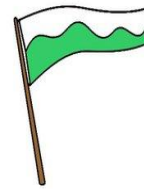




# *From The Masthead*

## *South Bay Cruising Club*



*October 2015*  
*Volume 65 - No. 10*



***Rendezvous In Bellport***



We've been lucky. This may be the warmest September on record by far, and the weekdays and weekends have been for the most part spectacular. Well, with one recent exception. At the rendezvous hosted by Dave and June Tedesco aboard Phoebe Rose at Oak Island lead, we had quite a blow one Saturday night.

The National Weather Service had predicted something like 11 knots out of the east. At least they were right about the east. We had three boats on Becky's ground tackle, which was moved over to Phoebe Rose as the center boat. When the rendezvous was in full swing, the sun set and the wind kicked up to just under 30 knots for a long time in the dark and the pouring rain, preventing lots of people from returning to their boats. We had a dozen people in the shelter of Silent P's enclosure with their eyes glued to the wind meter for an hour and a half waiting for the storm to die down, and hoping that the anchor line wouldn't chafe through from the swinging of the boats.

At one point, Rear Commodore Roger Daisley took advantage of a lull to jump in his dinghy and start rowing in the dark. Of course just then the wind howled as loud as before, and it took him a full ten minutes to row 200 feet to Blue Horizon. At least it ended well.

But for the most part, we have had a memorable summer. It's always bittersweet when the Club's intense activities start to wind down, and the weather announces without warning "that's enough"! Time to buy the pink stuff and utter the forbidden word...decommission!

It's also the time of year to remind everyone that our Club offers quite a lot, but it can only function through the time and effort of our members and associates. Volunteer some of your time-call me or anyone on the board to see how you can help. It's a rewarding experience, and that's how friends are made.

Hope to see you at the Boatyard Party/Annual Meeting on November 7 for fun, food and the election of officers and governors.

Ed Pshedesky  
Commodore



## **SBCC Proposed Slate of Candidates-2015**

Commodore-***Dave Tedesco***

Vice Commodore-***Roger Daisley***

Rear Commodore-***Mark Romaine***

Treasurer-***Charlie Margeson***

Recording Secretary-***Jessica Rooney***

Governors

***Bob Van Tassel***

***Joyce Gotard***

***Sally Eilbeck***

***Bob Forman***

***Laurie Messina***

***Dick LaBella***

***Ed Pshedesky***



**Babylon Yacht Club  
has invited SBCC members to participate in the**

**Louis Orr Race  
Sunday October 4<sup>th</sup> 2015  
12pm Start**

**Hope to see you out there.**

**Mike Duffy- SV Loon  
SBCC GSBYRA Delegate**

**Notice of Race and Sailing Instructions**

**<http://www.babylonyachtclub.org/bycregatta.shtml>**

## **LESSON 2 --I am the captain of my boat.**

This may seem self-evident. One Love is my boat and I am in charge. I'm an adult. I'm a single mother. I am a teacher. I am often in charge and I'm more, or less, accepting of the situation. But when I started sailing, I started from scratch. I had a boat, but I didn't know anything about sailing. I didn't know the words. I didn't know how to steer. Even though I'm a competent driver, I didn't know how to make her go forward or not hit things.

Although I named the motor Sara, I didn't know how to make her work. I didn't know how to tie any knots. However, what I did have was an all-encompassing amount of fear and overwhelming mixed in with exhilaration and a deep yearning to learn and move and be on the water. All mixed up together. All coming at me at once like a storm surge or one by one like Great South Bay miniwaves.

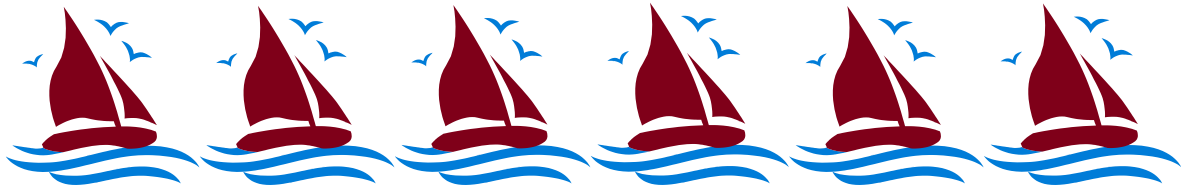
My first summer, I made sure that I went out often and only with competent sailors. They had to be able to undo anything I might inadvertently do. I couldn't be trusted alone! They had to be able to explain what they were doing and why. And since we were in close quarters (One Love is only 22 feet!), they had to be pleasant to be around. In addition to all these requirements, the weather also had to be cooperative (giggle here). It was difficult to find sailing buddies, but I managed to have a few steady sailing friends who were willing to spend an afternoon once a week assuaging my ferry induced panic attacks and my shrieks of fear when something went awry, not to mention all the pinching, lousy steering and inadvertent tacks and jibes.

After about one and a half months of sailing 46 times a week, I was on my way to Watch Hill with two sailing buddies. They were, and are, highly competent and know the Bay pretty well. Both have boats with centerboards that can be brought up and beached. As many of you already know, the Watch Hill channel starts very close to Davis Park and is very long. On either side of the channel, the waters are super shallow; you can even see the bottom at low tide! Although I had unlimited towing, I was very apprehensive of running aground. I had Garmin on my phone. I like looking at the little pirate ship icon that is One Love, and I like watching her go across the Bay through the white area on the chart. What I don't like is when the pirate ship is super close to the dark blue areas of 3 feet or less since my draft is 2.6'.

