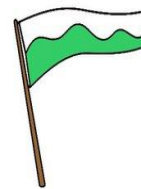




From The Masthead

South Bay Cruising Club



January 2016
Volume 66 - No. 1



Installation of Officers

Unqua Corinthian Yacht Club
31 Unqua Place
Amityville, NY

Saturday, January 23rd
12:30 P.M. – 3:30 P.M.

Buffet Lunch
\$35.00 per person
Cash Bar

Please RSVP to Rich Troy by email
t4oyman@aol.com
Before noon January 18th
Late RSVP will be \$40.00



Well, I can't believe another year has flown by, we are already into 2016, and that you, the membership of the South Bay Cruising Club, have bestowed on me the highest honor of being your new Commodore. This is a position I don't take lightly. I am extremely honored, and will do my very best to help us all promote sailing on the Great South Bay!

It's hard to believe that 18 years have passed by so quickly, when June and I came to this organization with very little sailing experience. The people of this Club have helped us grow in our sailing knowledge and experience in ways unimaginable! You, our SBCC family, are credited with helping us discover new sailing territory from Bellport to Unqua Heading and all points in between; New Jersey around Long Island, out to Block Island, up Narragansett Bay, Buzzards Bay and Vineyard Sound to Martha's Vineyard. You would have brought us to Nantucket, but an uncooperative engine changed those plans.

As we begin a New Year and think of resolutions that are actually achievable, why not make a resolution of your own that pertains to sailing this year? If you've never raced, why not try a race? Ask an experienced racer to crew on your boat and assist, or ask a racer if you can crew on their boat. If you race and never attended a rendezvous, why not consider that as well? The one-week Bay Cruise is a great way to make new friends, and if you've never left the Bay, one of the off-the-bay cruises is the perfect way to finally make that change. This club offers something for everyone, and I am excited to be at the Helm for the next two years, along with your new 2016-17 Board, which is listed on the last page of the Masthead.

In conclusion (for this month), please help me, Past Commodore Ed Pshedesky, Vice Commodore Roger Daisley, Rear Commodore Della Bucher and the rest of the Board celebrate at the Installation Luncheon at the Unqua Corinthian Yacht Club in Amityville on Saturday, January 23rd at noon.

Because it's all about Sailing on the Great South Bay!

Dave



Lesson #5 Change your perception and change your reality

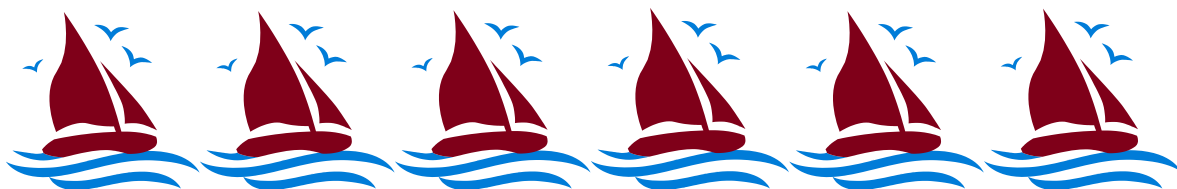
Jessica Rooney

I spend a lot of time thinking about sailing. I also spend a lot of time remembering the sailing I've done. I think about what I've come to know and what I still don't understand. I remember hyperventilating last season when backing out of my slip, sure that I would smash into my back neighbor's giant motor or my next door neighbor's protruding and very sharp anchor. I remember those moments often and recall the fear and then sometimes feel great that those marina slip fears are gone.

One day in particular stands out memorably. I was leaving my super narrow, super shallow marina with a highly competent sailing friend of mine. I was working myself up into the usual frenzy as we approached the blind curve into the very active ferry channel. I announced dramatically to my friend, "We are now approaching the Ninja Ferry of Death Channel." He looked at me, a bit startled (as startled as sailors get) and said, "Jess, you might want to reconsider your perception of the ferries. I don't think it's helping your anxiety level." Just like that...hmmnnnn... You mean MY attitude is causing MY anxiety? After we safely got into the channel and were going out to the Bay, I asked him, "Is that why you're not afraid? You aren't afraid of giant ferries running over *One Love* and crushing us into bits and leaving my child orphaned?" "No Jess, I'm not afraid of that." Just like that...hmmnnnn... They were just boats to him not Angels of Death intent on my destruction. So I decided to come up with a new name for those hulking steel speedsters. Since I'm such a big fan of *Big Bang Theory*, from then henceforth, all ferries have been known as *Warm Kitties of Love*. I try to make eye contact with the captains; I wave at them a little too enthusiastically; and most importantly, I know that they see me and that at least one of us is super competent. They've waited patiently while I've fussed with sails or dropped anchor while drifting into the shoal because 4Stroke Sara has decided to take an untimely siesta. Whereas I used to scan the horizon searching for the Ninja Death Ferries so as to timidly stay out of the way, now I scan the horizon for them to show me the way to various harbors. Same ferries but now my thoughts are different.

