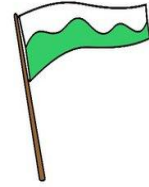




# *From The Masthead*

## *South Bay Cruising Club*



*December 2014*  
*Volume 64 - No. 12*



**SBCC**

# *2014 Holiday Party*

**Saturday, December 13**  
**1830 - 2230 hours**

**Unqua Corinthian Yacht Club**

31 Unqua Place, Amityville

Passed hors d'oeuvres 1830 - 1930.

*Buffet dinner to follow:*

**Chicken Piccata ~ Roast Loin of Pork**  
**Roast Norwegian Salmon Fillet with Dill Hollandaise Sauce**  
**Sliced Steak w/ caramelized onions and wild mushrooms**  
**Herb Roasted Potatoes**  
**Chef's specialties**  
**Dessert**  
**Coffee ~ Tea ~ Cash Bar**

\$35 per person with reservation prepaid by Wed. Dec. 9  
\$40 per person with reservation - pay at door  
We are not able to accommodate walk-ins

Send your reservation with a check made out to  
SBCC, to be received by the cut off date:  
Mark Romaine, 183 Cedar Ln, Babylon, N Y 11702

Any questions, call 631-796-1016 or e-mail  
[hospitality@sbccsail.com](mailto:hospitality@sbccsail.com)

The 2014 season had its ups and downs. It seemed that the weather didn't cooperate in the spring and many people had a late start getting their boats in the water. The weather caused problems during the two-week and one-week cruise also, and the year ended with a cold snap.

That said, we had 12 boats involved in the two-week cruise, 32 boats were a part of the one-week cruise around the bay, 71 boats showed up for at least one rendezvous and several rendezvous had 22 boats in attendance.

Racing participation was down this year, but both racers and cruisers had a great finish with the October Discoverers/Ray Terry Race from Bay Shore to Atlantique for the Fall Family Weekend — 18 boats started in miserable rainy and windy weather and 20 boats stayed overnight at Atlantique. If we can get that many boats out in that type of weather, we're doing well.

Several of the officers and the Regatta, Fleet and Hospitality chairs have already planned as much as possible for all the events of the 2014 calendar year, and the yearbook committee is well on its way putting together another great recounting of all this past year's events and the schedule of events for 2015, so we are all looking forward to another year better than the last really good year.

I hope to see most all of you at the Holiday Party and get ready for the program committee starting the year with a two-week cruise planning meeting early January.

New members should volunteer for any committee they feel that they can contribute. The best way to meet and get to know the largest number of existing members is to volunteer for the hospitality committee. That committee needs the most helping hands, and with lots of people, the work isn't too difficult. If you like to race, join the regatta committee.

For that matter, join any committee where you feel you might have an interest. You'll find that the reason we have so much participation at our events, in spite of the weather issues is that we actually enjoy each other's company. So now that you are a member, come have fun with us!



## Lightning – Bob Forman

I remember my first experience sailing in an intense lightning storm where there were flashes of light that were so instantaneous and bright that they would temporarily blind you but they happened so fast that I was not sure if there had been a bright flash... It was in the fall of 1976 during Babylon Twilight race. Jackie and I were doing the Race with our down the street neighbors Allen and Tracey Zimmerman. The sky looked ugly at the start and by the time we got to the bridge the full force of the storm hit with high winds, blinding flashes and lightning strikes. The strong winds caused us to drop the jib and we frequently were blinded by the lightning flashes. Allen was convinced we were all going to die.

Fast forward to this past Memorial Day weekend Mike Saganic, John Ziegler and I were going to bring JIV home from Stamford, CT via the East River in what looked like was going to be an intense Thunder and Lightning storm. The sun would be going down by the time we got to the Whitestone Bridge so it would be an experience observing the storm against the backdrop of the darkened skies over the City with all its lights. We had a couple of GoPro Cameras which record at slightly less than 30 frames/second which would enable us to observe the various phases of a lightning event. Mike is the resident genius with the use of the GoPro cameras and was in charge of the photography. Mike checked out the storm we were sailing into on his Iphone using the APP “Weather Underground.” At times we were getting lightning strikes every 1.5 minutes.