On this particular outing in 2014, we were having trouble finding the channel. My friend was insisting that we could just go closer to shore anywhere and find it. I was looking at my Garmin and noticing that we were in a shallow area. My friend was insisting it was fine. My panic was rising. I looked over my baby girl's stern and could see the bottom. But what did I know? My friend was the experienced one. She knew better than I. She had been sailing for 30 years. She knew this bay. It was then that I realized that I had to be the captain. It was my ship. She was my responsibility. I had to make the best decision I could using the information I had despite my newbie status. And so I spoke up. "No, we're going to follow Garmin. It's too shallow here. Let's tack." And that was all. The discussion was over. One Love was mine and she was my responsibility.

So what's the life lesson here? Just as I am the captain of One Love, I am the captain of my life, the CEO of my body (as a fellow "cancerflourisher" states) and I must make the best decisions I can with the information I have. I will continue to sail (live), have fun and learn. But as I know better, I'll do better...one outing at a time.

**#2 I am the captain of my boat.**



***From the Fleet Chaplain-----***

We pray with the words of Kahlil Gibran in The Prophet, "You pray in your distress and in your need; would that you might pray also in the fullness of your joy and in your days of abundance.



**WELCOME**

Although our 2015 Summer Season is behind us, we can look ahead to our Fall rendezvous' and races. The often steady Fall winds can offer some of our finest sailing days. Let's keep the momentum going throughout the year, to spread the word about our wonderful Sailing Club .

---The Welcoming Committee-Michele & Jurgen

## Protect The Inlet

**Your Support Is Needed Now  
Comment Period Ends Oct. 8**

### **"Tell the feds to save the Breach at Old Inlet"**

The National Park Service (NPS) is in the process of making a decision to determine whether or not to close "The Breach at Old Inlet" that opened in the Otis Pike Fire Island High Dune Wilderness Area (the wilderness) in Fire Island National Seashore (the Seashore) during Hurricane Sandy.

The first step in the process is scoping. Scoping is an information gathering process through which NPS invites you to express your views on the information, issues, and alternatives that need to be addressed in the plan/EIS.

The scoping period for the plan/EIS is currently underway and ends October 8  
The following options are on the table:

- \* Leave the breach open and managed under natural conditions. Under this alternative, growth or closure of the breach would be determined by natural barrier island processes.
- \* Close the breach. This alternative would provide that the breach is immediately filled and closed mechanically.
- \* Leave the breach open and establish procedures for closing the breach if certain conditions occur
- \* Stabilize the breach to provide a permanent inlet connecting Great South Bay and the Atlantic Ocean. (YES)

Take a look at the following sites. They are still accepting comments.

<https://s3.amazonaws.com/public-inspection.federalregister.gov/2015-22560.pdf>

<http://parkplanning.nps.gov/document.cfm?documentID=68123>

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For those of you who might want to extend your sailing season by watching movies, here are some suggestions:

Movies that can be downloaded

<http://www.thesailingchannel.tv/store/videos/#>

Reviews of sailing related movies

<http://yachtpals.com/movies>

---Rich Troy

## ***The South Bay Gourmet***

"I think I'll make this for the Rendezvous!"

Kind of last minute, Claudio and I decided to head to Bellport for the Labor Day weekend and enjoy one of the last SBCC rendezvous. I didn't have much time to prepare but I did have some fresh zucchini, a fresh mozzarella and a store bought pizza dough. So I decided to make a zucchini bread roll at home so I could be sure to replicate it on the boat. Here's what I did.



### **Ingredients:**

3 large zucchini  
One small fresh mozzarella  
Half of a white onion  
One store bought pizza dough  
**(leave at room temperature at least  
2 hours to allow dough to raise)**  
Pat of butter  
Olive oil as needed  
Salt /Pepper to taste

Wash zucchini and cut off the ends. Using a hand held cheese grater, shred the zucchini and put aside. Chop half an onion fairly small. Shred the mozzarella as well.

In a frying pan, place a pat of butter and olive oil just enough to cover the base of the pan. Add the onion. After a minute or so, add the zucchini and allow to cook at a medium-high flame until zucchini is cooked. Add salt and pepper to taste.

On a floured surface, roll out the pizza dough in a rectangular shape, so that it is not too thick but being careful not to make it too thin. Place the elongated dough on a pizza stone or on a cookie sheet.

Once zucchini mixture is ready, allow it to cool thoroughly before placing it the dough. Once cooled, mix the zucchini with the shredded mozzarella. Place the zucchini mixture evenly 2" from the long edge.

Begin to roll the dough by gently pulling on the 2" long edge and roll towards the center of the dough. Don't be too concerned if you break through this first layer of dough...you will continue rolling the dough and the holes will close with other dough. Keep rolling until you reach the other side. The ends will be a bit too long but just fold them over.

Place in a preheated 400 degree oven until bread becomes golden brown.

Allow to cool a little until warm and enjoy!

## No Grouchy Canadians

At least we didn't meet any. Well, maybe the bridge operator in Ottawa; who, when asked if it was okay to proceed against the red light, responded "it's your boat." Or something to that affect; maybe he was just bored. Our recent 2 ½ week trip on the Rideau Waterway was quite spectacular. And the Canadian people are definitely nice. And polite. Even when a boat goes by too closely and gives a big wake, people smile and wave; not like NY where you would get a different kind of salute.

The 9 hours from Bay Shore to Kingston, Ontario, with Alexa Grace (our 25 foot Rosborough pocket trawler) on the trailer was fairly uneventful; if you don't count the first hour or so. Leaving at 4 AM in the summer, we would be safe, as far as traffic concerns. Or so I thought. 5 exits of the Long Island Expressway were closed for construction; so we went 15 or 20 miles on the service road through Glen Cove and Roslyn. The service road there is kind of thin and curvy, and 4 AM is when all the truckers leave; to avoid the NYC rush hour. So it was a little hairy, to say the least. But once we got off the island, it was clear sailing all the way to Canada.

