



August 2017

September Events

2nd, Saturday:

RV – Bellport Bay (Bucher)

3rd, Sunday

Queen of the Bay - Bellport

5th, Tuesday:

Bay Shore Twilight

7th, Thursday:

Babylon Twilight

9th, Saturday:

RV – Oak Is. Lead (Tedesco)

12th, Tuesday:

Bay Shore Twilight

14th, Thursday:

Babylon Twilight

16th, Saturday:

RV – Great River (A. Drossos)

19th, Tuesday:

Bay Shore Twilight

21st, Thursday:

Babylon Twilight

23rd, Saturday:

RV – Hemlock Cove

(McCarthy)

26th, Tuesday:

Bay Shore Twilight

28th, Thursday:

Babylon Twilight

30th, Saturday:

RV – Davis Park (Voos)

At the Helm

Dave Tedesco

THANK YOU!

THANK YOU to all who signed letters at the Blast and who sent letters to the NYS DEC in response to Oakdale Yacht's application to extend its docks out into the Connetquot River. I know that around 100 letters were sent from SBCC members! We are awaiting the outcome, so stay tuned!

And speaking of The Blast, THANK YOU to Mara and Fred Liesegang and the Hospitality Committee for delivering another extraordinary SBCC party! The SBCC Salty Dogs entertained us throughout the afternoon. They just keep getting better and better! I would strongly encourage our new members to get involved in the Hospitality Committee. You meet so many members and really get to know how the Club works.

Also, a very big THANK YOU to all who participated in our SailAhead event on Saturday, August 19. We had 11 boats participate, with members from other boats crewing. We took out 25 disabled veterans, and we all had a wonderful afternoon. Another goal of the event is to raise PTSD awareness. The 11 boats flew white burgees with the number 219. Every 10 days, approx. 220 veterans and active service men/women commit suicide. 219 represents the one person SailAhead tries to save. The excitement of the afternoon for the Crew of Phoebe Rose was losing the bobstay. We were able to safely reduce sail and head back to our marina safely. We then drove back to the Snapper Inn, where the SailAhead RIB brought us to the raft of 9 boats. We are waiting to have the rig checked out. Hopefully we'll be back sailing shortly.

THANK YOU to Rear Commodore Della Bucher for hosting the One-Week Bay Cruise! June, Nikki and I met up with the cruise at Davis Park for a fun and relaxing week. The weather was great once we got past Monday's storms.

THANK YOU to Jay & Stephanie Pizer for hosting the New Members' party at their home on Monday, August 21. A fun time was had by all! It was great to see Vice Commodore Roger Daisley make an appearance. We wish you a very speedy recovery, Roger!

The more people who get involved with SBCC activities, the more fun we have, and the more rewarding your membership is! So as you read through this edition of the Masthead, please look over the committees and see if you might be interested in being part of one. Then call that committee head and see what there is for you to do! THANK YOU to you all for your participation in our great Club! Until next month...

...because it's all about sailing!

Our Annual Blast on August 5th was "A BLAST"! 113 members, friends and family enjoyed a delightful afternoon with good food, good drink, and GREAT music by our own "Salty Dogs".

Mark your calendars! Our next event is our Boat Yard Party, slated for November 4th. The Salty Sam Store and Salty Dogs are both scheduled to be there! The Hospitality Committee is looking forward to another successful event.



Tom and Kathy Grell

Wendy Gesele, Scott
Flaughter,
Jeanne Flaughter,



Gerry Holwell, Chip &
Cathleen Messina
and Nancy Sherman



Fleet Surgeon

Christiansen

Margaret

The Shingles Vaccine: Who Should Get it and Why

For the over 60 folks in the club, it would be a good idea to talk to your doctor about getting the shingles vaccine. The shingles virus is the same virus as Chickenpox and your risk of getting shingles increases as you get older. The CDC recommends that people over the age of 60 get the shingles vaccine and it has been proven to reduce the risk of shingles by over 50%. Even if you've already had shingles, you can still get the vaccine, because it will help prevent future occurrences. "Zostavax" is currently the only shingles vaccine approved for use in the US and the vaccine is covered by Medicare and by most private insurance. While we're on the subject of vaccines, Flu season is almost here. It's easier than ever to get your Flu shot these days and so important to protect yourself and others from the debilitating effects of the Flu.