Turns out I can transform not only ferries but also sand! My personal favorite example of perception transformation is when Sara decided she needed a rest in the channel across from Land's End on the way out! At one point I had been afraid of running aground on the Great South Bay's sandy bottom. However, on that afternoon when Sara chose to stall in the Brown's River channel, I was so very happy to feel that nice, soft protective sand as I watched the very hard rocks of the jetty get closer and closer as we drifted toward them. Turns out as far as bottoms are concerned, not much beats a soft, sandy one!

And so, as fears rear their ugly heads (and they will and do), on the water and on land, our beloved Great South Bay has taught me to take a breath, close my eyes (ever so briefly!) and **change my perception so as to change my reality...#5**



TR 2015

The Challenging Angry North Atlantic

Bob Forman

“THE START OF THE RACE”

The start was on July 28th off Castle Hill Lighthouse. The race committee actually started the race from right next to the light house



We started with the A5 spinnaker in 18 knots of wind out of the north. Kara was our starting helmsman. The first mark was off Nantucket shoals and then on to a warm water eddy which was north of the Gulf Stream.

On June 30 we crossed paths with the largest pod of Atlantic White Sided dolphins I have ever seen. Off our starboard side there were dolphins as far as we could see. There had to be as many as 1000 dolphins in this group. Later when I spoke to Cameron Dabney from Dolphin Quest Hawaii, she said that there have been pods of as many as 10,000 reported. She also said that the reasons for large pods of dolphins like this is either mating or feeding on large schools of fish, shrimp or squid.



When the dolphins passed under JIV we could hear their mixture of clicks and whistles. The clicks are a form of echolocation (similar to sonar) that the dolphins use to locate prey and obstacles under water. The whistles are unique to each dolphin and are the way that they communicate. We had several of the dolphins join us and rode our bow wave for 15 -20 minutes.

The Atlantic White Sided Dolphin is a medium to large dolphin that can be 8-9.5 feet long and weigh between 425 - 525 pounds. These dolphins eat a variety of fish, shrimp and squid. These highly social animals often hunt together to herd their prey closer together so as to make it easier to catch their prey. The average gestation period for these dolphins is 10-11 months. After birth the young dolphins are nursed for a period of up to 18 months. Their average lifespan is 20-30 years.

On the night of July 1 we were treated to a bright moonlit night where the moon shined down through scattered clouds and reflected off the water



By the end of a couple of days our bodies fall into a natural rhythm; night and day blended together. Racing is a 24 hour per day cycle divided into four hour increments. We all stand four hours on and four hours off. JIV's seven person crew is divided into four teams (three teams with two crew members and one with one crew member) every two hours a new team comes on watch and an old team goes off watch. That is unless there is a sail change, in which case we will have 5-6 on watch for duration of the sail change.

The winds for the first several of days of the race were moderate varying between 4 and 18 knots.



June 30, 2015

Then on July 1 the winds built to the low 30's and stayed there or higher for the rest of the race. By July 3 the average wind was 26.2 knots and the maximum wind was 38 knots. The crests of the waves were rolling and breaking with occasional waves crashing into the cockpit, filling it with water, sometimes deep enough to flow over the tops of our sea boots. Under these conditions all of the boards were in the companionway sealing it so water filling the cockpit would not rush down into the cabin. When it really gets bad we shift to peanut butter and jelly sandwiches and power bars in place of a hot entre.

We had one wave that broke over the stern and carried away the life sling. Fortunately the end of the life sling line was tied onto the stern pulpit so Drew was able to retrieve the life sling losing only the case.



July 3 - Wave breaking into cockpit

July 4 about 10 PM we began to hear banging noise on the hull which sounded similar to when you get a lobster pot wrapped around the prop. We slowed down and realized that we had something that was attached to JIV's keel that



was dragging in the water. Drew volunteered to go under JIV and free up whatever was there. Fortunately there was a lull in the storm and the wind had fallen to 9 knots. We dropped the sails and headed JIV into the wind. By now it was night was inky black with the water around us the same color. We tied a line around Drew's waist and put a life cushion on a line off the stern. Drew slipped into the water and shortly came up with the port centerboard trunk flap. We have flaps on JIV's centerboard trunk to seal off the centerboard trunk and reduce turbulence and associated drag.