Coming weather on Hi-Def Radar APP



Low dense clouds with first lightning strike



Triborough Bridge with lightning flash



Hell Gate Bridge with lightning strike



Mid Town Manhattan



Downtown Financial District



**Queensboro Bridge**



**Lightning strike Downtown Fin Dist**



**Brooklyn - Power Plant Stacks**



**View from Ambrose Channel**



## **Anatomy of a lightning Strike**

There are three basic types of lightning: intra-cloud, cloud to cloud and cloud to ground. Most of what we see is the latter, cloud to ground and all of what we will talk about in this article is cloud to ground. The cloud to ground lightning is caused by the negatively charged lower portion of the cloud interacting with the positively charged ground. As a cloud approaches the differential in charge between the cloud and ground increases reaching a maximum when the cloud is directly overhead. A lightning strike is initiated first by a downward stepped leader striking out from the cloud in approximately 150' increments. When this downward stepping leader gets within 150' of a tall structure (tree, steeple, tall building, antenna, etc.) an upward streamer will reach up to and connect with the downward stepping leader thus completing the circuit between the cloud and the ground facilitating a discharge in the magnitude of tens or hundreds of amperes. When the stepped leader approaches the ground, the presence of opposite charges in the ground enhances the strength of the electrical field. This initiates the far larger massive discharge (average discharge is 30 kilo amperes but can be as high as 130 kilo amperes) between the ground and the cloud. As the enormous current races up the plasma channel it creates a brilliant blue white flash and temperatures in the channel of up to 5000 degrees Celsius. The rapidly exploding gasses in this channel are what cause thunder. The nitrogen in the air is converted by the heat into nitrates which falls to earth in rain as fertilizer. We observed the blue white streak lingering in the sky for as long as .6 seconds and is what we think of as lightning.

We were able to capture two examples of the stepped leaders and upward streamers:



**Fig 1 Governors Island - downward Leader**

In fig 1 is an example of the downward stepped leader that took place over Governors Island.



**Fig 2 Governors Island - Lightning Flash**

In Fig 2 we can see the lightning flash caused by the discharge from the ground to the cloud.



**Fig 3 Governors Island - Cooling plasma channel**

In fig 3 we see the cooling plasma channel which is what we think of as lightning



**Fig 4 up streamer**

Here is an example of a lightning event showing two up streamers. Shown in Fig 4 is the first up streamer.



**Fig 5 Lightning flash with second up streamer**

In Fig 5 we can see the beginning of the lightning flash with a second up streamer emanating from the building on the right of the picture



In Fig 6 we can see the two cooling plasma channels (lightning) which trace the paths of the earlier down leader/up streamer and the discharge from the earth to the cloud.

**Fig 6 Cooling plasma channels**

As we approached the Williamsburg Bridge we were treated to a fantastic display of lightning. We were not able to capture the down strike. The actual visible incident took about .93 seconds which was recorded by the GoPro camera on 28 frames. In this are 10 frames out of a total of 28 which captures the initial up flash from the discharge phase of the lightning where night is turned into day as an electrical charge goes from the ground to the clouds. The actual electrical discharge in this event takes only micro seconds. I have not shown the brightest frame as that would be all white and you would not be able to make out any portion of JIV. The time between darkness and the most brilliant light is .23 seconds.



**T= 0 seconds  
Williamsburg Bridge**



**Time = .066 sec - beginning of the up strike**



**Time = .167 sec**



**Time = .30 sec**



**Time = +.33 sec – start of cooling of channel**

The burst of light which is the explosive blinding up strike is the glowing ribbon of gas from the plasma channel which in this case took about .6 seconds to cool and die out.



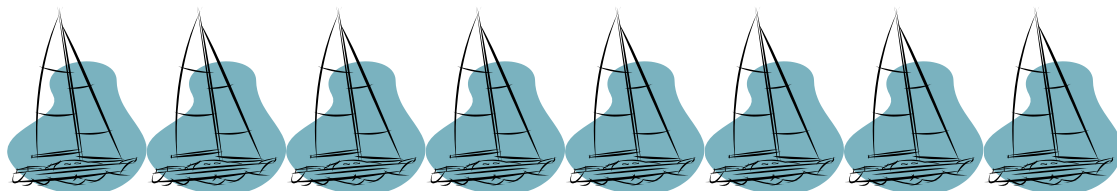
Time = +.40 sec – well defined plasma channel      Time = +.93 sec – back to normal night sky

### Track, Winds and Current

Shown below is a screen shot from Expedition of the track, winds and current we actually experienced as we approached and passed under the Williamsburg Bridge. The current was strong and with us so we flew down the East River. I had expected strong winds with the storm but the winds turned out to be very light.