Rendezvous Log

July 29, 2017 - Sing or Swim, Great River.

Report from Yacht Floriana: The flags standing at attention, the sky thick with clouds, and the wind gusting to 39 knots... another beautiful day at the river; time to enjoy a good book, a refreshing drink and a yummy onboard meal. A time to detox.

Flori Grottole, *Floriana*

August 12, 2017 – Belly Bombers, Coast Guard Cove

We had a wonderful rendezvous with 15 boats attending. *Silhouette* graciously allowed us to raft up on their port side and *Just Us* rafted on our starboard. With plenty of room for our guests, the party began. What a delicious array of food was had by all: Homemade clam fritters, mini pizzas, sausage and pasta, nuts and fruit, veggies and dip, and of course the belly bombers. Thank you everyone for a wonderful rendezvous

Sandy Czach, *Shoot'n the Breeze*

August 19, 2017 - Jamaica My Day" - Great River

Summerhome II and *Alexa Grace* hosted the Great River "Jamaica My Day" Rendezvous. Although the weather was questionable Saturday morning, the day turned out beautiful. All created a gourmet spread: jerk chicken, panko chicken with mango pineapple dip, homemade spanakopita, deviled eggs, etc. How could anyone forget the 2 kinds of kielbasa? Wow! Delicious brownies topped it off! Yum! Could the *Summerhome II* cockpit hold any more?

Irene Novak, *Summerhome II*

August 26, 2017 — Hemlock Cove

The weather could not have been better for a late Summer, early Fall Rendezvous. The following boats attended: *JustUs* (host), *Cayenne* (cohost), *Barbara Rose*, *Della.calm*, *Blue Moon*, *Bobby's Girl*, *Fun Sway*, *Laurie Jean*, *Miss Liberty*, *Naiad*, *Windswept*, *Shadow*, *Tapatin*, *Wild Blue*, *Filibuster*, *Ceol na Mara*, *Mirage II*. The party started at 4pm on *JustUs* and spilled over onto *Cayenne* and *Shadow* as *JustUs* filled with party goers. There were many delicious appetizers and munchies shared between the boats. Everyone was friendly and had a great time. Sunday morning was chilly but warmed as the morning progressed. Wind out of the East made the sail home for many a tack job. We never liked tacking.

Robin & Mike Kohl, *Just U*

Cruise Log

One-Week Cruise

Della Bucher



Sunday Afternoon at Bellport

After enjoying a delicious and sumptuous meal and yummy desserts at the Blast, a quiet, restful night was spent on Connetquot River enjoying a beautiful sunset and a great night's sleep while rafted with *Miss Liberty*. The morning arrived sunny and breezy with cool, dry air.

Sunday, August 6. At 0930 hours weighed anchor and headed east to Bellport under power. *Miss Liberty* broke off having decided to stay on the River. She vowed to rejoin the fleet at a later date. Fair Winds at 10-12 knots made for a great sail to Bellport. Not happy with anchorage, weigh and drop anchor further east in the harbor. 1300 hours walk to Bellport and explored the shops. Return to *della.calm* to prepare for the rendezvous featuring the leftovers from the Blast. A large group was assembled, and we all enjoyed eating and enjoying each other's company. Return to relax in my cockpit and enjoy a gorgeous sunset. All in all it was a lovely day. And we had a full, glorious moon to top it all.

Monday, August 7. Awake at 0600 hours. I see *Silhouette* weigh anchor and head to Davis Park. I weigh anchor and follow her. There is a pretty sunrise, but too soon the clouds move in. We arrive at Davis Park at 0730 hours and secure in slips. The plan is to stay through Tuesday night and then head to Atlantique. The rain begins, but is intermittent. Most of us hunker down and enjoy a quiet day and night.

