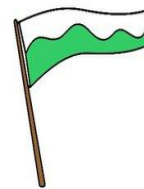




From The Masthead

South Bay Cruising Club



January 2015
Volume 65 - No. 1



Sandy Carlberg

A Winter Day at the Beach

Happy New Year!

Has it really been another season? Another hundred hours on my motor; another year of wear and tear, creeping rust and electronic brain freeze? The gremlins have been hard at work planning new and innovative ways of disrupting our carefully laid plans at the last possible minute, challenging our favorite chandlery to invent new products to keep us running.

This is the time to make those plans, buy those coveted toys and think about those projects that will keep us floating on the water another season, no doubt without a hitch. You betcha.

Schedules are coming together, and there are changes to be aware of. This year the racing program kicks off with the Creepstakes on Memorial Day, culminating as always with awards presented during the Commissioning Day program at the Babylon Yacht Club. Regatta Captain Aileen Eppig is still seeking volunteers for race committee assignments for series racing which begins this year in June for both Babylon and Bay Shore.

And guess what...no more surprise race committee assignments the season after you finally participate in a race. Now you can show up for even a few races and not have to spend the winter dreading having to learn that important and technical job. What better reason to try racing your boat or crewing for someone else? This year, Helen and I will try the Foulke Trophy on August 29th for the first time (so let it be written!). And the other flags and I have volunteered to do a race committee. If we can do it, so can you. So come on out---members and associates---step out of your comfort zone. If you end up looking ridiculous, you'll deflect some of the heat off of us.

The very popular joint SBCC/BSYC Spring Race to Atlantique and Discoverers Invitational Regatta/rendezvous organized and hosted by Chantyman Harry Manko and Mark and Carolyn Romaine along with Fleet Captain DJ Greco and Rear Commodore Roger Daisley will be run again (on May 16th and October 10th respectively). Is it a race? Is it a rendezvous? It's actually like strawberries in the spring and pumpkins in the fall. You pick it.

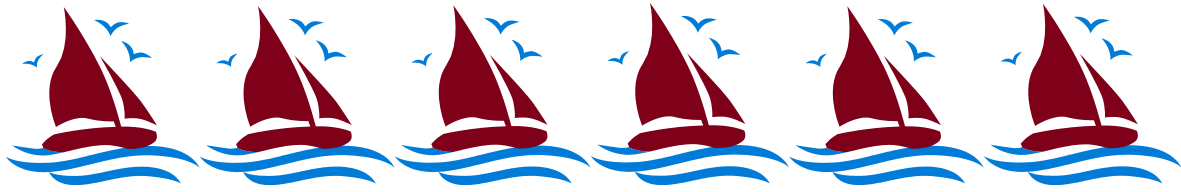
DJ has laid out a rendezvous and cruise schedule that does a better job than we all did last year by avoiding conflicts and meshing well with notable races. Last I heard she was wrapping up the list of rendezvous hosts. If you've never hosted one, believe me it's easy. You can do a little or a lot. Provide a warm hello and cockpit space with a couple of rafted friends, or come up with a theme or a signature drink, or anything in between. The hardest part is getting people to leave. Take the plunge. If you've never done it, don't just sit there...call DJ now and you'll really feel like you're involved.

Committees are forming now...so it's time to volunteer!

Don't forget the Race Awards on January 8th and the Cruising Awards in early February.

Membership chairs Stephanie and Jay Pizer have mailed dues notices. Please respond early if you can, and don't forget to make changes and corrections in your database listing. The yearbook goes to the printer in early February, so don't delay.

Here's to 2015...bound to be the best racing and cruising year ever.



YEARBOOK: ALL CHANGES DUE BY JAN 31

The yearbook committee has been hard at work planning the 2015 SBCC Yearbook. If you have any changes to your personal contact information, these need to have been indicated on your membership dues form when you renew your membership. So, if you have a new boat, or if you have changed your address or phone or email -- please get your changes into Jay and Stephanie, Membership Chairs, by January 31st in order for these changes to get into the yearbook. Any changes that come in after January 31st may not make it into the yearbook.

The 2015 SBCC Yearbook will be distributed at the Spring Party in April. However, in order for the printer to have it ready in time, we need to have the final draft into the printer about 6 weeks prior to the Spring Party.