At the border, I didn't know there are two bridges over the St. Lawrence River; one American and one Canadian. As we approached the toll at the first bridge, I noticed both an American and a Canadian flag; so I asked the lady in the booth if we were in Canada. She looked at me with the look that only my wife gives; as if to say "no, you idiot, you're still in New York." At least she left out the "you idiot" part.

We found our destination, Treasure Island Marina, in Kingston. The dock master, Dean, had quoted me a price of \$100; to launch the boat, and leave the truck and trailer for 3 weeks. When I mentioned that, he looked back at his emails, and said "I must have been giving things away that day;" but honored the price. That's why it is always good to get a quote in February!

So we splashed the boat, took a slip for the night, and met up with our Canadian friends, Liz and Dan, who live on the Rideau near Ottawa. The next morning we went to Milton Island, one of the Thousand Islands, which took us all of about 10 minutes. A half hour dinghy ride took us to Cedar Island, where there stands an old fort like structure. Totally round, five stories or so high, with the entrance doors 20 feet off the ground. Up high are openings where the cannons could control traffic on the river; and the doors were built high so the

defenders could climb a ladder, and pull it up after them. The whole plan was to keep Canada safe from the Americans.

All along the Rideau, we saw similar structures; built to protect Canadian locks and harbors safe from their southern neighbors. At each lock, the lock houses were built of timbers at least a foot thick, with strategic rifle slots around each structure; for the same reason. Shots were never fired from any of them. The Rideau water way was constructed after the War of 1812. The Canadians wanted a way to transport goods from Montreal and Ottawa to the Great lakes; without having to use the St. Lawrence River; which the American Navy controlled. So the many lakes and rivers in the area were connected with locks; wherever there was a natural water fall, the water was diverted and a lock constructed. It was rarely used for commerce; it wasn't necessary as there were no more wars between the two countries. The man who envisioned and built the water way, Colonel By, was a visionary, similar to Robert Moses. However he was criticized and ridiculed after the Rideau was built; the politicians in London thought he had spent too much money. I guess it is sort of like "Seward's folly;" the purchase of Alaska. Long after his death it has become part of Canada's National Heritage Site, and is run by Parks Canada.

Our first full day of travel, we stopped at the Confederate Basin, a large marina, in Kingston; and walked around the city's water front district. Like most Canadian cities, it was super clean; down town there is a large farmer's market that we strolled through; purchasing a few items for our trip. Then it was off to the Rideau, 125 miles of connected rivers, streams, and lakes, and our first lock.

Trudy was nervous in the first lock, barked at me a couple of times, but she had no problem the rest of the trip. She had become quite proficient in line handling in the locks on our Erie Canal cruise the previous summer. I guess it's like riding a bike; once you learn, you never forget. Our first day was a long one; five or 6 hours. We ran through miles of channel that were extremely narrow; 30 or 40 feet wide. And it zigged and zagged sporadically; I felt like I was playing a video game. The channel passed through large lakes, a mile or so wide. When I asked Dan why the channel was so tight, I was told that the lakes were man made; and full of stumps; rocks, and other debris. It ain't like running aground in the Great South Bay! Our first day we went through 11 locks; some were multiples; where you would enter one, exit into another, and finally come out 30 or 40 feet higher than you started.

Prior to our trip, I purchased a seasonal cruising permit for the Rideau (it is also good on the Trent Severn) and, on Dan's advice, a 6 day lock pass. The pass entitled us to use as many locks as we wished (there are 48 total on the Rideau), but only for 6 days. I knew we would be using the locks for more than 6 days (it actually was 11 or 12) but Dan knew what he was talking about. As we would enter the lock, Liz would "chat up" the attendants. "Oh Brian, how are you, we haven't seen you for quite some time." Then she would indicate our boat and say "they're with us." So in spite of 11 or 12 days in the locks, we only had our pass signed 4 times. We still have 2 days left!

Our pass allowed us to overnight at the locks, on the "gray line;" the other line being the "blue line." The gray line is where you can tie up for overnight docking; or a visit into one of the towns. The blue line is where you tie up and wait for the lock attendants to ready the lock for use. If you arrive late in the day, they often allow you to overnight on the blue line as well. Some of the stations have electric (hydro they call it up there) and some don't; however we were able to use our little Honda generator as needed. Each lock station is unique; it seems the lock masters try to outdo each other. Hanging baskets of flowers, and beautiful flower beds are everywhere. All are neat and clean, and I think Canada is way ahead of us regarding recycling. Each station has multiple containers; and some of the college kids who work the locks turn in the bottles and cans and have a year end party with the proceeds. The attendants always helped with our lines, and would call ahead to the next lock master to alert him that we were coming. We rarely had to wait for a lock to be emptied or filled for our use; we mostly drove right in.

It seemed the further north we went, the prettier the scenery became. Think a placid lake in Maine, times a hundred. Each lake and river was more beautiful than the last, although I was surprised to see that most of the land was developed. Mainers have their "camps"; Canadians have their "cottages." Some are truly cottages; others are mini mansions.

Of course, travelling every day, you have to be aware of all the normal cruising boat needs: water, fuel, pump out, and weather. On the Rideau you have to pay close attention to fuel needs, because there aren't many marinas. When we did take on fuel, the attendants pumped it for us, and did the lovely job of pumping out our holding tanks as well. Here in New York, the pump out stations are self serve, and free. In Canada we paid as much as \$17 just to pump out.

We were lucky in that every day we were under way, we didn't have heavy rain; which would have been uncomfortable in the locks. A light mist or drizzle was all that we experienced. I didn't really care; I was in the stern in all the locks, protected by the roof. Trudy was always on the bow, handling the lines, rain or shine.

We also would run into many of the same boats and people on the trip. Each evening, where ever we were tied up, the boaters would gather for happy hour; and we got to know some really nice folks. Jim and Kitten (yes, that's her given name!) are from Pennsylvania; we met them several times in different locations. Every one would bring something to share, and I became famous for my "gourmet" appetizers; portabella mushroom pizzettes being just one.