Drew preparing to go in the water



July 6, Ave wind 27.8kts, max wind 33 knots

We tacked away from the intensifying low as the winds were predicted to build into 50's and 60's. Maintained the new course for 10 hours

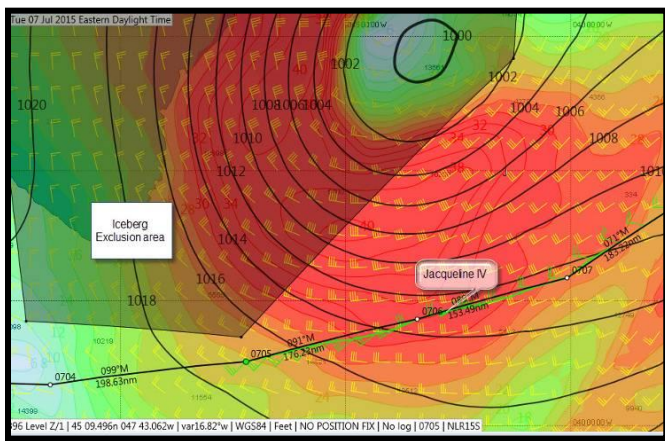


July 7 Ave wind 31.3 kts Max 46 Kts



July 8 Building seas, waves 25'+

As the winds and size of the waves increased we began surfing down the face of the waves at ever increasing speeds. This was always accompanied by an adrenalin rush and a rapid beating heart. Everyone had an opportunity to register their personal best speed. Eric hit 13.65 knots which is a full two knots faster than JIV has ever gone and at least a full knot faster than any Hinckley SW42 has ever gone including Hinckley Company's stripped out Dragon Fly crewed by rock stars and Americas Cup sailors.



Expedition screen shot of large low

The large low shown above was 750 mile across and was pressing up against an equally large 1028 high. This combination generated very strong winds and large breaking seas

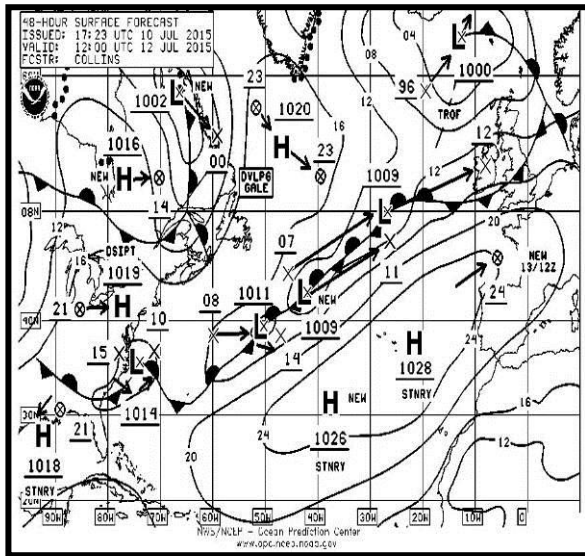


July 8 breaking wave causes a knockdown

We had one breaking wave that rolled JIV over on her side and slid her down the front of the steep wave putting the boom in the water. Eric who was driving quickly recovered and Drew who was filming the event on a GoPro camera scrambled up on the high side of the cabin to catch the full event on film



July 9 Ave wind 21.7 kts, max wind 27 knots



Back to Back lows coming of NC Coast



July 10 Ave wind 28 Kts, Max wind 33 kts 1

Ben (shown driving in July 10th photo) was responsible for JIV's media. This included spearheading the videoing and digital photos of our adventure. In addition Ben wrote a blog (example of one shown below and shaded in yellow) every couple of days that was emailed to friends and family in the outside world.

July 11th, 2015

46 16.37' N

27 23.36' W

Dear Friends and Family,

We're now headed on an ENE heading toward England! Just this morning we cleared the 1000 mile mark to the finish. I don't think anyone here has thought of that distance as being close before, but after everything we've been through on this trip it certainly feels that way! We're riding a series of weak low pressure systems moving NE across the North Atlantic linking the predominantly SW winds from each system which are pushing us toward the finish. The systems are lining up in sequence nicely creating a kind of conveyor belt for the final week of our race. It's easy to see why ships have used these trade winds for centuries for passage between North America and Europe. With that in mind there's a definite sense of connection to history in this race, both specific to the Transatlantic Race itself as well as maritime history at large. It will be interesting to speak to our fellow competitors in Cowes when we arrive and hear different perspectives, not only of the race conditions and weather but of the unique life perspective that comes with an undertaking of this magnitude.

If conditions hold we anticipate finishing some time Thursday evening or Friday morning next week. Obviously weather forecasting can change, but right now we're sailing under rainy conditions with strong, following winds and seas. Our eyes are firmly fixed on the horizon and our feet firmly planted on our weatherly yacht, our beloved home, Jacqueline IV.

Sending our love and regards shore side,



July 11 Ave wind 27 Kts Max wind 36 knots

Three days before the end of the race Kara cracked a rib when JIV lurched on a wave catapulting her out of the head and crashing her into the cabinet opposite the head. Patrick and Ben, who had been to Wilderness First Responder School, quickly diagnosed the problem put her on pain medication. That training and contents of our medical supplies really paid off. As Kara's father, it was comforting to see the professionalism and expertise that Patrick and Ben were able to address Kara's injury.