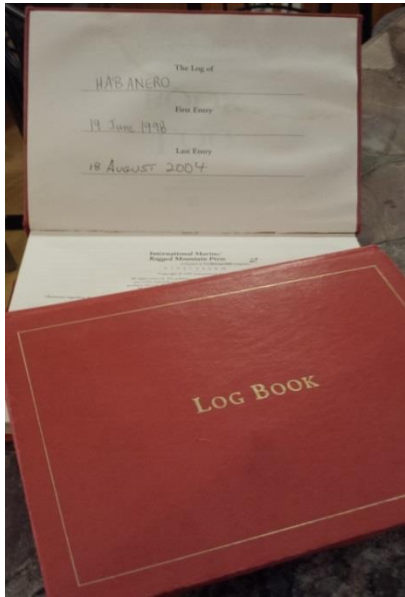


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## Keeping a Cruising Log

*by Sue Montana*



I'm not sure where we first got the idea of maintaining a cruising log. Perhaps someone bought us a log book when we bought our boat, or maybe Bob and I are just the geeky type - we saw a log book and purchased it.

We started in June 1998 with our first cruise to a Sabre Regatta at Liberty Landing. We sailed the boat all around Long Island in a few different trips through June and July, and returned home to Browns River at the end of July.

That first trip's log is very sketchy. We hadn't developed a rhythm yet and our entries were random. We went out east again in 1999 and again made a couple different trips due to weather and a bad fall I took into the engine compartment in Montauk. In 2000 we spotted Arcadia flying her spinnaker out on the ocean between Shinnecock and Montauk.

We now keep track of pretty standard things when we go out on cruise. Each day starts out with a checklist - engine oil, coolant, engine hours, status of all the tanks, weather forecast and crew on board.

Every hour on the hour we put an entry in the log. Time, location, course, speed, distance, wind speed, and the most important entry of all - Comments From The Helm. "Autopilot is a beautiful thing", "fog lifted - yippee!", "sailing all day - wing and wing - glorious!", "dodging pots".

There's another section for each day where we'll track other relevant information. Where we stayed, how much it cost, sightings of noteworthy vessels - especially SBCC boats, centerboard up/down, fueling statistics, groundings, etc.

Keeping the log on a cruise helps keep us focused on a long, boring leg and also helps orient the person who is coming on watch. We've also used our log when planning subsequent trips. For example, how to make it from Sayville to Montauk in 12 hours or where was that little anchorage just outside the Cape Cod Canal where we waited for the current to turn?

We're on our third log book now and keeping the log has become part of our regular routine. I imagine someday, when we're no longer able to sail, sitting in our rocking chairs on the porch - reminiscing about the great cruises we took. Perhaps if you haven't been keeping a log you should buy your boat a log book as a holiday gift!



As we approach 2015 I hope you will keep in mind how important Junior Sailing Programs around the Bay are to the future of the SBCC.

Thanks to members of clubs who offer Junior Sailing Programs -2014 saw record numbers of young people sailing all over the Bay. These Junior Sailing events are coordinated by the Great South Bay Yacht Racing Association and the participants are the future of our Club.

I want to thank all of you who supported GSBYRA by including the additional \$7.00 when you paid your 2014 SBCC dues. Like the South Bay Cruising Club- GSBYRA is a one hundred per cent volunteer organization with no building or staff expenses - so this small amount goes a long way in keeping Junior Sailing fees to a minimum so families can participate.

I hope those who have not included this amount in the past will consider adding it in starting with your 2015 SBCC dues.

Thank you

Mike Duffy  
GSBYRA Delegate



**WELCOME**

We look forward to welcoming our new 2014 members to the annual Holiday Party on December 13th. This year it will be held at the Unqua Yacht Club in Amityville. It will be our last social gathering for the year but are already looking forward to an active cruising, social and racing schedule of events for 2015.