It must be a right of passage for a lot of people to do the Rideau by canoe...mostly younger people that is. We saw several canoes paddling at different spots along the way; their belongings secured in small water tight barrels. Often they would purchase a lock pass for one canoe only. When they got to the locks, they would paddle to the blue line, load all their gear into the canoe with the pass, and then carry the empty ones up the stairs to the other side of the lock. A redistribution of gear, and off they went.

One thing missing from the lock stations are showers; so most days Dan and Liz would jump in the water to do a "dig and scrub to get the chunks off." I am quoting Liz! When I asked how the water was, she would always say "brisk and refreshing." In other word's COLD!!! I think the Canadians invented the polar bear club; because when I finally went in it was...well; BRISK and refreshing. At many of the locks there are small fish that people feed; the little sun fish see a spot in the water and they try to eat it. The first one took a shot at my back; and the second thought my left nipple looked tasty. That was enough for me; out of the water. Canadian nipple fish indeed! I'm glad I wasn't skinny dipping!

Leaving Newboro Lock, we are at the highest point of the Rideau. The water actually flows south towards Kingston, and north towards Ottawa from Newboro. I noticed many of the Canadian boaters had a little device on their helms; with a small red and green ball. They would simply flip it around to remind themselves that the buoys would be on the opposite side; they are red going up stream and green going down. From both Kingston, in the south, and Ottawa, in the north, you are going upstream to Newboro.

Prior to our trip, I had purchased a book of Rideau charts, and down loaded the proper echarts onto my tablet. I rarely looked at the charts or the

tablet; it was fairly easy to navigate, as it is so well marked. A few of the larger lakes have pretty good distances between the markers, and you do have to stay in the channel at all times. But following Dan and Liz on "Good Deal 2" made it easy; it's always good to have "local knowledge." It's even better to follow someone with local knowledge.

We met Dan and Liz on our Erie Canal cruise last summer. He was barbecuing, and I hollered "make mine rare."

He answered "okay, but it's chicken." We became friends, travelling together for a few days. They said to us "if you like the Erie, you will LOVE the Rideau." So after many winter emails, here we were. Trudy has come to like "little water;" meaning no big waves or scary inlets. The Rideau was just that; hardly a ripple anywhere; except for one day. We had stopped in a small town, and as we left, a fellow on the dock said "the wind is supposed to kick up." We were headed to a lock appropriately called "the narrows;" because that's what it is. Two lakes converge at a very narrow lock, which we were headed for. The wind had picked up to 25 knots or more, and was right on our stern.

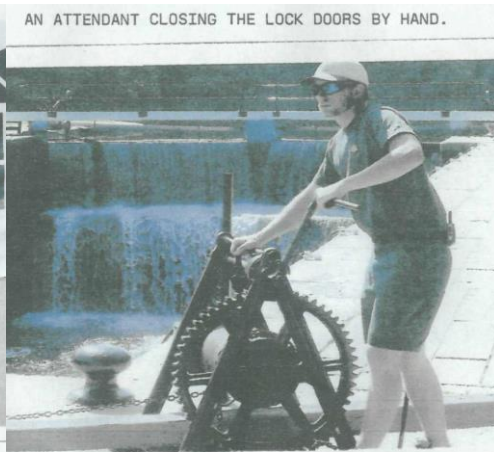
With a 5 mile fetch across the lake, the closer we got to the narrows lock, the rougher it got. I felt like we were back in the Great South Bay. We entered the lock, with the wind and waves pushing us; the boats were bouncing up and down wildly. The lock attendants and boaters nearby were great; they were able to grab our lines and get us secured. The gates behind us closed, and the water was still coming over the top; as a result they closed the lock for the rest of the day. A lady said to Trudy, who was on the bow, "you look like you are on a carnival ride, and you want to get off." A few folks had made fun of my two large ball fenders I had on board; they really saved the day in the Narrows Lock, protecting our little boat from the concrete wall. They locked us down, we exited into the lower lake, which was as calm as...well a lake!

Dan and Liz live in Manotick, Ontario; which is three hours or so from Ottawa. So on both legs of our trip, we tied up behind their house for a couple of days. We replenished our supplies, met some of their friends, did laundry and took showers. Some of the stores we visited were Tim Horton's Donut Shop; Giant Tiger stores, and Canadian Tire. Tim Horton's is kind of a gourmet Dunkin Donuts; while Giant Tiger is a HUGE dollar type store; we bought a bug zapper for five bucks! And Canadian tire: think of Wal Mart, Target, and Pep Boys under one huge roof. If you can't find it at these locations, it doesn't exist. Dan said to me: "well, that's it. You've seen all Canada has to offer."

Our plan was to be in Ottawa, the capital, on July 1; which is Canada Day.



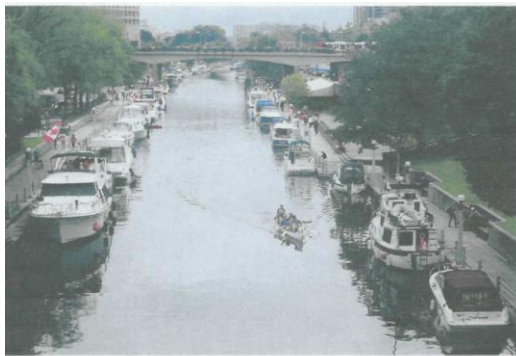
CELEBRATING THE DAY IN STYLE!



AN ATTENDANT CLOSING THE LOCK DOORS BY HAND.



