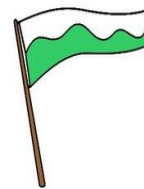




From The Masthead

South Bay Cruising Club



February 2015
Volume 65 - No. 2



Where Do You Want to Be?????

It's time to start watching for the crocuses to push their way through the frozen ground, reminding me I'd better start getting my act together or I won't be in the water before May. So many little projects. Same ones I didn't get to last year. Same ones as next year.

Helen and I have the first rendezvous of the season, at Atlantique. I'll try to get her to make her Shepherd's Pie. Maybe that'll entice Roger to get in early.

When you read this, the Yearbook Committee under Peg Daisley will be close to submitting the (best ever) yearbook to the printer. If you hurry, there's still time to send her a photo, or update your database info with Stephanie and Jay Pizer at Membership.

Fleet Captain DJ Greco and Regatta Captain Aileen Eppig have nailed down the cruising and racing schedules, Mark Romaine and Della Bucher at Hospitality have the parties planned, and Rich Troy at Program has scheduled some terrific seminars. The cruising awards are coming up; trophy chair Donna Schlossberg has done a nice job.

Some of us are trying to gin up interest in resurrecting a race at Nichols Point outside the River the morning of the Blast in August, with awards to be presented at the Blast. If you're interested, let Handicap chair Jim Reichel know.

We will have several easy, friendly races this year, some in conjunction with a rendezvous. Check the yearbook, which should be available at the Spring Party at the Bay Shore Yacht Club in April.

We had a cruise meeting several days ago which was well attended. Rear Commodore Roger Daisley designed and conducted it as an educational seminar, with a poll for suggestions as to where and when to go on the annual two week cruise. This cruise is one of the great activities our Club is really good at. I've been on at least fifteen cruises and all are memorable. If you haven't done it, why not try it. One cruise and you are a veteran, ready to recruit new blood the next year, and maybe even lead one in the future. We learned from the best and never looked back.

Don't forget-between races, rendezvous, parties and the Board of Governors, it takes nearly a hundred people to make it all happen. Join a committee today.

See you at the cruise awards.

Ed Pshedesky



Coast Guard Boardings and Your Fourth Amendment Rights, Part 3

Posted by [Clark Beek](#) // October 31, 2012

Continued from [Part 1](#) and [Part 2](#).



Various parties have challenged Coast Guard boardings and suspicionless searches in the highest courts, but the courts have consistently upheld the Coast Guard's right to board vessels under the [Revenue Cutter Act of 1790](#), and its subsequent variations.

Unfortunately, the highest profile cases have been for drug busts. Plaintiffs who really are drug smugglers are less sympathetic to the public.



A major drug seizure. All photos courtesy of US Coast Guard

A boater who's a bit miffed about a Coast Guard search usually gets over it after a few weeks and takes it no further than kvetching to his friends. He doesn't spend hundreds of thousands of dollars and years of his life trying to overturn a 222-year-old law.