The Welcoming Committee

**A VIEW FROM ASTERN**    *Tom Gotard—Historian*

While looking back into old Mastheads, I came across a poem from the July 1958 issue and decided to share it with you. No credit was given to the author except to say it was written by “two minor lady poets.” I hope you enjoy it and see the humor from your mate’s point of view.

LINES BY A SAILORMAN’S WIFE, or “Whatd’ya mean, I forgot the can opener?”

Oh, woe for the life of a sailor’s wife

‘Tis not all peaches and cream

To sail away on a sunny day

Is far from an idyllic dream

For us, it’s tote from dock to boat

And a jar of pickles to clutch

Cruising offshore a league or more

Means salads and shrimp and such.

Wrap and stuff, “Is this enough?”

The women’s chores we dread

Lug and carry! Do not tarry!

The skipper’ll have your head.

We’ll remember the shorts and the weather reports

The mayonnaise and beer

But don’t you forget, my nautical pet

Next time you yell, “Damn it!, add, “Dear.”

## ***From the Regatta Captain-----***

***Aileen Eppig***

The racing season ended this past Saturday with the last Fall Series Race. It was very exciting and crazy at the end with the boats finishing with equipment over each other boats in a last ditch effort. The finish was the tightest ever I seen resulting in a tie between Naughty Dog and Brokher. Each claiming they were first, but the committee boat said it was just too close to call without instant replay. The boats had maybe 5 inches of gap between them side to side in 20-25 kts of wind, with Naughty Dog having the added challenge of being equally as close to the "X" Mark. People can't park cars that close. Naughty Dog went on to Sweep the series with first overall, Brokher and DragonFly one point apart for 2nd and 3rd, and Kickin Back with a 4th. Truly a great series to have raced with great wind and great courses set up by the race committee boats.

By now, most boats are out of the water. It is nice to have ended the season with one memorable last race. Thanks to everyone who came out to race and support our race program in its leanest year ever. Hopefully that will change next year.

The next event for our avid racers is the Racing Awards party January 8, 2015 at Farrell's Bar & Grill on Higbie lane in West Islip. 7:00. The cost is \$15 which will feature great food again and one free drink. Maybe a few surprises too.

Next year will be slightly different. Just to mention a few talked about, we will be having a slightly later start as it has been too cited it's too early for many boats. Harry's Spring Race will be first real race and then the Creepstakes. Bay Shore and Babylon Series racing will be start right after Commissioning Day in the beginning of June. Bay Shore Twilight will start one series later as we did this past year. Each series will be 5 races to ease the problem with scoring ties that happened too easily. Same number of races and still one throw out.

We are also going to ask any non-racer who would like to be a race committee for one race. So far Commodore Ed Pshedesky, Vice Commodore Dave Tedesco and Rear Commodore Roger Daisley have offered to take on one committee. If anyone else would like to be on the Race Committee list, please contact us and we will be able to provide support and help. You will find it rather exciting and interesting to see how the other half has fun.

Thanks once again to our Race Committees for stepping up this fall, and hope you all have a great holiday season. See you at the race awards.

Aileen  
Regatta

# Coast Guard Boardings and Your Fourth Amendment Rights, Part 1

Posted by [Clark Beek](#) // October 25, 2012 // COMMENT (59 Comments)

[Miscellany](#), [Coast Guard boardings](#), [Fourth Amendment](#)



Sorry, but when it comes to Coast Guard boardings, you don't have any rights.

I'm surprised how many boaters don't know this. The US Coast Guard can board your boat any time they want, and look anywhere they want, without probable cause or a warrant. They can do this on the open sea, or while you're asleep aboard in your marina at midnight. They can look through your bed sheets, in your lockers, in your bilges, in your jewelry box, or in your pockets. They can do it carrying just their sidearms, or they can do it carrying assault rifles. They can be polite about it or they can be rude, but mostly they're polite.

If you're an avid boater you can expect to be boarded every year or two.

I explain this to my guests aboard *Condesa*, some of whom are lawyers, and I'm met with disbelief: "But that's a blatant violation of your constitutional rights! They need probable cause, or a warrant from a judge!" "Not on a boat, my friend, not on a boat."