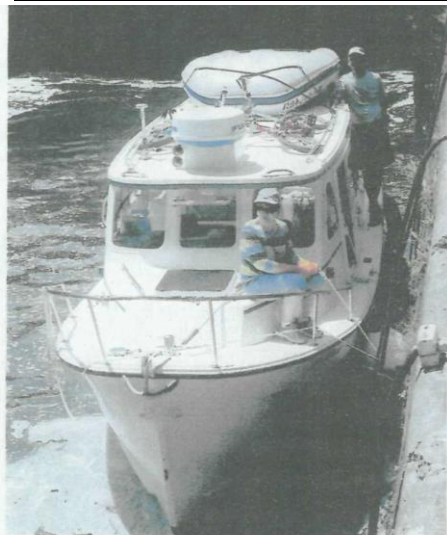
A TYPICAL RIDEAU LOCK STATION.



THE OTTAWA CANAL ON CANADA DAY.



A CROWDED LOCK AFTER CANADA DAY.



TENDING THE LINES IN THE LOCK.



AN IDYLIC PLACE TO SPEND THE NIGHT. NOTE: WE HAD "HYDRO."

We arrived a few days early; Ottawa only has a handful of places where there is electric (sorry...hydro) pedestals. They were all taken, so we tied up against the concrete wall, planning to use our generator as needed. The next morning, two large boats left, and we scurried down to their spots. Now we had hydro! It was quite an experience to be tied up in the heart of Canada's capital city. A hundred or more boats, all decked out for the Canada Day festivities; pedestrians, bikers, and roller bladers; kayaks and canoes, all passing by. Canada day was quite exciting. We saw the changing of the guard in front of the Parliament; complete with bag pipes and a marching band. All the buildings were festooned with huge Canadian flags. There was a tremendous stage set up where the politicians would give their speeches, and various performers would sing. And thousands of people (the street were closed to vehicles) with numerous vendors. The speeches were given (in French as well as English...Canada is bi lingual you know), the performers performed, and we meandered back to our boats. And then it poured! It rained cats and dogs; it rained hippos and elephants; and we sat protected and watched all the people trying to find a bar, restaurant, or store open to escape the deluge.

Ottawa also has a very large farmer's market place; I guess many of their cities do. Each display was beautiful; the fruits, vegetables, and berries laid out artistically. I had been searching for a good bakery, and in Ottawa I finally found one. Imagine our surprise when we saw a counter with a huge poster of President Obama, and a display of "Obama cookies." It seems he visited the bakery in 2009, while attending the inauguration of their Prime minister, and ate a cookie. They not only still sold the cookies, they had a TV monitor running, that showed him entering the bakery, and eating a cookie...over and over. When we first saw it, we thought he had just been there; we hadn't seen the news for a while. Then we noticed his hair was not as gray as it is now, and realized it was an old program.

The day after Canada day, we made plans to leave early and avoid the rush of boats heading out. Dan left first, and before we could get going, 2 or 3 large trawlers got between us. The canal is narrow, and is a no wake zone; so I knew I couldn't pass them. Aha! We came to the bridge with the cranky operator; it is a swing bridge that only opens on the hour due to vehicle traffic. The trawlers had to wait, we snuck under, and off we went. It was a good thing too, because this was the only day that the locks were crowded. Each lock was full; sometimes we were rafted up three abreast as they filled them with water. The lock masters were superb, giving each of us directions about who would

enter or leave first, and who would raft up to each other. So we all passed through with no incidents.

Because the Rideau is part of parks Canada and a National Heritage Site, they have decided to leave most of it the way it was built. Only three of the locks, and a couple swing bridges, are motorized. The rest are done by hand. The attendants crank the doors open and closed with big cranks that have chains to pull the doors open; and long pieces of lumber to push them closed. After the doors are closed, they go on top of them, and crank other handles that open or close the grates at the bottom of each door to allow the water to enter or leave the lock. And the swing bridges have vehicle gates they manually lower, and huge keys, like an old roller skate key, that they put into a slot in the middle of the bridge. Then they simply walk in a circle, and the bridges swing open or closed. Needless to say they, as well as many of the boats, are in a lot of vacationers photographs.

One pleasant surprise was that we encountered 5 Rosboroughs on our journey; we have never seen one before in our travels. They are kind of unique, and of course all the owners want to say hello. One guy said "I tie up next to a half million dollar yacht; and all the people on shore come and ask me about my boat."

Travelling with Dan and Liz was fun. Like most Canadians, they are nice, and quite law abiding. I taught Dan how to make a proper black and tan; although Liz wouldn't let me bend one of her spoons. I had to use my own. They do bend back to their original shape...sort of. In Ottawa, all the pedestrians come to a street crossing, and wait for the light to change...whether there are cars coming or not. Being from New York, we would look both ways, then cross if it was safe. Dan said to me later "I'm only with you a week, and you've got me drinking black and tans and jay walking." Also, their boat cruised quite a bit faster than ours; if they slowed to our speed they were plowing water. So they would take off, go a mile or two, then slow down and wait for us to close the gap. One morning I noticed Liz had forgotten to pull a couple of fenders up, and I called on the radio to remind them. She responded that she had left them down on purpose; maybe it would slow them enough for us to catch up.

I kept trying to determine who is dumber...Americans or Canadians. Now and then something would happen, and I would tell Dan, "see, Canadians are definitely dumber." He said "oh yeah? Convert Celsius to fahrenheit." Once I learned the formula: double the Celsius number; minus 10 per cent; plus 32...I realized Americans are definitely dumber.

They also have funny money up there; "loonies and toonies." Loonies are a one dollar coin with, appropriately, a loon on it. Toonies are two dollar coins. We did see several loons on some of the lakes, including one momma with her chicks sitting on her back.

So here we are, back in the Great South Bay, with fond memories of our cruise. The water is a heck of a lot warmer, even if we do take an occasional wave or two over the roof; and what the heck, the eel grass comes off with the hose. We hope to see Dan and Liz in the winter, perhaps in Florida somewhere. And maybe plan another cruise? The Trent Severn? Can I lure them down to the salt water of the Chesapeake? Who knows; but I have all winter to start sending emails!