Tuesday, August 8. We awake to clouds, but no rain. Wind is out of the northwest at 7-10 knots as other SBCC boats arrive. Dinner is at The Café at Davis Park with 38 members. An award is presented to Todd and Pam of *Bleu Moon* for placing 1st in the race from Great River to Bellport. *Silhouette* receives an award for being the first to anchor at Bellport.

Wednesday, August 9. Most of the fleet decides to stay in Davis Park rather than travel to Atlantique. It's a beautiful blue sky, sunny morning. Some new boats join the fleet and join the rendezvous on the dock. We started at 1600 hours. The sun was hot but there was a soft breeze off the water. The tables covered at least 50 feet, and various foods covered the entire length. Most all the delicious offerings were gone when the rendezvous ended. Many of us lingered and chatted. The party finally broke

up around 2000 hours. As I return to my boat reflect on what a lovely evening it was.

Thursday, August 10. 0616 hours awake to a clear sky and bright sunshine. Leave Davis Park at 0630 hours and proceed west to "The Lead." *Galatea*, *Becky*, *Belle-Free*, *Miss Liberty*, *Laurie Jean*, *Silhouette*, *Alexa Grace*, *On the Green* joined *della.calm* at anchor. On the Green leaves due to an emergency.

Friday, August 11. Some members break off and head home. Those who stayed enjoyed a great blueberry pancake breakfast hosted by *della.calm* to end the one-week cruise.

Membership

Jay and Stephanie Pizer

A "Welcome to the Club" cocktail party was held for new members on August 21st at the home of Jay & Stephanie Pizer, the Membership Committee chairs. New members from 2016 who attended are Jeff and Elizabeth Frederick with son Joseph, Don and Ellen Sweeney, Robin and Michael Kohl and Steve Loudon. The 2017 new members who attended are Scott and Wendy Gesele, Glen and Janice Bernichon and Eileen Collini.

Several board members attended as well, so the new members got to meet each other and meet some other members too. The board members brought appetizers and desserts to share. We wish all of the new members had been able to attend, but it was a great evening with lively conversation and everyone had a good time.



Jeff, Joseph, and Elizabeth Frederick



Janice & Glen Bernichon, Mara Liesegang,
Della Bucher and Wendy Gesele

In Memoriam

Duncan Burns

Jack Saxe passed away on August 24, 2017 at his home in Islip, New York. Jack was a Past Commodore of Bay Shore Yacht Club and a longtime member of SBCC. He graduated from M.I.T. and worked as an engineer for Grumman. He was a towering figure in the history of sailing on the south shore, a fine husband to Kathleen, father of four, grandfather, and friend of all who loved a SW 10-15 knot breeze and knew how to avoid the sand bars on the Great South Bay.

Jack was excellent at reading the weather and always there when you needed him. I remember sailing out of the BSYC to attend a GSBYRA regatta in Sayville with four cottontail sailboats (16 ft. performance dingy). BSYC was located in the middle of the Bay Shore Marina before Jack helped move the club to a new location just west of the Bay Way Cabana Club. Two of his daughters, Kathy and Christine were sailing in the group of junior sailors. When we sailed past Heckscher State Park, a thunder storm hit the fleet very hard. There were winds over 30 MPH, thunder, and lightning. Our sailing instructor was sailing solo and managed to get his mast down. He drifted to Point of Woods across the flats before getting help. We managed to get to shore and one boat got there sails down. Unfortunately, the other boat capsized and they were struggling in the waters off Timber Point. When Jack got home from work, he learned that his children were out sailing and saw the approaching storm. He quickly motored his Pearson 30 to the east and arrived just in time to rescue his daughters and everyone in the fleet.