*All photos courtesy of US Coast Guard*

#### **The U.S. Coast Guard Boarding Policy:**

Title 14 section 89 of the United States Code authorizes the U.S. Coast Guard to board vessels subject to the jurisdiction of the United States, anytime, anyplace upon the high seas and upon any waterway over which the United States has jurisdiction, to make inquiries, examinations, inspections, searches, seizures, and arrests. The U.S. Coast Guard does *not* require a warrant to conduct search, seizures, and arrests over any United States Waterway or high seas. The U.S. Coast Guard also have full legal law enforcement power on any land under the control of the United States, as needed to complete any mission.

Sweeping powers. In a [paper in the William and Mary Law Review](#), law scholar Greg Shelton says, “In terms of enforcement power, Coast Guard boarding officers are clearly America's "super cops.”” [Another law scholar, Megan Jaye Kight, says](#), "As such, these provisions comprise what has been accurately characterized as 'one of the most sweeping grants of police authority ever to be written into U.S. law.'”

If you'd like to know a little more detail about the boarding policy, here's a [longer document, meant for the public, in the Coast Guard's own words](#).

And here's [an article by a retired Coast Guard captain and Coast Guard legal counsel](#). The pull quote kind of says it all: “There are two main ways to board a vessel—either with permission, or without.”

I've been boarded by the Coast Guard five times. They've always been very polite, and I've never resisted, thus incurring the penalty of ten years in prison and a \$10,000 fine. They asked permission to board, but since they were going to board anyway no matter what I said, I said yes.

Once, offshore, the captain of a Coast Guard cutter told me by radio to prepare for a boarding, and ordered me to maintain my course and speed. It was pretty rough, and I was under full sail and solo, so I replied, “How about if I drop my sails and lie ahull? It's going to be pretty hard for your guys to get aboard right now.”

“Skipper, maintain your course and speed.”

When their inflatable came alongside, it was indeed bouncing all over the place, and they had a tough time just coming alongside, much less getting someone aboard. When the first boarding officer finally made it over the lifelines he slipped on my aft deck—one of those slips where his feet were actually higher than his head before he crashed down—and he landed right on his sidearm. (Did I mention that deck was wet?) I could see tears in his eyes as he suffered through the inspection protocol.

Nobody could have many criticisms for the Coast Guard's Search and Rescue operations. Dedicated Coast Guard personnel rescue us when we're in trouble and yes, guard our coasts. As I'll explain in Part 3, the boarding policy isn't their doing. They might not like these boardings either. Entering some strange boat with strange people aboard is fraught with uncertainty and risk, and they'd probably rather be out doing real Coast Guard stuff instead of checking the bilges on a Tayana 37.



A Coast Guard boarding isn't the end of the world, but guests who don't know the routine think the boat is being raided, and it certainly shuts down the party. Again, boardings are usually routine and polite.

But sometimes they're not so polite, as in an [episode in Moss Landing](#) a few years ago. The Coast Guard boarded and searched boats in a marina at 10:30 p.m., with assault rifles in hand. Some of the marina tenants were asleep and awakened to boots on their decks. During boardings, many boaters feel [threatened or harassed](#).

Often when the Coast Guard boards a vessel at night, they approach with their [running lights extinguished](#), and they seldom answer radio calls. This is scary to most boaters, because who else might be approaching in the middle of the night with no lights? If the Coast Guard is operating in foreign waters where piracy is common, everyone aboard will be terrified for their lives by the time the coasties finally identify themselves. A friend of mine was tailed in this manner for eight hours off the Baja coast before, surprise!, it's us, the US Coast Guard! In legal terms this is called—seriously—the "fright factor."

In the post-9/11 world the Coast Guard has added duties, and added weaponry. Instead of a couple of sailors in a rubber boat with big Mae West life jackets and sidearms, a common sight is coasties with assault rifles in high speed inflatables with M-240 machine guns mounted bow and stern. Just the presence of all this weaponry makes many nervous or afraid.

I'm not someone who sleeps with a copy of the US Constitution under his pillow, but as "the supreme law of the United States of America," I take it to be the governing document of my relationship with my government. The first ten amendments to the constitution are called the Bill of Rights, and many have died defending them. Here's what the Fourth Amendment says:

**Amendment IV** The right of the people to be secure in their persons, houses, papers, and effects, against unreasonable searches and seizures, shall not be violated, and no warrants shall issue, but upon probable

cause, supported by oath or affirmation, and particularly describing the place to be searched, and the persons or things to be seized.