On July 14 when our wind instruments stopped working, we trouble shot all of the components inside of JIV. The only thing left to check was the components at the top of the mast. Patrick volunteered to go to the top of the mast to check out the wind instruments. He literally walked up the mast as he pulled himself up the mast with almost no help from the halyard. He was right at home at the top of the mast, as it swayed back and forth in the seas and gusting winds. The problem turned out to be the circuit board in the wind sensor which could not be fixed until we got to Hamble. Patrick wore a head mounted Go Pro during his trip up the mast which gave us a birds eye view of his trip up the mast and JIV below.



Patrick walking up the mast



View from top of mast using GoPro camera



Victory celebration

We finished on July 16, 2015 at 02:00:32 GMT. It had taken us 18 day 8 hours and 32 minutes to sail 3268 miles at an average speed of 7.5 knots.



Jacqueline IV crew at dock of RYS

Top Row left, Patrick Gavin-Brynes, Ben Normann

Bottom Row Left, Drew Plominsky, Kara Forman, Eric Irwin, Victor Ganzi, Bob Forman

We were greeted by a representative of the Royal Ocean Racing Club, one of the race sponsors, and given a case of beer and a bottle of Champagne and then invited to their club house for a drink.



Hoisting JIV's battle flag at RYS



JIV Crew on lawn of the RYS

Later we went across the road to the Royal Yacht Squadron for a reception and lunch.



“Southwest Wind “ sung to jingle bells tune

by: Pam & Todd McCarthy (for SBCC)

Copyright Pending LOL

1st Verse:

Racing down the Bay Strong southwest today
All my lines are tight Sails are set just right
Warm breeze hits my face I'm in a happy place
Oh what fun it is to sail along On the Great South Bay

Chorus:

Southwest wind, southwest wind My boat just ran aground
I'm so far out, I'll have to shout
On the Great South Bay
Southwest wind, Southwest Wind Blowin' pretty hard
My rudders stuck I'm in a rut
On the Great South Bay

2nd Verse:

Sailing to Hemlock Cove On a Twenty Knot Day
Under The Bridge we go Laughing all the way !
Mainsheet in my hand I'm getting pretty tan
Oh what fun it is to sail again On the Great South Bay

Chorus:

Southwest wind, Southwest wind My old boat still floats
My monies are low But off I go
On the Great South Bay Hey !
Southwest wind, Southwest wind Red is on my right
The waves are high And so am I
On the Great South Bay

3rd Verse:

Rafting on Great River Looking for a spot
Anchor in the mud Dragging in the crud
My windless lost a screw I don't know what to do
I can't wait till Four o'clock So I can drink some suds !

Chorus:

Southwest wind, Southwest Wind The ocean calls my name
The seas are high I want to fly
So goodbye to the Great South Bay
Southwest wind, southwest wind Heading home today
The inlets sweet It can't be beat
So hello to the Great South Bay

Tall Ships In Greenport

Summer 2015

By Todd McCarthy

Our trip east this year had us visiting The Shelter Island Yacht Club in beautiful Dering Harbor. We sailed from Fire Island inlet to Shinnecock Inlet with SBCC boats Arcadia, Kariana and anchored in Cormorant Cove and Maggie Lee who had arrived ahead of us. The next morning after a mini storm cell tossed us at anchor with almost gale force winds, we pulled anchor and headed out the inlet with 15 knots SW wind and about 8 foot seas running in the inlet, we sailed out into the Atlantic where the wind dropped to about 5 Knots. We rolled in the ocean swells under genoas until we reached Montauk Point where the wind was blowing 20- 25 Knots SW making things very exciting, especially jibing around Montauk Point.

After a stop in Montauk we proceeded to sail to Three Mile Harbor for a few days then to Shelter Island Yacht Club where we reserved a mooring using the reciprocity privileges of SBCC Membership. The Shelter Island Yacht Club, located on the north side of Shelter Island was established in 1886, overlooking scenic Deering Harbor and Greenport in the distance. The club grounds are well manicured, with plantings, an outdoor deck for dinner and drinks, and beautiful classic sail and power boats in the harbor including a fleet of Herreshoff 12.5 meter boats. The seating areas in the entry lobby are inviting nautical style couches with large open doorways to the outside, a quiet place to relax or meet friends. The beautiful woodwork in the lounge area and entry lobby was crafted by SBCC member Scott Woodrick, who is also a member at the Yacht Club. There is also Launch Service running all day until about 10:00 PM and a dinghy dock if you prefer.

We met up with Kariana, Arcadia, and Maggie Lee and had a wonderful dinner at the Yacht Club. Everyone at the Yacht Club was very accommodating and friendly. We also ordered some repair parts for our boat and had them shipped to the Yacht Club which was very convenient.