Jim and Trudy Persson  
Bay Shore, NY  
M/V Alexa Grace

### Salty Sam's Flea Market is back

Once again back by popular demand??? Salty Sam will be glad to sell your nautical treasures. How long are 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. Great benefits. See you at the Boat Yard Party on Nov. 7<sup>th</sup>.

Joyce Gotard - Silhouette

**Notice of Race and Sailing Instructions**  
**BAY SHORE YACHT CLUB RAYMOND G. TERRY CUP RACE**  
**AND THE**  
**SOUTH BAY CRUISING CLUB DISCOVERER'S RACE**  
**SATURDAY, OCTOBER 10, 2015**

**Please register by sending e-mail to [hmanko@aol.com](mailto:hmanko@aol.com)**

This invitational regatta is designed for the cruising and racing sailor alike, and finishes with a friendly family rendezvous at Town of Islip's Atlantique Marina where awards are presented, food and drink served, and light-hearted post-race stories shared. Boats are invited to stay the night, either at the dock or on the hook. Town of Islip dock charges may apply for those staying overnight.

The sponsoring yacht clubs will provide food and drink to participating race crews, so please specify how many you expect to have aboard when registering your yacht. Please include the name of your vessel as well as her latest official handicap.

The race course is set up to be very simple with a start at buoy #1 located off Bay Shore, the port rounding at buoy EW (Crazy Charlie) located off Saltaire, the starboard rounding of buoy #8 located between East and West Fire Islands, the honoring of buoy #10 located near East Fire Island, and a finish between #12 located off Robin's Rest and the NE Corner of Atlantique Marina.

**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](http://www.sbccsail.org). ALL SHALL MONITOR VHF CHANNEL 72.

**3. 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.

**4. SCHEDULE:**

Race Committee shall be on station west of green buoy #1 in West Channel. The race committee boat shall be flying an Orange Line Flag in addition to code flag LIMA and the RC flag. Yachts shall start between the Orange Flag and green buoy #1 located off Bay Shore. Please be near the starting area by 1055 hours.

**5 CLASS FLAG:**

**5.1** The Class Flag shall be a Red Flag. It shall be displayed at the beginning of the 5-minute starting sequence and when removed will indicate the commencement of the count-down for each yacht.

**5.2** A red shall be flown from the backstay or end of boom of each yacht.

## 6. THE RACE COURSE

Yachts will start between the committee boat and buoy #1 located off Bay Shore, and finish between buoy #12 located off Robin's Rest and a Blue Flag flown from Atlantique Marina. Yachts shall round "EW" to port, round buoy #8 to starboard, and pass #10 to starboard.



## 8. STARTING

**8.1** The starting sequence will be a standard 5-minute sequence. At the end of the sequence yachts with a handicap of 300 may start. Any yacht with a lower handicap may start after an elapsed time as explained in paragraph **8.3**.

**8.2** The starting sequence shall be:

- At around 1054 hours an attention signal will be made consisting of 4 to 5 rapid sounds
- After the attention signal a RED FLAG will be raised and one sound will be made. This will start the 5-minute countdown for yacht with 300 handicaps..
- One minute after the RED FLAG is raised the "PAPA" FLAG will be raised and one sound will be made. It will signify that 4 minutes remain in the sequence.
- Three minutes after the "PAPA" FLAG is raised it shall be lowered and one prolonged sound will be made. This will signify that 1 minute remains in the sequence.
- One minute after the "PAPA" FLAG is lowered the RED FLAG shall be lowered and one sound made. This signifies that yachts with a 300 handicap may start.

**8.3** This is a pursuit race, and each yacht will have her own starting time based on her handicap. Immediately following the starting sequence the yachts with a 300 handicap should have crossed the starting line. If your yacht has a lower handicap please use the table below. Please interpolate your yacht's time if she has a handicap that ends in an odd number.

| Handicap | After Red Flag |
|----------|----------------|
| 300      | ZERO           |
| 298      | 0:00:10        |
| 296      | 0:00:20        |
| 294      | 0:00:30        |
| 292      | 0:00:40        |
| 290      | 0:00:50        |
| 288      | 0:01:00        |
| 286      | 0:01:10        |
| 284      | 0:01:20        |
| 282      | 0:01:30        |
| 280      | 0:01:40        |
| 278      | 0:01:50        |
| 276      | 0:02:00        |
| 274      | 0:02:10        |
| 272      | 0:02:20        |
| 270      | 0:02:30        |
| 268      | 0:02:40        |
| 266      | 0:02:50        |
| 264      | 0:03:00        |
| 262      | 0:03:10        |
| 260      | 0:03:20        |
| 258      | 0:03:30        |
| 256      | 0:03:40        |
| 254      | 0:03:50        |
| 252      | 0:04:00        |
| 250      | 0:04:10        |
| 248      | 0:04:20        |
| 246      | 0:04:30        |
| 244      | 0:04:40        |
| 242      | 0:04:50        |
| 240      | 0:05:00        |
| 238      | 0:05:10        |
| 236      | 0:05:20        |
| 234      | 0:05:30        |
| 232      | 0:05:40        |
| 230      | 0:05:50        |
| 228      | 0:06:00        |
| 226      | 0:06:10        |
| 224      | 0:06:20        |
| 222      | 0:06:30        |
| 220      | 0:06:40        |
| 218      | 0:06:50        |
| 216      | 0:07:00        |
| 214      | 0:07:10        |
| 212      | 0:07:20        |
| 210      | 0:07:30        |
| 208      | 0:07:40        |
| 206      | 0:07:50        |
| 204      | 0:08:00        |
| 202      | 0:08:10        |

