bottom and the sides of the dish, trimming the cookies as needed. Add the pumpkin cream in the center and spread an even layer approximately 1" thick.



## ***Message from the Fleet Captain***

***DJ Greco***

What a GR8 month we had with some really fun rendezvous which were all very well attended for this late in the season. From Bellport to Hemlock Cove, even despite some crummy weather, we had some really good turnouts. We even had some attend who never attended a rendezvous before!!! Thanks to all for hosting some fun rendezvous. We are hoping some of you will host the same theme next year.

So as the season winds down and most of the boats are finally in working order, we only have two rendezvous left in October, both of which include a race. We thought we'd try something DIFFERENT this year. Joe Mulle and Andrew Hemingway have offered to have a rendezvous at the Babylon Yacht Club (BYC) to promote the Louis H. Orr, Jr. Invitational Race this year. The Race is 22 years old and it starts in Babylon on Sunday, October 5<sup>th</sup> at noon. To entice you to race and crew this year, and so boats coming a long distance can get to the race in time, the rendezvous is Saturday, October 4<sup>th</sup> (the night before the race). If you plan to race, then you are invited to bring your boat to this rendezvous, or if you plan to crew, you can come by car (otherwise no walk-ins PLEASE). Bring a rendezvous snack to share and what you'd like to drink. The race will be on Sunday, with a GR8 after party at the BYC. Joe and I have crewed in this race for several years, and it's always a BLAST!! Any questions regarding this event, please contact Joe Mulle or Andrew Hemingway.

For those sailors who are just not able to race or crew, Roger will be hosting a rendezvous onboard Blue Horizon also on October 4<sup>th</sup> at Oak Island Lead. This location is nice and close to the above race for those of you who decide the last minute to have some fun and join us all on Sunday.

Then the following weekend is Columbus Weekend with the Discoverers Race. This pursuit race starts at 11am from Bay Shore to Atlantique and for those who never raced before; it's a GR8 way to start. Contact Harry Manko for race details. The rendezvous is hosted by Galatea along with the Bay Shore Yacht Club. We will have the rendezvous immediately following the race to give out the awards (about 1pm). All are expected to bring a rendezvous dish and what they'd like to drink. Since it is also Fall Family Weekend, we will have pumpkins for the kids to decorate and some of the Old Salts will be there to entertain and sing along. Please let me know if you plan on bringing any kids to this event. This is the last rendezvous of the season folks, and it's NOT TO BE MISSED!!! If you don't race in this race, then at least join us for the early rendezvous on Saturday. If you don't get a slip in the marina, you can anchor to the East of the marina and dinghy in. You can even take the ferry over for this one. After this, no more rendezvous till next April!!!!

You may ask why the Fleet Captain is even promoting any races. Well Joe and I were in charge of Membership from 2012-2013, and we realize it's not easy to get new members to join the SBCC. When we had the pursuit race to Atlantique in the spring, Harry made this race an invitational race, and those who attended just had so much fun – racing, partying afterwards, and just enjoying the company of the SBCC members – several of them joined the Club after the race!!! We met one person at Snapper Inn recently, and he's still talking about the Stirling Punch we served and what a blast he had!!!

So that's it folks. Get out there now or never for the season. It's a loooooong winter. You'll be wishing you had gone sailing a lot more this summer.

## **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.***

**Wanted:** Photos of Sue Montana, Bob Bennett or Habanero taken during 2002 and 2003. Please email to [bob.at.sea@gmail.com](mailto:bob.at.sea@gmail.com) or contact us and we'll coordinate scanning the photos and returning your originals. Thank you!

### **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**

### **Boats for Sale—**

**"Dragon Fly" 1981 C&C 25 mark four. Proven racer still in active use, good sail inventory with new Main and Genoa. The hull is as solid as the day it was built and Mariner 9.9 HP motor runs like new. The boat could use some , but the asking price is reasonable at \$5,000.**

**Contact John Davis at [jdavisfly@aol.com](mailto:jdavisfly@aol.com) or (631)987-4753**

**"Intrepid" - 1989 Tartan 28 shoal draft design. Extremely well maintained, in excellent condition. Sail inventory includes main, spinnaker, and 105, 130, 140, 150 headsails. Harken furling, new interior cushions, VHF, Yanmar 18HP 2GM20. Asking \$34, 900. **Contact Ken Goodwin** [516-527-0565](tel:516-527-0565)**

**"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)**

**Anchor Locker continued on the next page**

## **BOAT FOR SALE**

**Name: "ALIBI"**

**Owner: Niel I. Rising**

**Moored: in front of 103 WEST CONCOURSE (Boat Canal in Brightwaters)**

**Telephone: 631 665-6712**

**Email : [nir4@outlook.com](mailto:nir4@outlook.com)**

**40 foot 1956/57 Chris Craft Sea Skiff - Clinker hull**

**In "turn-key shape and ready to go**

**Twin Crusader engines ( long block ) - 454's - run great**

**Fuel efficient hull/engine performance**

**Automatic "engine room" CO2 extinguishing system - needs recharging**

**NEW BOTTOM - 2014**

**Original and Single owner**

**Clinker Hull - black / superstructure and trim - white**

**Moored in Brightwaters, Long Island, N.Y. boat canal ( South Shore)**

**Always Stored INSIDE - EVERY winter**

**Monel fuel tanks**

**Stainless Water tanks**

**All covers and seats in good shape**

**Large cockpit area with Teak decks**

**Gin Pole**

**Sleeps 6 ( including forward private stateroom for 2 )**

**Full 6' 4" cabin head room**

**Power winch for anchors**

**Electronics in working order**

**Flying Bridge with full controls**

**Full galley**

**Head has inboard holding tanks OR waste can be discharged out board if in the right locality**

**Complete rope and bumper locker**

**Removable extended Dacron Cockpit cover**

**Swim ladder**

**Senior Citizen owner can no longer operate boat**

**Asking \$15K ( Negotiable)**

**Niel offers to store the boat for this coming winter if you Purchase it now and take out your own insurance.**

# SBCC LINKS

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