And under this law, the Coast Guard boarding

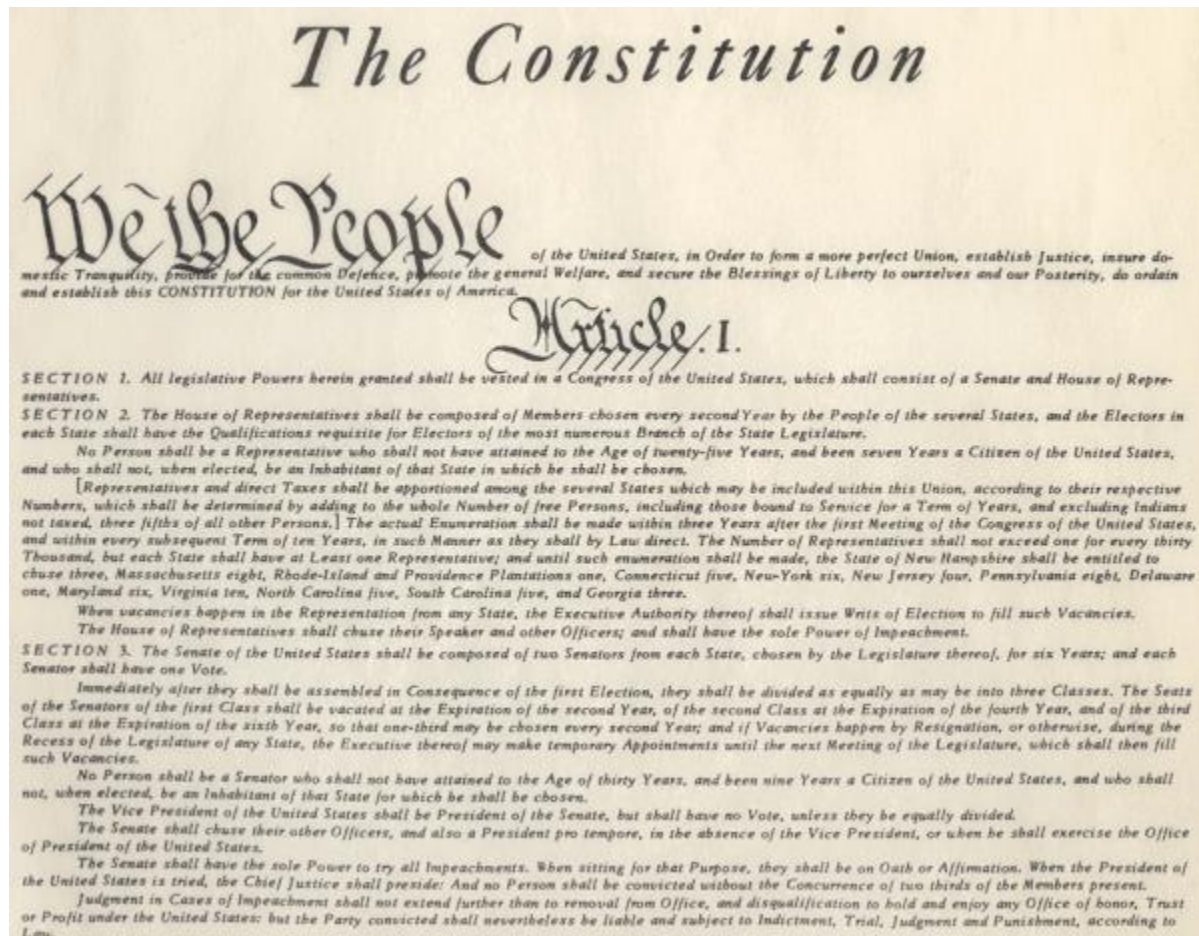
teams continue to do their jobs. We should only gripe about boarding parties if they are rude, threatening, or do something ridiculous or unprofessional.

But one detail might give pause to a conscientious coastie. They all have to take an oath that goes like this:

“I____do solemnly swear (or affirm) that I will support and defend the Constitution of the United States against all enemies, foreign or domestic, that I will bear true faith and allegiance to the same, that I take this obligation freely, without any mental reservation or purpose of evasion, and that I will well and faithfully discharge the duties of the office I am about to enter. So help me God.”

Maybe they need to change it to:

“I____do solemnly swear (or affirm) that I will support and defend the Constitution of the United States, except the Fourth Amendment part. Except for the Fourth Amendment I will defend the Constitution against all enemies...”



With regard to the Revenue Cutter Act of 1790, things have changed a lot since 1790. Back then there were essentially no recreational vessels. Almost all vessels were merchant vessels or warships. Revenue cutters had to be able to rein them in to collect taxes and control contraband. Today most vessels on most bodies of water in the US are recreational. These recreational boats aren't carrying taxable cargo – they're just carrying us.

Perhaps private, recreational vessels should just be exempt from suspicionless searches under [14 U.S.C. § 89](#). Sorry, merchant vessels, you're probably not too crazy about surprise boardings either, but you were the original target of the law.

Several constitutional law scholars bristle over suspicionless searches. I've read several law review articles on the subject, and let me tell you, if you're not a lawyer they make great bedtime reading.

The best was [Constitutional Barriers to Smooth Sailing: 14 U.S.C. § 89\(a\) and the Fourth Amendment](#), by [Megan Jaye Kight](#). She suggests: "The government certainly has a vital interest in ensuring that vessels on the high seas are safe, seaworthy, and properly documented. However, this interest should not be advanced at the cost of sacrificing the constitutional freedoms of law-abiding seafarers."