Our board, many of our governors, committee heads and various members are already working - or have already submitted, thank you! - their contributions to the 2015 book. The racing, rendezvous and events calendars are close to being final. Many members and associates have sent photos -- keep 'em coming! - for possible inclusion in the book. Thank you in advance for all those contributions. Putting together the year is DEFINITELY an effort in "crowd sourcing."

NEXT YEARBOOK COMMITTEE MEETING: Tuesday, January 6th at 7:30pm, my house.

Thanks and Happy New Year!

Peg Daisley

917-847-7445

mdaisley@msn.com

309 Asharoken Blvd

Bay Shore



WELCOME

It was so gratifying to see so many of our new members joining the festivities at the Holiday Party. I do believe we have some future "Dancing with the Stars" contestants!!! Let's hope springtime is on speed dial. Keep looking for those crocuses!

Welcome to some of our newest SBCC additions:

New Members

Cathleen and Chip Messina

239 Kellum St., West Babylon, NY 11704

(C) 631-559-4648 (C)(spouse) 718-913-6934

mr.chips04@verizon.net

[cathleen32449@gmail](mailto:cathleen32449@gmail.com)

Chip and Cathleen sail "Gone With The Wind" an American Mariner out of Babylon.

New Associate

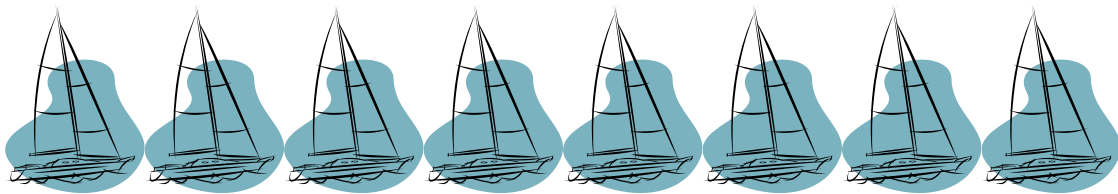
Howard Marks

122 Marie St., Lindenhurst NY 11757

(H) 631-226-1575 (C) 516-425-4857

enhowsail@aol.com

----- The Welcoming Committee



2015 Dues:

Thank you to all who have already mailed in their checks for 2015. A reminder to all the rest: please send in your dues! They are due by January 31. Make your check out to SBCC and mail it to:

Stephanie & Jay Pizer

318 Clocks Boulevard

Massapequa, NY 11758

A VIEW FROM ASTERN

"We often hear the phrase that history repeats itself and so it is with the cruising club's activities. Looking astern to the racing venue, we can find mention of conditions that we can still see occurring in today's racing events. The good advice given then is still appropriate today. This article was written into the Masthead in 1958 - 56 years ago." Your Historian, Tom Gotard

WE'RE NOT SAILING PENGUINS

(by Bob Paterson, Commodore)

Two facts about our racing this season, I think, merit comment. First is the fact that we've had a surprising number of corrected time finishes with less than five seconds separating two boats. Second is the fact that we have had incidents and near-incidents of boats involved in collision. These observations lead to the conclusion that perhaps we are getting over-competitive on the course.

Competition is fine, if it means getting the very last ounce of pull out of a genoa. Competition is bad if it gets out of hand and leads to "hairy sailing". Two five ton auxiliaries involved in a condosis can lead to broken arms, legs and worse, to say nothing of serious boat damage.

Perhaps it is time to re-appraise the underlying idea of SBCC racing. Over the years our races have been guided by the principle that racing can be more fun than fierceness and still provide a test of a skipper's skill in sailing his craft.

But sailing a bit too close to the next boat or taking unnecessary chances to gain a boat length advantage can only lead to confusion. While sharp racing tactics are well within the rules, it should be remembered that these rules were generally written for fast, smart-handling racing boats -- not cruising auxiliaries that can easily get out of hand. Maybe we all should race a little "looser" and remember we're not sailing Penguins.

LAST MINUTE NOTE

Merritt Smith is literally holding the presses to plead with skippers in the Commodore's Cup Race not to ask the Committee Boat to tow Prams to Bellport. This has become a real problem in past years.

Bob Pasch
Corresponding Secretary

From the Fleet Captain-----



WE NEED YOU!!

Happy New Year! Though we have a few months with our boats on the hard, the SBCC Committees are certainly keeping busy. The Membership Committee is busy collecting all your dues and updated data. The Program Committee is working on some seminars to get you through the winter. Regatta will be holding their awards event in January, and Fleet will be having their awards event in February. The Yearbook Committee is diligently working on getting all their data and schedules in place to go to print soon. This means that all the rendezvous dates and locations must be set and complete before they go to print.