Over the years and many Supreme Court cases, the Fourth Amendment has been interpreted to mean that without a warrant or probable cause law enforcement can't search your car, your office, your mountain cabin, your pocket, or your wood shed. According to the Constitution, law enforcement personnel can't search anywhere in your private universe without probable cause or a warrant issued by a judge.

Except your boat: They can board your boat any time they please and look anywhere they want without warning, warrant, or cause, and they do so every day. This is called a "suspicion less search."

Why can the Coast Guard search our boats without a warrant or probable cause when law enforcement is prohibited by the Fourth Amendment from searching our homes, cars, offices, or motorhomes?

*Part 2 will be in the January Masthead-----This article was suggested by Sue Montana*

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### **Report of the Yearbook Committee** by Peg Daisley

Reminder to committee members: The next meeting of the yearbook committee will be on December 3rd at 7:30pm at my house - 309 Asharoken Blvd in Bay Shore.

Those who would like to explore joining the committee are most welcome to come, or to explore their options with me. Just give me a call (917-847-7445) or send an email: [mdaisley@msn.com](mailto:mdaisley@msn.com)

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### ***From our Fleet Chaplain-----***

December 2014

Whenever we attempt to read the signs of the times it is helpful to listen to young people and the elderly. Both represent a source of hope for every people. The elderly bring with them memory and the wisdom of experience, which warns us not to foolishly repeat our past mistakes. Young people call us to renewed and expansive hope, for they represent new directions for humanity and open us up to the future, lest we cling to nostalgia for structures and customs which are no longer life-giving in today's world.

Challenges exist to be overcome! Let us be realists, but without losing our joy, our boldness and our hope-filled commitment.

--Pope Francis

May we all face the challenges of the New Year with enthusiasm and love.

## Volvo Ocean Race – Bob Forman

*It is time to get tuned into the Volvo Ocean Race, which as I writing this article is in the third day of the second leg. This leg is 5185 miles from Cape Town South Africa to Abu Dhabi. Short of actually being on one of the boats this is the best way of experiencing racing a 65' rocket ship capable of exceeding 40 knots around the world. This is not only a man thing; one of the seven boats is crewed by an all ladies crew and skippered by Sam (Probably short for Samantha) Davies. The race is in one design, 65. canting keel mono hulls capable of speeds over 40 knots. The one design aspect of the race makes for some very close racing. The first two boats in the last leg finished within 12 minutes of each other. On each boat is a media person whose only responsibilities are to cook and provide media to the outside world.*



The schedules are updated every three hours with every boats position, speed, wind, distance to leader etc.

At least once a day there are stories about what is happening on all of the boats



This was a blurb from Dongfeng, the China entry, crashing over and through the waves at 25+ knots



The wind does not always blow 25+ Knots; sometimes it glasses over as it did toward the end of leg one with only 250 miles to go.

This was included in a blog from Alvimedica, the American/Turkish entry skippered by Charlie Enright from Bristol, RI

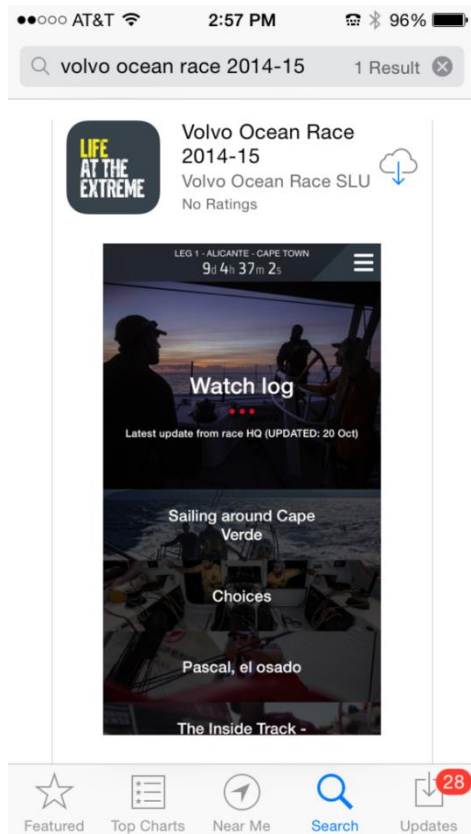


Here is a blurb from SCA taken from the top of the mast by Annie Lush from Poole, UK. She had to go to the top of the mast while they were blasting along at 20 knots