The next day we ferried over to Greenport to tour the Tall Ships; Lynx, AJ Merwald, Pitcton Castle, Sagres, Kalmar Nyckel, and the Hermoine who arrived to fireworks and much fanfare. The Hermoine was



instrumental in assisting in the American Revolutionary War when General Marques de Lafayette vowed to help America in her struggle for freedom from the British. This was the first time since 1780 the Hermoine theoretically had sailed to the United States, as this was a replica, but still historically significant. People were in period dress recreating the feel of the period. We toured the ships marveling at some of the harsh conditions the sailors endured in the day, and as the saying goes "Wooden Ships and Iron Men" was not far from the truth.



Greenport was alive with vendors, cozy lunch spots, and live entertainment on the waterfront making for a nice afternoon. Greenport is also a great spot to refresh your provisions with a local IGA supermarket a short walk from the waterfront park. Greenport also has a municipal dock, but we preferred the Yacht Club mooring and facilities. I would highly recommend this as a destination when planning a summer cruise, even without the tall ships Greenport is a charming town with much to explore.

Crewing New Bern, NC to Charleston, SC

by Mike Duffy

As many of you know time constraints and severe weather prohibited me from sailing 'Loon' my Pearson 35, to my new home in New Bern North Carolina this past fall. After my family's visit to New Bern in early October, I got caught up on a few projects and the weather being very good, I was missing Fall sailing, so I put an ad on the local Craigslist saying I was willing to help out with boat chores in exchange for a chance to do some sailing.

I had day sailing in mind but to my surprise got a call from a young couple who had purchased a 34 foot blue water boat in the spring and were looking to head south. Although this was their first boat they had committed themselves to cruising full time for a year or two before settling down. Their goal on this cruise was the Bahamas and they were looking for experienced crew at least to Charleston, SC. Their cutter rigged Nassau 34 was a quality Taiwan built blue water boat, with a full keel and a canoe stern drawing five feet. They had been living aboard in the New Bern area while getting the boat ready to cruise. It was pretty well equipped with an autopilot, chart plotter, radar and solar panels. It was a good chance to do some sailing, visit Charleston and learn the routes to the south of New Bern. I signed on.

We were delayed a couple of times while the skipper was waiting for parts but had a great weather window on December 9th, so I stayed aboard the night before and we motored down Adams Creek to Beaufort, NC then anchored at Town Creek. The next day we went out Beaufort Inlet and killed some time by sailing to Cape Lookout where we anchored inside the cape and visited the lighthouse.



Leaving New Bern, NC



Anchorage at Beaufort, NC

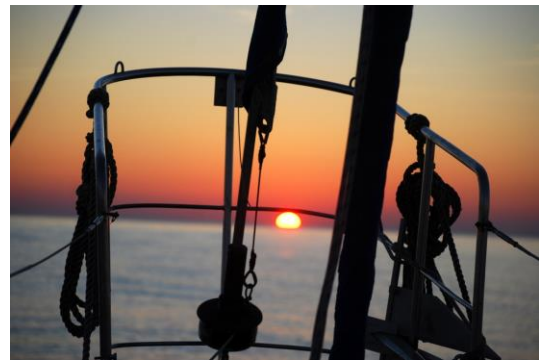
To arrive at Masonboro Inlet at Wrightsville Beach in daylight we left Cape Lookout at 1600, motoring with the autopilot with light air on the nose. About 10 pm we discovered that the voltage in both battery banks was very low. The owner had combined them thinking it would be good to charge both. We shut down everything except the tricolor but the voltage continued to go down. By midnight we were down to 8 volts and since it would soon be out anyway, we turned off the tricolor, the batteries recovered a little but when we turned it back on they took another deep drop.

It seemed that anchoring without the ability to maneuver would be even more dangerous, so we continued slowly with a three person watch using just flashlights and headlamps. There was very little traffic and the diesel continued to run, there was no way we could have restarted it. After what seemed like a very long night we made it okay using a hand held GPS and charts, then Navionics on my tablet when we got close in.

A seemingly small error, that many of us have made, combining the batteries instead of using one or the other had left us 12 miles out, without enough power for running lights or even a full power VHF call.

Naturally I was concerned that the owner had started out on the cruise with knowing for sure that the alternator was working. I called Dennis Krug and he gave us some help with the diagnosis. As it turned out the prior owner had had the Yanmar alternator replaced with one that required an external voltage regulator but the mechanic never installed the voltage regulator. Shore power and 200 watts of solar power had been keeping the batteries charged. I also learned that the previous owner who was quite elderly had sold the boat to someone who buys and sells boats. We spoke to the reseller who they purchased the boat from and he seemed genuinely concerned. I am convinced he did not know about the problem. The new owners had done a couple of 2-3 days cruises but without refrigeration, the 200 watt solar panels provided plenty of power. The new owner had learned an amazing amount in five months and is very competent but as we all have learned the hard way, the unlikely is always possible with boats.