| Handicap | After Red Flag |
|----------|----------------|
| 200      | 0:08:20        |
| 198      | 0:08:30        |
| 196      | 0:08:40        |
| 194      | 0:08:50        |
| 192      | 0:09:00        |
| 190      | 0:09:10        |
| 188      | 0:09:20        |
| 186      | 0:09:30        |
| 184      | 0:09:40        |
| 182      | 0:09:50        |
| 180      | 0:10:00        |
| 178      | 0:10:10        |
| 176      | 0:10:20        |
| 174      | 0:10:30        |
| 172      | 0:10:40        |
| 170      | 0:10:50        |
| 168      | 0:11:00        |
| 166      | 0:11:10        |
| 164      | 0:11:20        |
| 162      | 0:11:30        |
| 160      | 0:11:40        |
| 158      | 0:11:50        |
| 156      | 0:12:00        |
| 154      | 0:12:10        |
| 152      | 0:12:20        |
| 150      | 0:12:30        |
| 148      | 0:12:40        |
| 146      | 0:12:50        |
| 144      | 0:13:00        |
| 142      | 0:13:10        |
| 140      | 0:13:20        |
| 138      | 0:13:30        |
| 136      | 0:13:40        |
| 134      | 0:13:50        |
| 132      | 0:14:00        |
| 130      | 0:14:10        |
| 128      | 0:14:20        |
| 126      | 0:14:30        |
| 124      | 0:14:40        |
| 122      | 0:14:50        |
| 120      | 0:15:00        |
| 118      | 0:15:10        |
| 116      | 0:15:20        |
| 114      | 0:15:30        |
| 112      | 0:15:40        |
| 110      | 0:15:50        |
| 108      | 0:16:00        |
| 106      | 0:16:10        |
| 104      | 0:16:20        |
| 102      | 0:16:30        |

**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:**

The winners will be announced during the rendezvous and a trophy will be awarded to 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> place boats. Only SBCC and BSYC members are qualified to win each prospective Club's Discoverer's Race trophy and Raymond G. Terry Trophy.

**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 and Bay Shore Yacht 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                                        | Bill Wheeler                                               |
| SBCC Race Committee                                | Bay Shore Yacht Club                                       |
| <a href="mailto:hmanko@aol.com">hmanko@aol.com</a> | <a href="mailto:billray407@aol.com">billray407@aol.com</a> |
| 516-971-3084 cell                                  | 516-810-7605                                               |

PLEASE CALL FIRE ISLAND FERRIES FOR INFORMATION REGARDING RETURNS TO THE MAINLAND

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

***D.J. Greco***

Well it's officially now Fall, and sailing on the Bay with no one out there is just so bizarre (and FABULOUS)!! Where does everyone go? It's wonderful to be sailing without all the boat wakes, ferries, boat traffic, and such. No crowds at the beaches as well. It's just so nice. But it's like someone turned a switch and most boaters just don't go out anymore, even with this FANTASTIC weather!! It still feels like summer here in New York, and we are LOVING it.

We are so happy to see that our club members are still out there sailing. Our September rendezvous have brought out so many of you with some really GR8 turnouts starting with Labor Day with Della's rendezvous in Bellport where we had 29 boats show up even with an east wind to get out there.

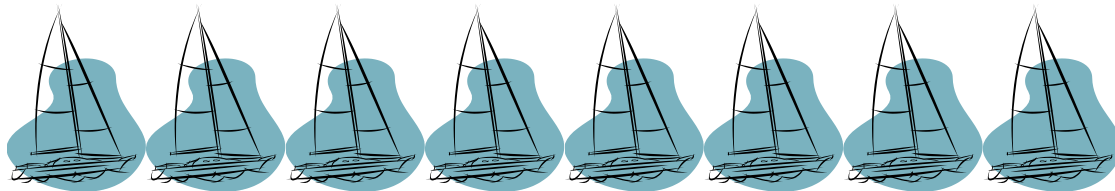
Then there was Timmi & Bob's rendezvous in GR8 River where the LI Beers and Wines were flowing, and all had a GR8 time. Sorry we missed that one!! Thanks to all those boats that helped raft up with Curlew. They had a total of 28 boats turn out, and 26 of them stayed overnight. That's GR8 for September!!

Last weekend's rendezvous hosted by Commodore Ed & Helen at Atlantique was also a GR8 turnout. Must've been Helen's shepherd's pie that got them all to come out. Even despite the crazy winds, they had 17 boats show up with 16 staying overnight.

As the rendezvous season winds down, we still have Jessica Rooney's Pre-Halloween rendezvous at Davis Park on October 3<sup>rd</sup> and then the final Fall Family Weekend rendezvous with the Discoverers pursuit race from Bay Shore to Atlantique and a GR8 after party/rendezvous hosted by our own Chantyman, Harry Manko, the SBCC, and the Bay Shore Yacht Club. Harry has quite a few boats already signed up for the race!! This is the grand finale of the season folks, and you won't want to miss this one. It's always a blast, so plan on it.

We did receive some good news about Watch Hill next year. Originally, they planned to close down the marina the entire summer of 2016, but the powers that be realized that it would be too much stress on the other marinas, so they now hope to start work in the Fall of 2016 and hope to finish redoing the marina before the Summer of 2017. GR8 news!!!

We hope you enjoy what is left of our sailing season and all our Club has to offer you. Have fun!!



We are planning to take a road trip to the west coast of Florida in Jan. or Feb. to look at condos, manufactured homes etc that can be rented on a seasonal basis; hopefully with dockage; or a nearby marina. I know a lot of our members spend time in these areas; and perhaps someone could give us some advice on good locations. We don't need a place for this season; but would like to get educated about potential sites. Again any help appreciated.

**Trudy and Jim**

[jprohan1@yahoo.com](mailto:jprohan1@yahoo.com) or 631-666-0165

## **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.***

### ***Boat For Sale C&C 25 ft. Sailboat (SUNSHINE)***

Please contact Glenn Lemaitre at L.I. Yacht sales [631-665-5144](tel:631-665-5144)

or call Marty Kind at [631-661-4070](tel:631-661-4070). Good price!