## Most important – how do you get the APP to track this exciting race?

Here is the link: [http://www.volvoceanrace.com/en/news/7719\\_How-to-follow-the-race.html#app](http://www.volvoceanrace.com/en/news/7719_How-to-follow-the-race.html#app)

Or just go to the to the APP store:



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## As winter sets in, there are many resources to help re-stimulate our thoughts of sailing

-----*Some Suggestions from Rich Troy*

BoatUS keeps a calendar of many events, including boat shows and even boat parades

<http://www.boatus.com/events/>

BoatUS also keeps a calendar of events that could be of interest to women

<http://www.boatus.com/women/events.asp>

If you've ever thought of sailing America's "Great Loop" consider their seminar

<http://www.greatloop.org/great-loop-cruising-a-guide-to-the-looper-lifestyle-cms-1761>

The "Great Loop" would include transiting the Hudson River, Erie Canal, Great Lakes then down the Mississippi River to return via the East Coast.

Our own Long Island Maritime Museum has their calendar of events

[http://limaritime.org/events\\_calendar.html](http://limaritime.org/events_calendar.html)

For those willing to travel off Long Island, Mystic Seaport lists its calendar of events

<http://www.mysticseaport.org/>

***New Year's Recipes***

There are some years when a New Year's Eve celebration means inviting dozens of friends and creating a banquet feast. And then there are those years when the celebration is more intimate, just a few, close guests and a small midnight dinner.

So when I want to usher in the New Year without stressing over the event, I choose dishes that are easy to prepare ahead of time. I freeze or refrigerate my food on foil baking sheets or pans to make my menu oven ready, and then I throw away the pans when the party is over. No fuss, no mess. With this menu, I can also slowly cook one serving at a time without being worried about spending the night in the kitchen and still offer my guests hot food.

If I'm really relaxed (and a little lazy!), I serve my dishes on pretty paper plates.

***MENU***

Appetizers - Fig & Blue Cheese Savouries  
                  Dates & Goat Cheese Wrapped in Bacon

Main Dish - Stuffed Shells with Pink Sauce

Salad with orange, fennel & olives

Dessert - Large platter of cookies

Cocktail - Prosecco & Lemon Sorbet (vodka splash)

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Serving Sequence:

Open the evening by putting out a platter of crudité's with dip and a platter of small cheese bites with grapes. Guests will be arriving and expecting a drink or some good wine. These will get them started.

25 Minutes later put Savouries in the oven

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***Fig & Blue Cheese Savouries***



**Ingredients**

- 1cup all-purpose flour
- 8 tablespoons (1 stick) unsalted butter, at room temperature
- 4 ounces blue cheese, crumbled
- Freshly ground black pepper
- About 3 tablespoons fig preserves

**Preparation**

1. Heat the oven to 350°F. Line a baking sheet with parchment paper.
2. Place the flour, butter, blue cheese, and a few grinds of black pepper in the bowl of a food processor and process until the dough just comes together and starts to form a ball.
3. Dump the dough out onto a lightly floured surface and knead a few times to pull it together. Then roll out to a 1" thick circle with a floured rolling pin. Cut rounds out of the dough with a floured 1-inch

round or decorative cookie cutter and transfer to the parchment-lined baking sheet. Reroll the scraps (no more than once) and cut more rounds.

4. Press your thumb into the dough circles making an indentation in the center of each round. Spoon about 1/4 teaspoon of the fig preserves into each indentation, using your finger to push the preserves as best as possible into the indentation.

5. Bake the savouries until the preserves are bubbling and the pastry is light golden on the bottom, 10 to 12 minutes. Let cool on the baking sheet for at least 10 minutes, and then remove to a wire rack to finish cooling.

These can be made ahead and frozen (Just put a little waxed paper between the layers when you pack them for the freezer.) Allow to defrost on the baking sheet and bake fresh.

Serve immediately once cooled.

While Savouries are cooling and oven is still hot, put dates in to bake.