We still have quite a few openings for rendezvous hosts. We really need your help folks. If you don't want to host one alone, then grab a friend or two and do it together. You are all very creative and I'm sure could come up with some GR8 themes, but you don't have to have a theme, just a rendezvous. The following dates are still available:

- June 20th (east of the bridge)
- June 27th (west of the bridge)
- July 4th (east)
- July 11th (west)
- July 18th (east)
- August 13th (west)
- August 29th (west)
- September 26th (west)
- October 3rd (west or east)

Please email me at djnjoe79@yahoo.com if you'd like to host a rendezvous. Without all of you helping out, it would be a pretty dull summer!! We are also looking for someone to host the One Week Bay Cruise (departing August 9th from Great River) and the Two-Week Cruise which usually leaves in July. A meeting will be held in January to discuss where the Two-Week Cruise will go to. If you are interested in leading the way on either of these trips, please let us know.

We wish you all a Happy and Healthy New Year with lots of sailing!!

DJ Greco
Fleet Captain

Coast Guard Boardings and Your Fourth Amendment Rights, Part 2

Posted by [Clark Beek](#) // October 27, 2012

[Uncategorized](#), [Coast Guard boardings](#), [Fourth Amendment](#), [miscellany](#), [suspicion-less search](#)



Continued from [Part 1](#):

Why can the Coast Guard search our boats without a warrant or probable cause, when the police can't search our homes, cars, offices, motorhomes etc.?

It's always been this way. The same congress that passed the Bill of Rights passed the Revenue Service Act of 1790, which gave [revenue cutters](#) the right to search any vessel anywhere in US waters, and any US-flagged vessel anywhere in the world.

Our fledgling nation was strapped for cash, and tariffs were the way to solvency. This was controversial even back in 1790, since many of our gripes against the British, as stated in our Declaration of Independence, had to do with tariffs (see Boston Tea Party). The crews of revenue cutters were allowed to board vessels to make sure they'd paid the tariffs on their cargoes.

An early revenue cutter. All photos courtesy of US Coast Guard



Since 1790 the Coast Guard has been shaken up, mish mashed, and passed around like a red-headed stepchild, but the Revenue Service Act of 1790 has only gone through minor changes.

The modern Coast Guard is an amalgamation of five federal agencies: the Revenue Cutter Service, the Lighthouse Service, the Steamboat Inspection Service, the Bureau of Navigation, and the Lifesaving Service. The Coast Guard, as a named entity, wasn't created until 1915 under Woodrow Wilson. For much of its history it was part of the Treasury Department. In times of war it sometimes falls under the Navy's command and sometimes acts on its own, but Coast

Guardsmen and their predecessors have fought in every war in our nation's history.

Now the Coast Guard is part of the Department of Homeland Security, with added counter-terrorism and intelligence responsibilities.

The Coast Guard is not represented on the Joint Chiefs of Staff, yet carries out military and quasi-military operations. The top brass constantly complains that the Coast Guard is ignored and underfunded. “Support on Capitol Hill is about five miles wide and one inch deep,” said a [retired Coast Guard vice commandant](#).



Ignored and underfunded, yet it has the most sweeping search and seizure powers ever thrust on US citizens.

Why do they board us and search us, and what are they looking for?

If you ever ask why you, in particular, got singled out from all the boats on the water that day, the boarding officer will say these exact words: “I’m not at liberty to say.” Since there is no requirement for probable cause, they don’t need a reason. It’s just bad luck, or maybe they didn’t like the cut of your jib.

Most of what they’re doing is training. Boarding strange vessels on the high seas is a big part of their job, and our boats are good practice. Many coasties don’t come from a boating background—or certainly haven’t been on a sailboat—and they’ve got to learn the ropes.

They’re checking our documentation, safety gear, seeing if we’re drunk, and checking for environmental violations. Are we dumping oil/fuel/sewage into our precious waterways? It’s common to check bilges for oily water, and if there’s an automatic bilge pump in that oily water, we’re so busted.

They’re also checking for fisheries violations, people smuggling, arms smuggling, and drug smuggling. [Twenty-six percent](#) of Coast Guard activities are related to drug interdiction, and they are looking for illegal narcotics on every vessel during every boarding.