We worked on the problem during two lay days in Wrightsville Beach, installing a voltage regulator and new batteries. Although the alternator had bench checked okay, we still were not satisfied with the output. We decided to limit ourselves to the ICW, stopping at night after a full day of solar power while protecting the starting battery with the battery switch. This worked okay for the rest of the trip to Charleston. We never went below 12.5 volts on the house battery and the starting battery was 13-13.5 volts.



Owners- Lake and Jessica navigating

Between Wrightsville Beach and Charleston we only found three difficult areas.

First at Lockwood's Folly mile 320 there is very tricky hairpin turn required to stay in the channel.

We had been warned ahead of time by reading Active Captain that there might be exposed ledges in Pine Island Cut (aka The Rock Pile) mile 347-366, so we kept a very close watch while motoring slowly, staying in the middle of the channel. At high tide we saw none and had no problem. McClellanville mile 335-340 is a real problem at anything other than high tide and it was here that my experience on the Great South Bay came in handy when we ran aground.

Keeping in mind my pay grade, I advised the owner, who is 6'2" and less than half my age, to walk out the spare Fortress anchor off the port quarter. I winched it tight and waited, then winched a whole lot more as the tide came in. This worked but we had a hard time recovering the Fortress.



Hard aground

Although I would have preferred more sailing in the ocean, doing the trip in the ICW was a great learning experience for me. As I have in the past, I took the opportunity to learn by the OPB method (other people's boats). The ICW is sometimes boring and sometimes interesting. Following the marks is easier if you keep in mind that the ICW is red on the right returning to Texas. It can be confusing when you leave the ICW and you go back to red on the right returning to the sea. This is where homework pays off. Study the day's route ahead of time and make sure you understand where you will be leaving the ICW even if it just a short side trip or to anchor for the night.



Arriving in Charleston

Growing up in Copiague, my childhood was filled with many happy days on the waters of the Great South Bay. We spent our barefoot summers fishing, clamming, crabbing, swimming and water skiing. Our boats were simple runabouts: Thompson, Grady White, Wolverine, and a few homebuilt wonders. Eventually the fiberglass boats replaced them: MFG, Glasstron and Sea Ray. The western bay between Captree and Jones Beach was our playground. We explored and knew every inch of it. At that time, we felt no need to go any further. In our little world, a trip to Ocean Beach or the Sore Thumb was a great adventure.

I lived on a long dead end street with a canal that ran almost the entire length behind it. That “almost” had a very significant meaning for me because the canal didn’t reach every house. I lived in one of the 5 unlucky homes with no canal behind it. All my days on the water were always in a friend’s boat and I longed for the day when I would have my own.

I was about 22 when my friend Eddie and I found that old Ulrichsen, a 28 ft. wooden cruiser with a single gas engine. She was worn but still had some life remaining in her. .All she needed was a few repairs, a new engine and some TLC. After replacing a few broken ribs and some planks we were ready to install the rebuilt engine, picked up from a local garage. Many hours of sanding and painting remained to restore her back to original beauty. Launch day finally arrived and I remember how impatient we were as she soaked in the lift slings at Stern’s boatyard. It took 2 days for the dry wooden planks to swell and close the leaking seams. After a few more days in the water, the ***Atlant*** was tight enough to prepare for departure. A tiny, fragile vessel, so aptly named for so many reasons.

Ed and I were starting a new business in Staten Island and that made it impossible for me to remain in Copiague. Those childhood days on the bay were ending and my life in the adult world was now reality. The ***Atlant*** was my only connection with the sea and we were not about to leave that behind.

Our plan was simple enough: leave Copiague early in the morning and take the inland route to East Rockaway Inlet, then follow the coast to Rockaway point, turn east and cross over towards Staten Island having the Verrazano Bridge in view on our starboard side. Then into Great Kills harbor where her new home waited. I remember our excitement as we loaded the ***Atlant*** with all necessities required for our epic journey. Warm clothes, sandwiches and beer were carried aboard, along with our charts and our enthusiasm. This was well before boating electronics were available, so charts and compass were our only navigation aids.

It was early December. We woke up late after too much partying the night before. Provisioning, fueling and preparing took much longer than expected and our early morning plans soon became a mid-afternoon departure. Finally the **Atlant** was underway. This maiden voyage was a significant step for an old wooden boat whose seams were still untested and whose unknown engine had yet to prove its reliability. But there we were, cruising along the calm inland waters of the State Channel heading west towards Jones beach, then passing Atlantic beach and out the inlet.

Once out in the ocean, we continued to follow the coast. The seas were moderate and the wind was now brisk as an occasional cold spray splashed over the cabin, reminding us just how late in the season it was. As we continued on, the sun went down and finally the lights of the big bridge were in sight.