Jack had a major impact on sailing on the south shore while he was Commodore of the Bay Shore Yacht Club. Supporting a beard, wearing red shorts and black knee socks, and standing about 6 inches above everyone else, Jack was hard to miss. He was as sharp as they come and was a tremendous supporter of junior sailing back in the days when over a hundred sailboats would compete in GSBYRA race week. He negotiated with the Thorne Family for the "Deed of Gift" for the new site of BSYC and helped design the basin which allowed easy access to the bay for sailors. He was an accomplished racer and cruiser and was known to be a good friend to those who cared to share a Manhattan or two. Jack Saxe will be missed by his friends and family, but his development of sailing on the Great South Bay will be remembered for generations.

With my deepest regret,
Rev. Duncan A. Burns



Jack and Kathleen Saxe Being Interviewed
for the SBCC 60th Anniversary Film in 2011



Jack's First Cruising Sloop, *Nirvana*

Mandalay, his Pearson Wanderer off Block's SW Light



The Saxe family preparing to transit Shinnecock Canal aboard
Mandalay



Scuttlebutt

- Congrats to SBCC members Chris Goodwin and Eric Winberry on racing the ALIR and taking 4th in their division. Way 2 go!!!! Please visit intrepidsailing.wordpress.com/2017/08/05/around-long-island-regatta/ to read his blog, or read it in the e-mail version of this newsletter.
- Floriana clocked 39k winds in GR8 River on July 29th. They were the only boat to show up for the rendezvous since Full Circle blew out his #1 Genoa that day and didn't make it to host.
- Belle sold her house, but thank goodness not her boat!!! She hopes to relocate soon to the Bradenton, Florida area. We will all miss you Belle!!
- Donna and Barry's daughter, Rachel, had a nautical wedding on August 19th where they got married on the dock of the Maritime Museum. The newlyweds have their own 22 Catalina sailboat that they sail upstate on Lake Sacandaga. Congrats!!!
- Cathleen and Chip have used Boat US so much this year, they think they could be on the cover of their magazine!!! Joel, you have some competition!!
- Congrats to Elizabeth DeSimone for completing her boater safety course. Yay Elizabeth!!
- Recently found on a fortune cookie, "A calm sea does not make a skilled sailor."
- Greg and Mary Schneller sold *Whisper*, their Bristol 29.9, and have been enjoying the summer aboard her replacement, a Sabre 34 christened *Mirage II*.
- Doug and Kathy Williamson are taking possession of a Tartan 30, one formerly owned by another member who is rumored to be in the market for a larger yacht.
- The sixty-second running of the Night Race for the Foulke Trophy was held, and we hear that one boat won, and the other did not.
- Gretchen and Mark Stang are planning a sail to Block Island on the morning of September 6th. *Caribbean Soul* will anchor in Shinnecock the first night, and head to Block early on Thursday. They will return from Block on Sunday, the 10th. Please get in touch with them if you are interested in tagging along with your yacht.
- After the success of the SailAhead event held in August, Babylon Yacht Club is considering to do the same.

- Yacht Fiona is sailing through weak high pressure and light winds, but making good progress with a judicious balance of engine and sail. Neil and Tim keep us serenaded with guitar music much of the day. Tim is learning to work out celestial sights, unfortunately the sextant was a victim of the sinking and will need new mirrors before it can be used. Flores (Indonesia) is 693 nm ahead. All well on board. (learn more by going to facebook.com/yachtfiona)
- Jeff and Sharon B. are back from Paris and Italy. Judging from the FB pictures it looks like they had a great time.
- Bay Shore Yacht Club hosted another well-attended SUP competition with nearly 100 paddlers in attendance.

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Ship's Store

Belle Baxter

Baseball Cap 15.00
Visor 10.00
2017 T Shirt 20.00 **
Hoodie 20.00
Long-Sleeve T-Shirt 20.00
Polo Shirt \$10.00
V-Neck Shirt 10.00
SBCC Kid T-shirt 5.00
Packable Rain Jacket 30.00
Tote Bag 25.00
Decal 1.00
Can Huggers 1.00

** Save \$5.00 – Buy the 2017 T-Shirt & Matching Hat!
Individual items can be purchased at Stitches & Screens in Brightwaters