Considering what we’ve come to expect of our [Fourth Amendment](#) rights on land—No, officer, you can’t come in my house and have a look around—suspicion-less searches of our boats don’t feel right to most of us. I lived aboard for ten years, and I consider my boat to be my private home. The salons, staterooms, and bunks on our boats are just like our living rooms, bedrooms, and beds at home: Ours, personal, private, and not open for random tours or training missions by strangers.

Some argue that because boats don’t have license plates like cars, the Coast Guard has to board us to check our documentation, but boats either have numbers, a name and hailing port, or both, and these can be seen easily. Any confusion with a boat’s identity can be sorted out by radio or by coming within hailing distance.

By the way, the average Coast Guard vessel has advanced optical equipment and digital cameras: When you can barely make out individuals aboard their cutter, they're reading the numbers off your iPhone.

They're checking our safety gear (for our own safety, of course) but the police can't randomly inspect our cars for seat belts, air bags, good brakes, or child seats, nor can they enter our homes to check the gas shut-off, the backflow preventer, or the tags on our mattresses.

Most of us have the right safety gear to protect ourselves and our crew, and most sailors have more safety gear than required: The Coast Guard doesn't require EPIRBs, radios, Life Slings, harnesses, jack lines, or any number of items that most sailors consider standard equipment.

They're protecting the environment, but the police can't perform random smog checks on cars, or enter our homes to make sure we're not pouring used motor oil down the bath tub drain.

In short, the justifications for suspicion-less searches at sea would never stand up on land, where they would seem downright un-American.

The Coast Guard has terrorists to catch, drugs to interdict, people smugglers to stop, and environmental hazards to avert, but none of these aims are met by suspicion-less boarding's of recreational craft. They'd have the same odds going door to door in residential neighborhoods, or randomly pulling cars over on the road to search them for bombs, drugs, human traffic, or leaking plutonium. They might get lucky every once and a while, but the way almost all real busts take shape is through probable cause, tips, or old fashioned police work.

What are some alternatives to suspicion-less searches of our boats, how could they come to pass, and why hasn't the Revenue Service Act of 1790 been overturned or revised?

~~~~~

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

A fifteen year old child's wish for the New Year

I just want someone to love me, someone to talk to when I need to talk, someone to cry on when I need to cry, most of all someone to love me and walk with me as far as they wish through my life.

### ***Eating light after the holidays***

The holidays are full of special, delectable dishes that we don't ordinarily eat at other times during the year. However, our holiday menus throw dietary discipline out the door and make liberal use of fats, sugars and anything typically not very good for us! And because we share our special holiday menus with family and friends, we are not watching how much we are eating.



But now the holidays are over and a light menu is just what is needed to rebalance our diet and perhaps shed those annoying few pounds we gained while indulging. The following menu keeps in the holiday spirit by offering the wonderfully satisfying flavor of fresh oranges accompanied by a splash of wine. It can be made with either chicken cutlet or fish fillet. The chicken can be breast or thigh meat and the fish should be any fillet that doesn't break apart while turning in the pan (Tilapia, mahi-mahi, cod, halibut, etc.).

### **Ingredients**

Chicken cutlet or fish fillet

Flour for dredging

Olive oil

Garlic

4 tablespoons of Porto wine (for an even lighter taste, use 6 tablespoons of white wine (your favorite)

1/2 tablespoon of corn starch

Juice of one large orange or two smaller ones (do not use orange juice as it is too sweet)

Juice of half a lemon

Salt and fresh ground black pepper to taste

Place a light coating of olive oil in a non-stick pan along with a clove of garlic. Allow the garlic to become golden in color over a medium high flame.

Put enough flour in a plate to cover your cutlets/fillets and dredge them on both sides making sure to evenly coat them. Shake off all excess flour and place them directly into the pan with the hot oil. Brown evenly on both sides but do not finish cooking entirely. Remove from pan.

In the non-stick frying pan, add the lemon and orange juice along with the wine. While stirring vigorously, add the corn starch preferably through a sifter. Keep stirring to avoid lumps and until the liquids become thickened. Return your cutlet/fillet into the orange sauce and finishing cooking them in the sauce. Add salt and fresh ground pepper to taste. Serve hot and with plenty of orange/wine sauce.

Make a refreshing salad as your side dish and enjoy!

## **Anchor Locker**

***Does anyone have anything nautical for sale? Contact me, June Tedesco, at [capt1n1@optonline.net](mailto:capt1n1@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)**

# SBCC LINKS

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