After checking our position, we then turned east at Rockaway point and headed towards a red flashing buoy. I kept my eyes fixed on my target as we started to cross the shipping lanes. Just then, all lights, both blinking and fixed, red and green, white and yellow, all disappeared! What was happening? They were all blocked from view by a large tanker crossing just in front of us. It was a great ship and in the night it appeared as a huge dark shadow passing dangerously close in front of us. By the time it passed, my red flashing target was nowhere to be found and my orientation was completely lost. All the lights I could see had no special significance and each one looked about the same as the next. Now the waves were bigger and our small craft was taking water over the bow as we forged ahead into the night. In a short while the wake from the ship reached us and our tiny boat went heaving up then crashing down into each trough like a small cork in a washtub. We changed places and now Eddie was at the wheel. I thought it would be wise to bring up the life jackets from below, just in case. I headed towards the cabin, opened the companionway door and stepped down into knee high water.

Now I was cold and very, very worried, thinking that maybe we should turn around and head back towards land instead of holding our course into the darkness ahead. Why was the cabin filled with water? Were we actually sinking? My answer soon came clear as the next wave heaved the boat downward with such force that the overhead hatch popped open, only to let in a barrage of frigid water, drenching me from head to toe. Knowing the water was entering from above and not from below was a big relief. At least now I knew the problem and securing the overhead hatch solved it. But what about the water still sloshing around in the cabin? Was it still rising? Will it choke the engine? Why wasn't the bilge pump keeping up? My answer came clear as I reached down in the cold wet bilge and scooped out a handful of woodchips and sludge clogging the tiny bilge pump. To my relief, it was still working. Slowly the water level receded and I went back up to help steer us into the dark emptiness that would supposedly lead to our destination.

As each wave sent us up and then crashing down again, I thought about the twinkling lights on the shoreline behind me. I thought about the houses and apartments with their families inside, all nice and warm and dry. I thought about the wooden planks, the broken ribs and the rebuilt engine that, until now, had never been tested. I looked at my friend and questioned his determination to hold our course. But he was convinced we were right, and so we continued on.

Slowly the seas subsided as we approached the lee side of Staten Island. As we entered the harbor we could barely see the light at the end of the long wooden pier reaching out from the tavern. Soon we were tying up and we smiled as we shut down the engine that could have given up on us at any time. Shivering cold and dripping wet, we entered the tavern from the back door by the dock. Looking like two drenched wharf rats, we headed straight towards the pay phone by the front door. I could only imagine what the bar patrons must have thought when they saw us come in from the cold darkness out back. I remember clearly how their conversations stopped as all heads turned to watched us cross the room. Who would be out there at this time of year and this late at night? It was a nice feeling of relief as we sat in back of the taxi, which took us home to our warm apartment, far away from the crashing waves and nightmare we just endured.

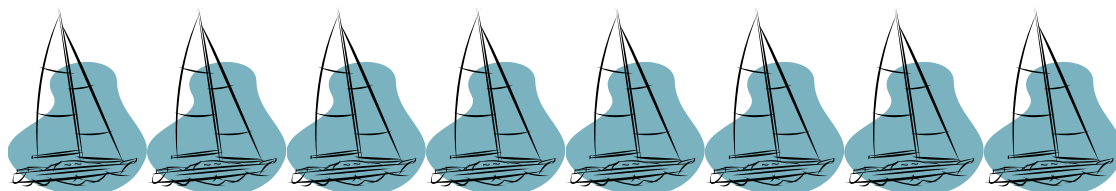
I'm older now and my fiberglass boats are newer and safer. The crossing to Great Kills harbor is no longer a daring adventure, but I'll always respect the sea. I am very cautious now and I take time when planning each trip, especially when we're heading out towards the deep.

From the Chaplain-----

January 2016

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.



From the Fleet Captain-----

Helen Pshedesky

Welcome to 2016.

As your new Fleet Captain I want to wish everyone a Happy and Healthy New Year.

Thank you to all who have already signed up as Rendezvous Hosts. If you are interested in hosting, a few dates are still available.

The Two Week Cruise and One Week Cruise in the Bay still need Cruise Captains. Suggestions for a Two Week Cruise itinerary are welcome and will be chosen at a meeting to be held early this year. If you have not cruised before or have not done so in a while, this is the year to weigh in and join the fun.

A Two Week Cruise is a chance to make friends, memories and explore new and exciting ports by water. The tales of your adventures will get more exciting with each telling. Last year's cruise went to Mystic and Essex CT among other fun ports. The club has sponsored cruises to Cape Cod in New England and the Chesapeake in the south and beyond.

Our One Week Cruise in the Bay is always the hit of the season. The Cruise starts after The Blast (our best party of the year) in The Connecticut River and continues with port hopping and Atlantique is a favorite stop.

After a long winter, the first Rendezvous are so welcome. Whether a raft up or at a dock there will be a Rendezvous every weekend, many of them themed, so be prepared for costumes, concoctions or whatever your host conjures up.

So come join the party and make your own memories with the South Bay Cruising Club!