Contact

storekeeper@sbccsail.org

Rigging Locker

- ❖ 2005 Roth Bilt 18 Sport. 2006 75 Etec.
Asking \$17,500, this is below the others out there and this one has brand new upgrades.
Tim Chambers, tim_356@msn.com
- ❖ Tartan 37 (1979) Southern Accent \$49,500.
Propulsion: Westerbeke: 50 (40HP) diesel; rebuilt (by factory) engine; less than 500 hours
Tanks - Fresh Water (2) 45 gallons each; Fuel (Aluminum- 53 gallons); Holding (19 gallons). Numerous Tartan and other operating manuals; also electronic versions or email: jimgathardnacs@aol.com
- ❖ Hunter 280 (1998) 28' Sloop. Great weekend cruiser. \$12,000 (516) 971-4958
- ❖ Hunter 146 sailboat and trailer Price - \$2300
Centerboard Dinghy. 14.5' LOA, 6.5' Beam, Draft 3' (board down).. Like new always stored inside. Call: Bob Forman
Cell: 516-383-6621
Home: 631-666-7555
rsformanjr@aol.com
- ❖ *Brokher*, C&C 25 Mark II \$11,000. TOO MUCH TO LIST. Contact:
brokher759@aol.com
- ❖ 8' Trinka sailing dingy. A top of the line dink with teak trim and floorboards. The 10' version was recently featured in Cruising World. Complete with cover and oars. Very lightly used and in excellent condition. New cost \$4000., selling for \$1600. Bob Van Tassel, 516-551-4712
- ❖ 10' sailing dinghy, built by SBCC members based on a "little Dipper" design. Pram shape with small forward deck. Good sailing boat with spit sail rig like Optimist. I need to reduce my fleet ! Asking \$500. Bob Van Tassel, 516-551-4712.

- ❖ **END OF SEASON CLEARANCE:** because of increased demand we have been able to increase the price slightly.

COUNTERPOINT– (1979 Pearson 365)
Second owner. First owner took all options that Pearson had available. Very well equipped, Full suit of SAILS (5) in great condition, many accessories, significant upgrades, great operating condition, Engine rebuilt in 1990's, approx. 1500-2000 hours since. Transmission rebuilt 2008. Windlass added 2014. Added 120' more chain 2016. Upgraded alternator with smart regulator. New Refrigeration in approx. 2010. New dodger 2015, New Seacocks 2017, 7 Jack stands, CNG stove and oven. Maintenance records and full inventory available (if I can remember where I put them.) Boat in slip at East Islip Town Marina. Can keep her there through the end of the season. Price: \$31,005. .5 % discount for those over 83 YO (remains the same). Full specs
http://sailboatdata.com/viewrecord.asp?class_id=1720. Call Joel Becker – 631 234-4062
becker.joel.e@gmail.com

Race Results

Bay Shore 8/1/17

Lady in Red	T. Drossos
Full Circle	H. Manko
Merry Ann	B. Cook
Integrity	B. Figueroa
Aleboat II	E. Winberry
Redhead	D. Kelly
Jubilee	R. Russo
Fancy Nancy	L. Feldman
Leprechaun	D. Conner
Pelagic	F. Gagliardi
Jolly Mon	D. Ahearn
Noddy	J. Papa
Czech Mate	J. Dennerlein
Watercolor	C. Edwards
Indigo	D. O'Connell
Bonked Out	J. Mendolia
Papilon	N. Loretta
Seveia	J. Bopp
Rhodes 22	J. Phillips
Sequester	A. DeSimone

Babylon 8/3/17

No Spin	
Chanson	J. Dunnells
Rettsie	K. Padden
Dark Star	R. LaTorre
Naughty Dog	J. Reichel
Bionator	M. Goodman
Amblin	M. Milligi
Aleboat II	E. Winberry
Spin	
JT9D	P. Rendich