Ms. Kight goes on to suggest that instead of suspicionless searches at the discretion of the boarding officer, our boats get annual, scheduled safety inspections. If, on average, our boats get boarded by the coasties every year or two anyway, a scheduled search wouldn't take up any more time or man hours. If they could knock a bunch of us off at one time, say by inspecting all the boats in the same marina, this would save time over random boardings.



At first blush this sounds like a costly administrative nightmare, but most of our boats get surveyed every year or two for insurance or marina safety anyway. Perhaps a survey from an accredited marine surveyor could substitute for a Coast Guard inspection? Or a safety inspection, and award of sticker, from the Coast Guard Auxiliary? Any of these options would be preferable to a surprise boarding, but still, our homes and cars aren't subject to regular safety inspections, planned or unplanned.

If a vessel is entering the US from abroad, it should be open to search, just like a car crossing an international border. But a recreational vessel on a lake or river, where it can't even have contact with the greater ocean or the countries that border it?

I could even live with searches being allowed on any vessel that ventures offshore. After all, the vessel could have come from who-knows-where, or could have rendezvoused with people smugglers, a drug shipment, or terrorists.

In the Coast Guard's documentation, and on all charts, [inland waters](#) are delineated from offshore and near coastal waters. Inside of this line our Fourth Amendment rights could kick in. For voyages that originate and terminate in inland waters, vessels could not be boarded without a warrant or probable cause.

If you're waving a bottle of Jack Daniel's yelling, "Woohoo, I'm the King of England!", leaving an oil slick behind you, running at night with no lights, or towing a child in your wake, well, there's their probable cause.

For boaters who live near international borders, like San Diego, the Coast Guard would have reasonable suspicion they'd gone to a foreign country every time they left the harbor. Sorry, San Diegans.

So what does it take to have our constitutional rights extended to the water, an Act of Congress?

Actually yes, I think it would take an Act of Congress. I'm no lawyer, but court cases hinge on case law and precedence, and when we've got 222 years of precedence for suspicionless searches, not even the Supreme Court can just have a change of heart. The next time they try a Coast Guard boarding case under the Fourth Amendment, I'm guessing it will go the way it's gone ever since the Revenue Cutter Act of 1790. For the law to change, it would take a movement in Congress—with pressure from a grass roots movement that starts right here!—to extend privacy rights to the water.

Boaters don't represent a powerful force in politics, but we should. The latest statistics show [16 million registered boats in this country, and 75 million citizens](#) who have been boating in the last year, and are thus classified as boaters. This is nearly a quarter of the nation, all of whom could be searched, and thus deprived of their Fourth Amendment rights, just by stepping on a boat.

Coast Guard personnel are generally polite, and for the most part treat the public with respect, but they're human, have bad days, and turn very sour if you question their broad authority. While the average boarding lasts twenty minutes, they often order boats to return to the dock and delay voyages for [an hour or two](#). This ruins an outing, and few boaters would welcome a surprise boarding. And someday the guys with the guns might not be so polite and professional, and then we'll want the law on our side.

I'll close with the words of [Ms. Megan Jaye Kight](#), my favorite Constitutional law scholar:

“The inconsistencies and ambiguities in this area of the law require resolution. Until less intrusive alternatives are implemented through legislative action, the courts must ensure that the guarantees of the Fourth Amendment are not assaulted, for the “shield against unreasonable searches does not rust on exposure to salt air.”“



Watercolor—Vince Piazza

*In Memory of
Robert Dunlop
Long time SBCC member*

You're invited to our SBCC Winter 2015 Program Events

**Please RSVP to Rich Troy for each event. Email:
t4oyman@aol.com**

Program Event #1

Guest Speaker: our very own Eric Forsyth

Eric will show his latest video "Fiona Battles to Reach Antarctica" and discuss his ten month cruise in 2013/2014. Destinations included the Canary Islands, Brazil, the Falkland Islands, Capetown, St. Helena and Ascension. Challenges along with way included lack of crew, sailing single handed across the Atlantic Ocean, a loose hose nearly sinking the ship, a severe storm, failed steering system, and a staysail torn to shreds.