Also for sale:

1) Ice-eater

2 ) 7ft. Fiberglass Dinghy

Any questions please call at [631-661-4070](tel:631-661-4070) or cell [631-807-7017](tel:631-807-7017)

### **END OF SEASON SALE!!! BECAUSE OF DIMINISHED DEMAND, PRICES INCREASED BY 10%**

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

1. Dirty rail-mounted stainless circular charcoal grill-- will clean if necessary \$70
2. Teak cocktail table- fits on Edson pedestal. Appx15" x 24" Good condition not much wrong with it \$150
3. Anchor rode - Approx. 16' of 3/8" chain (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. \$145



### **For Sale:**

2012 Mercury Dinghy with air floor and all the accessories. Spring loaded wheels mounted on the transom for easy moving on land...they flip up when in the water. I also have a "down the chute" air deflector, and a 15 amp Guest battery charger that anyone can have for free, if they can use them. \$850. It is in "like new" condition.  
Jim Persson—631-666-0165

### **For Sale**

Avon 280 Rover inflatable (2001) Air Floor 9'3" 71 lbs

Mercury 3.3 HP engine 29 LBS

Both in very good condition - \$900

Dennis Krug Cell [516 380 3038](tel:516-380-3038)

[denniskrug@yahoo.com](mailto:denniskrug@yahoo.com)

### **For Sale:**

2006 Yamaha 9.9 HP engine

Model T9.9ExH2 Long Shaft

Asking \$1800

Ask for Larry [631-375-9793](tel:631-375-9793)

### **Folding Steering Wheel for Sale**

Lewmar folding 36" wheel, elk hide cover, fits straight or tapered shaft, slightly used -\$750.00 -

Donald Zimmer - [203 988 8031](tel:2039888031) New Number

### **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**

### **Want Ad for Misc. Sail Boat Parts**

**New club Member is looking for extra blocks or other hardware to purchase for O'Day 22.**

**Contact Justin: [jrosee@ymail.com](mailto:jrosee@ymail.com) or [631-793-7225](tel:6317937225)**

### **Boats for Sale—**



David Egolf [egolfd@sunysuffolk.edu](mailto:egolfd@sunysuffolk.edu)

Newport 30 MK II 1974 \$12,900

Draft 4'9" Beam 10'8"

Gary Mull (12 Meter) Design

Owner is a licensed captain and sailing instructor.

As the second owner I've enjoyed this boat for over 30 years of cruising to many destinations between New York City and Nantucket. She'll easily do another thirty for the next captain.

Sails Full Batten Main

150% Genoa

Ulmer Cruising Spinnaker

Schaefer Roller Furling

Ground Tackle 20 lb CQR 20 ft chain 180 ft line

Danforth 22H 20 ft chain 200 ft line

Primary Winches Lewmar 40 Self Tailing

Secondary Winches Main Halyard  
Genoa Halyard  
Mainsheet

Spray Dodger

Electronics Raymarine Autopilot  
Raymarine Wind Speed and Direction  
Depthfinder Aft  
Depthfinder Forward  
Garmin 182C GPS

Engine Atomic 4 Rebuilt by Moyer Marine 2010 Installed by Westins

Engine Instruments Tachometer Ammeter  
Oil Pressure Temperature  
Vacuum Gauge

Galley Pressure Water – 40 Gal

Dockside Refrigeration Microwave Large Ice Locker

Head Toilet rebuilt 2013

Hi, This is Lisa Donatelli, SBCC associate member and singer in the South Bay Salty Dogs. My husband Dan and I are sailors based in Manhasset Bay on the LI Sound. We are getting a larger sailboat and would like to sell our current boat, for which we love and care. My husband knows every inch of this boat like the back of his hand and reworked and improved many of the systems. I believe we were the 3rd owners; we have had her for 15 years.



Name "Steel Sky": \$19,500.

Sloop

Draw: 4'8", fin keel

Beam 12" Length 30'

Built in 1983, very good condition

Yanmar diesel engine

Belowdecks:

Very roomy, great storage. Lights throughout.

Fore: V berth with custom steps, shelf and cubbies

Full electric/manual head with y valve, sink, handheld shower, electric drain

Salon: 2 couches that convert to 2 single beds, folding table for 4, storage, kitchenette area

Sleeps 5 comfortably. Light and airy inside thanks to two large overhead and 4 side ports.

AM/FM/USB radio with custom cockpit speakers; wall mounted TV with dvd player

Custom wood storage cabinets above couches, teak interior trim. Beige privacy curtains.

Salon Aft: Kitchenette area (to port): sink with faucet and foot pump; icebox, alcohol stove, storage.

Salon Aft: (starboard): Quarterberth, lazarettes

Salon aft center: engine access under hatch ladder

Lots of handholds

Abovedecks:

Roomy cockpit with cushions, built in cubbies, custom captain's chair, port lazarette

Standard instrumentation, full wheel

Swim ladder

Traveler on track in cockpit, easy to single hand sail

Dutchman system on mainsail, jib roller furling

Sails in good condition

Bimini, dodger, connector, mainsail cover.

Danforth anchor

Points very well and performs in light and heavy winds. Sturdy yet exciting to sail. Very comfortable cruiser.

Contact Dan Donatelli for information: 516-767-9500.

# SBCC LINKS

**Regatta Captain Aileen Eppig**  
[brokher759@aol.com](mailto:brokher759@aol.com)

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**Historian Tom Gotard**  
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**Handicap/Measurement  
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**Ships Store Helen Pshedesky**  
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<http://www.gsbyra.org/>

**Masthead June Tedesco**  
[captn1@optonline.net](mailto:captn1@optonline.net)

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

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