Helen Pshedesky
Fleet Captain



**Out & About
Guess where
we are?**



In Memory of Beryl Menger

Beryl Menger - Born in England –grew up during the war years, which she wrote about in her book, *Memories of a Blitz Brat*. She attended the Guild Hall School – a British version of Juilliard. She loved to sing and after marrying Bill Menger, former Vice Commodore of the SBCC, builder of the Menger Cat boat, she charmed us on Commissioning days with the patriotic songs we so enjoyed. A long time Babylon resident and 25 years as the Director of Admissions for Dowling College, Beryl Menger passed away in November of this year. She was residing in California at that time near to her granddaughter. You can read about Beryl in *The Beacon*. Go online to *The Beacon/Beryl Menger*. If you did not know her, you will wish you had.

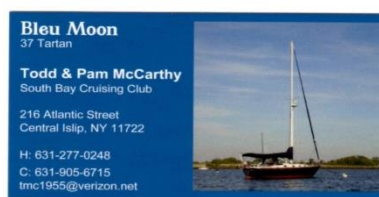
By Joyce Gotard

Boat Cards

Since travelling with our sailboat “Bleu Moon” this year, we met so many people at gatherings and the anchorages we stopped in. We also met fellow Tartan owners at locations in the Northeast at various organized events. When we got our Tartan, we joined TONE (tartan owners north east) to help us take care of our tartan, look at blogs on maintenance issues and meet other tartan owners. A few of the couples we met told us their names and where they were from and then handed us their “Boat Cards”. We were like what a great idea! These cards had their names, e-mails addresses, cell and home numbers as well as the name of the boat they sail. We then decided to make cards for the “Bleu Moon”. We designed them online, downloaded a picture of our boat and before long they arrived at our home. I mailed a few out to the people we met this summer, saying “Hey, we now have boat cards!” It’s a great way to keep in touch with people you meet. It’s sometimes hard to remember peoples’ names and their boat names when you are with a crowd of people. So this summer when we set sail, our cards will come along with us ready to be handed out to the other sailors we meet. This is also a great gift idea for a birthday or anniversary! You can surprise your sailor with his/her own personal boat cards. Especially for the guy/gal who has everything. Check out Vista print online and just follow their easy instructions.

Happy Sailing!

By: Pam McCarthy



The Storm Trysail Club in Partnership with the Storm Trysail Foundation will conduct another Hands-On Safety at Sea Seminar at SUNY Maritime College

Saturday, April 16, 2016



REGISTRATION IS NOW OPEN - DON'T MISS OUT!!

Hands-on Safety@Sea Seminar 2016

When

Saturday April 16, 2016

[Add to Calendar](#)

Where



**Maritime College
Campus**

**6 Pennyfield Avenue
Bronx, NY 10465**

Following Surveys and feedback from the 265 attendees in 2015, the program has been further developed with additional hands-on activities. Whether you are preparing for the Bermuda Race or cruising, this Seminar is a great way to prepare your crew. When you and your crew sign up, please provide your boat name and your team will be kept together so you practice the skills as a team.

This Seminar will be supported by Storm Trysail and US Sailings' ongoing development of educational videos.

Special thanks to Gary Jobson, Chuck Hawley, and all the volunteers. The combination of the videos and the Hands On activities, followed by an on-line quiz, will provide ISAF certification for those who so desire.

The Seminar's Chairman is Charles "Butch" Ulmer and the Moderator is Richard du Moulin. The Admission cost is \$295. For those who do not already own Ralph Naranjo's *The Art of Seamanship*, Storm Trysail will provide them at the wholesale price of \$26 per person. Ordered Books will be mailed in advance of the seminar.

To reserve a seat, please go to www.stormtrysailfoundation.org and click on Safety at Sea Seminar, or click on Register Now, below.

Best regards,
Butch Ulmer, Chairman
Safety at Sea Seminar

WE CANNOT HOLD REGISTRATIONS WITHOUT FULL PAYMENT

The 2016 Curriculum Includes

~On-the-water session with man overboard recovery, setting storm sails & emergency steering



~ Pool session with PFD, life raft use and combating hypothermia



~ Firefighting instruction, use of flares and pyrotechnics



~ Emergency communications



~ Damage control, emergency medical treatment and much more



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 for the next Masthead.

Moving out of State---Boat For Sale C&C 25 ft. Sailboat (SUNSHINE)

Please contact Glenn Lemaitre at L.I. Yacht sales 631-665-5144

Any questions please call Marty Kind for details--cell 631-807-7017

Sacrificing beloved Sunshine \$3000

Also for sale:

- 1) Ice-eater
- 2) 7ft. Fiberglass Dinghy

EARLY-MIDWINTER CLEARANCE SALE.

PRICE INCREASES HAVE BEEN RESCINDED.

AN ADDITIONAL REDUCTION OF 1% IS AVAILABLE TO THE FIRST 20 BUYERS (TODAY ONLY)!

Joel Becker 631 234-4062 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 24" athwartship. 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



David Egolf 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.

Pearson 303 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.

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