Where: The West Islip Public Library, 3 Higbie Ln, West Islip, NY, **Room A.** Enter the Library and turn to the right to find Room A.

When: Saturday February 14, 2015 from 2-4PM

Admission: \$5 for SBCC Members, free for guests

Program Event #2

Guest Speaker: "USrowBoy", John Zeigler

John will show the award winning documentary movie "Row Hard No Excuses" which depicts the only USA entry in a multi-country rowing race across the Atlantic Ocean. John was one of the two-man crew for that Atlantic Rowing Challenge, a three thousand mile rowing race from the Canary Islands to Barbados. The movie explores masculinity, midlife and ambition within the context of an exciting sports-adventure story and an intimate portrait of the two-man crew.

Where: The West Islip Public Library, 3 Higbie Ln, West Islip, NY, **Room A.** Enter the Library and turn to the right to find Room A.

When: Saturday March 14, 2015 from 2-4PM

Admission: \$5 for SBCC Members, free for guests

Program Event #3

Guest Speaker: Bill Nelson, of the US Coast Guard Historians Office and USCG Auxiliary

Bill will show a presentation and host a discussion on the United States Life Saving Service (USLSS), an organization that was a predecessor to the US Coast Guard. The USLSS was responsible for patrolling our shoreline and rescuing seamen from ships that ran aground offshore. The USLSS was active locally including on Fire Island, and our Program Event location has on display the actual devices used by the USLSS while they were active from 1848 to 1915.

Where: The Long Island Maritime Museum, 86 West Ave, West Sayville, NY, **Library Room**. Enter the museum and turn to the right to go into their Library room.

When: Saturday March 28, 2015 from 1:30PM-4PM

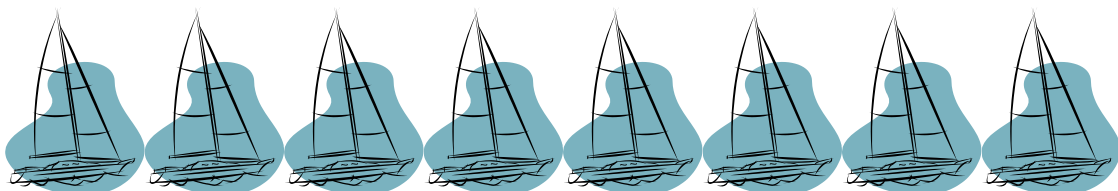
Admission: \$6 fee is to be paid by each attendee directly to the Museum upon entry (\$4 for seniors aged 65+)

Seating is limited to the first 50 people who RSVP to Rich Troy via email at t4oyman@aol.com. No phone calls please. Please indicate how many people will come including yourself in your RSVP.



From our Fleet Chaplain-----

Each morning you are awakened to new life. There are sounds within and around you which speak in a new way. Can you hear them? Listen to the sounds. The singing of the birds is different today. The mixture of ideas and feelings within you sends a unique message. Do you notice the difference? You are really new!



A VIEW FROM ASTERN

The following article is from the March 1995 edition of the Masthead. It was taken from the log book, July 1994 of Kenna and Andy Lovito. The Lovitos joined the SBCC in 1980 and owned a 30'Morgan at that time. While members, they joined the Program & Cruising Committees and in 1991 were sailing Lion Hearted - a 34' Catalina. . Kenna and Andy moved away to Greenport in 1997. --*Tom Gotard, Historian*

A LION HEARTED TALE

It was approximately 0600 hours on a hazy mid-July morning and we had just dropped our New Port Harbor mooring pennant. As we proceeded to motor over to the floating water dock we noticed another sailing vessel taking on fresh water. We came along side and secured our lines. The skipper of the other vessel was quick to lend us a hand. We spoke for a while and he informed us that he and his wife were bound for Martha's Vineyard. After topping off their tanks they departed. We proceeded to the fuel dock.

Soon we too were underway. The visibility off Castle Hill dropped to a few hundred feet as we turned toward Buzzard Bay Light. The air was light and the seas were calm. Our trip continued uneventful for the next couple of hours. At 1140 hours we monitored a May Day distress call on channel 16. My Co-captain immediately identified the vessel as the boat that was at the water dock earlier that morning. We listened intently as the skipper of the stricken vessel shouted over the radio that he was sinking and his wife was sick and unable to assist him.