### ***Dates & Goat Cheese Wrapped in Bacon***



#### **INGREDIENTS**

- 18 large Medjool dates, pits removed or purchase them already pitted
- 4oz goat cheese
- 6 strips thick bacon, cut in thirds

#### **PREPARATION**

1. Preheat oven at 375 degrees.
2. Slice dates lengthwise. Remove pits and add in a piece of goat cheese. Close tightly and wrap with bacon, securing with wooden pick.
3. Bake for 14-17 minutes, turning halfway.

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While oven is still hot and dates are being enjoyed, place your stuffed shells to bake.

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### ***Stuffed Shells in Pink Sauce***



If I want to make my life easy, I head to Pastosa and buy their stuffed shells with ricotta and spinach. This pasta dish is easy to assemble, can be made a day ahead, refrigerated and put in the oven one hour before serving.

#### **INGREDIENTS**

- 4 to 6 Stuffed Shells per person
- Pot of your favorite tomato sauce, with or without meat
- Small container of heavy cream
- 1 teaspoon Parmigiano Reggiano per stuffed shell
- 1 cup shredded mozzarella cheese
- Besciamella sauce (optional)

## **PREPARATION**

Make your favorite tomato sauce a few days ahead. If you are making a meat sauce, I suggest you make Bolognese-type sauce with a mixture of chopped meats including veal and pork. The chopped meat mixture will add texture and a flavor burst to your sauce. If you are making a tomato and basil sauce without meat, add a pinch of nutmeg to the sauce as it is cooking. The nutmeg gives an interesting spiced aroma to the tomatoes.

When I make lasagna or cannelloni or stuffed shells, I love the flavor and added texture of a silky smooth Besciamella sauce (butter, flour and milk). But in this recipe it is optional.

Mix your cooled tomato sauce with the heavy cream. The amount of heavy cream to use will depend upon how much tomato sauce you've made. Just go by the color. It should resemble a medium pink color....too much and your sauce will become milky and lose its tomato flavor. Too little and you'll never taste the creamy texture.

Cover well the bottom of a rectangular baking dish with the pink tomato sauce. Begin placing the stuffed shells tightly; one next to the other, until baking dish is evenly covered with shells. Sprinkle a teaspoon of the Parmiggiano Reggiano cheese over each shell. Sprinkle shells with more pink sauce, enough to keep them moist. Cover the shells with plenty of shredded mozzarella.

Place the dish into the oven approximately one hour before you plan to serve it. It will take 30 to 40 minutes to cook and another 15 -20 minutes to rest before serving.

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### ***Dessert Cookie Tray***

This tray should be filled with every type of cookie known to man...well almost! It should be a fantasy tray....one that makes people want to sit in front of and choose their next delicacy. It will be the dessert that can stay out all night, can be eaten without plates or utensils, and has something for everyone to enjoy.

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### ***Finally the bubbly***

Take a tall champagne glass and fill 2/3 with a good Prosecco sparkling wine. Add a splash of a good flavored vodka (I like to use a citrus flavor in this recipe), then add a small lemon sorbet ball. Watch it fizzle and drink it cold.

Yummy!!!!

***I wish you all a HAPPY, HEALTHY and PROSPEROUS NEW YEAR!!!!!!!!!!***

## **Anchor Locker**

***Does anyone have anything nautical for sale contact me June Tedesco at [capt1@optonline.net](mailto:capt1@optonline.net)? Send me your short Ad along with contact information for the next Masthead.***

### **Off Season Specials from Joel Becker**

631 234-4062 [becker.joel.e@gmail.com](mailto:becker.joel.e@gmail.com)



1. Cosmetically impaired 8' hard rowing dinghy, w/oars \$200
2. Dirty rail-mounted stainless circular charcoal grill-- will clean if necessary \$75
3. Teak cocktail table- fits on Edson pedestal. Appx15" x 24" Too cold to go out and measure. Good condition not much wrong with it \$150
4. Fortress FX23 anchor \$200 Used 3 times- once successfully.
5. Anchor rode - Approx. 16' of 3/8" chain (too cold outside to

measure sort of rusty) and 180' of well used 5/8" 3 strand twist. No weak spots. Won't wash this- you might want to wear gloves. . \$150.

### **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 TLC , but the asking price is reasonable at \$5,000.**

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

**"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)**

****Anchor Locker continued on the next page****

## **BOAT FOR SALE**

**Name: "ALIBI"**

**Owner: Niel I. Rising**

**Stored: Weeks Yacht Yard**

**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**

**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)**

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