Castle Hill Coast Guard asked for his Latitude and Longitude which he gave but unfortunately as I plotted it this position would have placed him on shore. The Coast Guard responded with the same concerns. They asked for his magnetic heading. His reply was 080 degrees, magnetic which again if he maintained this course it would send him up on the rocky coast line. The Coast Guard asked for a long count. The skipper had no idea what they were referring to in his moments of anxiety. We knew that they had to be somewhere in our vicinity. Our radar showed 5 contacts within three miles of our position.

Lion Hearted forged ahead at 6 3/4 knots. I watched intently as one contact fell behind the others, in the thickening fog. This must be our "wounded bird" and asked the helmswoman to alter our course. Minutes seemed like hours as we listened to frantic calls between skipper and Coast Guard vessels that were underway from New Port and now Woods Hole.

Our radar contact was close now and we went for a visual sighting. I asked if he had a flag on his back stay. He replied to the affirmative. I asked that he turn to weather and he complied. We knew we had him.

I radioed Castle Hill Coast Guard and gave them a G.P.S. fix. We assured the stricken vessel that we would stand by until help arrived. Like a beacon out of the fog came the United States Coast Guard and soon all was well.

As we turned Lion Hearted away toward her destination the skippers of both vessels yelled to us their thanks along with a thumb up sign.

Moral of the story:

- (A) Know your equipment
- (B) Plan each day ahead of time
- (C) Perform pre and post operational checks

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### ***From the Fleet Captain-----***

Well the Rendezvous Schedule is finally complete for the spring, summer and fall. Special thanks to all of you who have volunteered to host, especially all of you new members. One-third of the rendezvous will be hosted by our new members, which will make it more fun. We will count on the rest of you to help raft up with them to show them the ropes (or lines??).

Roger gave a seminar on January 18<sup>th</sup> to go over preparing your boat for a two-week cruise, and many of you turned out for the event (and for Della's yummy brownies). Sorry I missed her brownies. Seems many of you who attended plan to go on the cruise this year, but everyone wants to go different directions. Some want to head out East and up to Connecticut and others want to head West to New Jersey. Either way, we have quite a few boats interested in going. We need a cruise captain for this trip. If anyone could lead this trip, please contact me or Roger. Let us know what your thoughts are, and where you may want to go.

We are also looking for a Cruise Captain for the One Week Bay Cruise. It's an easy trip to plan, and if you are the Captain, you get to choose the locations to go to during that week. The Cruise leaves from Great River the day after the BLAST in August. Contact me if you have any interest in leading the way.

The Cruising Awards will be held on Monday night, February 9<sup>th</sup> at 7pm at the Tres Palms Restaurant in Babylon. Although I will still be down south, I hope you all get to attend this fun event to receive your prize. Winter is too long to be away from your SBCC friends, so get out there and have some fun.

Stay safe and warm.

***DJ Greco  
Fleet Captain***

**RICOTTA...NOT JUST ANOTHER CHEESE!**



In 2012, an expedition of archeologists working in the Sahara desert discovered that the practice of cheese making goes back as far as the year 5200 BC. In ancient times, Egyptians, Greeks and Romans alike made ricotta from goat or sheep milk. Today ricotta is made primarily from cow's milk, with some exceptions where cow's milk and sheep's milk are mixed to give the ricotta more flavor.

The word 'ricotta' means 'recooked' and it is made from whey left over from the cheese making process. Cooking the whey again allows the coagulation of the proteins, which turn into curd and, when strained, becomes Ricotta.

Ricotta is extremely versatile, low in fat and can be used in appetizers, pasta dishes, main course entrees and dessert! Like any other cheese, buying the better brand makes all the difference. I buy my fresh ricotta from Italian specialty stores or markets like Giunta's or Trader Joes. It comes in a metal container and only keeps for a few days in the refrigerator.

Here are some quick and easy recipes for using fresh ricotta...find the one you hadn't heard about and try it. Yummy!

**Ricotta Appetizer:**

Place fresh ricotta on a serving dish, sprinkle some salt, crushed fresh pepper and a drizzle of extra virgin olive oil over the ricotta. Serve cold and spoon on slices of crusty Italian bread, over Melba Rounds or any cracker of your choosing.



**Ricotta and penne pasta:**

Bring a pot of water to boil and cook penne until al dente. While the penne are cooking, in a large bowl combine fresh ricotta cheese (approx. 1 tablespoon per serving), a pinch of salt, chopped fresh tomatoes (grape tomatoes, cherry tomatoes or Campari tomatoes work well), chopped fresh basil, chopped seeded Calamata olives (optional) and a drizzle of extra virgin olive oil. When pasta is Al dente, drain penne and toss with ricotta condiment adding olive oil as needed.

### **Fried Ricotta:**

This is a yummy dish that is typically flanked with a good mixed salad.

*12 oz. fresh ricotta (the night before, place ricotta into a colander over a bowl to drain all excess liquid)*

*2 eggs, beaten*

*Bread crumbs*

*Flour for dusting*

*Olive oil or frying oil*

*Salt to taste*



Divide the drained ricotta into rectangular chunks. Flour the chunks.

Dip floured ricotta chunks in the eggs and coat well with the bread crumbs.

Fry ricotta chunks until golden brown on all sides.

Drain off excess oil on paper towels and lightly salt.

Serve hot

### **Baked Lemon Ricotta Dessert:**



12 oz. fresh ricotta (placed in a colander over a bowl and allowed to drain for 1 hour)

1 tbsp. olive oil

4 tbsp. honey

3 eggs

Juice and grated rind of one lemon

Pinch of salt

2 tbsp. water

In a bowl, whisk together the grated lemon rind, the honey and the ricotta.

In another bowl, using a mixer beat the eggs with the water, adding slowly the lemon juice and the oil.

Fold the egg mixture into the ricotta until you achieve a smooth mixture.

Preheat oven to 300 degrees and butter/flour a small baking pan. Cook approximately 40 minutes or until the surface is golden in color. Sprinkle with confectioner's sugar (optional)

Enjoy!

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LOCAL KNOWLEDGE

Watch Hill

40°42.175' N // 073°00.600' W

Watch Hill, part of the Fire Island National Seashore, is directly across the bay from Patchogue and east of Davis Park, the entrance channel, one mile in length, is well marked with seasonally lighted buoys (ten) and a range light. Take care; the water on either side is only 2-3 ft deep.

The marina has deep water with 195 berths available. Services include electric (125/250V 50 amps) and water. Restrooms, showers and telephones as well as campgrounds can be found here. A pleasant walk (1/2 mile) along the boardwalk leads to the ocean beach, where the park service has lifeguards on duty. The Park rangers have regularly scheduled walks as well as daily and evening programs during the months of July and August. This is a very popular place on weekends. Come early to secure a slip, especially during the SBCC family weekends held here during the season. Slip reservations are available on the same day you expect to arrive. Call 631-597-3109 about 9:30 am. Slip fee Friday – Sunday is \$2.00/ft + electric, Monday – Thursday \$1.00/ft + electric about \$7.00/day. On the east bank there is a self-service pump out station.

Need groceries? A ¾ mile walk west on the boardwalk through the dunes will bring you into Davis Park.

Ferry service from the main land is available at the head of the Patchogue River by the National Park Service.

As of January 15 2015 the Watch Channel will have been dredged to 100 ft in width and to a depth of 6 feet.

Sailor's Haven channel will also be dredged by January 15 2015 to a width of 100 ft and a depth of 6 feet.

Anchor Locker

Does anyone have anything nautical for sale? Contact me, June Tedesco, at capt1@optonline.net. Send me your short Ad along with contact information.

Split Level Home for Sale on the Avon Canal West Islip (2 canals from the bay)

75 Feet of Creosote Bulkhead / Deep Canal / Large Deck

3 Bedrooms, 2 Full Bathrooms, Kitchen, Dining Room, Living Room, Great Room, Den

Please call Volker Kind for more information. Cell phone is the best form of contact 631-807-7017

Off Season Specials from Joel Becker

234-4062 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 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

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

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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