Bay Shore 8/8/17

Merry Ann	B. Cook
Full Circle	H. Manko
Aleboat II	E. Winberry
Integrity	B. Figueroa
Jubilee	R. Russo
Jolly Mon	D. Ahearn
DNF:	
Rhodes 22	J. Phillips
Pelagic	F. Gagliardi
Noddy	J. Papa
Fancy Nancy	L. Feldman
Grace	P. Connolly
Czech Mate	J. Dennerlein
Watercolor	C. Edwards
Bonked Out	J. Mendolia
Papilon	N. Loretta
Leprechaun	D. Conner
Redhead	D. Kelly

Babylon 8/10/17

No Spin	
Chanson	J. Dunnells
Dark Star	R. LaTorre
Rettsie	K. Padden
Aleboat II	E. Winberry
Further	J. Fifield
Spin	
JT9D	P. Rendich
Naughty Dog	J. Reichel

Foulke 8/12/17

JT9D	P. Rendich
Dark Star	R. LaTorre

Bay Shore 8/15/17

Merry Ann	B. Cook
Full Circle	H. Manko
Lady in Red	T. Drossos
Aleboat II	E. Winberry

Fancy Nancy	L. Feldman
Integrity	B. Figueroa
Jolly Mon	D. Ahearn
Pelagic	F. Gagliardi
Sabbatical	A. Drossoss
Bonked Out	J. Mendolia
Watercolor	C. Edwards
Indigo	D. O'Connell
DNS	
Papilon	N. Loretta

Babylon 8/17/17

No Spin	
Dark Star	R. LaTorre
Rettsie	K. Padden
Full Circle	H. Manko
Bionator	M. Goodman
Kickin Back	M. O'Connell
Aleboat II	E. Winberry
Further	J. Fifield
Spin	
JT9D	P. Rendich
Naughty Dog	J. Reichel

Bay Shore 8/22/17 Cancelled

Babylon 8/24/17

No Spin	
Dark Star	R. LaTorre
Chanson	J. Dunnells
Silver Bullet	J. Reichel
Kickin Back	M. O'Connell
Fanny	C. Drossoss
Amblin	M. Milligi

Race and RV Totals for '17

(through 8/28. Includes 1-Week Cruise):

Yacht / Member	Total
Full Circle / Manko	17
Aleboat II / Winberry	16
Watercolor / Edwards	13
Dark Star / LaTorre	11
Della.Calm / Bucher	11
Fancy Nancy / Feldman	11
Lady in Red / Drossos	11
Pelagic / Gagliardi	11
Becky / Becker	10
Cayenne / Pizer	10
Jolly Mon / Ahern	10
Laurie Jean / Messina	10
Miss Liberty II / Sherman	10
Bleu Moon / McCarthy	9
Captain's Lady / Carlberg	9
Indigo / O'Donnell	9
Papillon / Loretta	9
Czech Mate / Dennerlein	8
Galatea / Holwell	8
JT9D / Rendich	8
Noddy / Pappa	8
Pandemonium / Sebouhian	8
Rettsie / Padden	8
Silhouette / Gotard	8
Bonked Out / Mendolia	7
Chanson / Dunnells	7

Fun Sway / Troy	6
Grace / Connolly	6
Integrity / Figueroa	6
Merry Ann / Cook	6
Counterpoint / Becker	5
Rhodes 22 / Phillips	5
Alexa Grace / Perrson	4
Barbara"s Rose / Levitsky	4
Belle Free / Baxter	4
Bionator / Goodman	4
Kariana / Krug	4
On The Green / Trotta	4
Shoot'n the Breeze / Czack	4
Victoria III / Struck	4
Amblin / Milligi	3
Arcadia / Sheppard	3
Destiny / Frederick	3
Eagle / Liesegang	3
Kickin' Back / O'Connell	3
Margaret Gale / Van Tassel	3
Midnight Sun / Glinski	3
Naughty Dog / Reichel	3
Redhead / Kelley	3
Silent P / Pshedesky	3
Eagle's Wings / Mattera	2
Filibuster / Hyer	2
Floriana / Grottoli	2
Jubilee / Russo	2
Just Us / Kohl	2
Leprechaun / Connor	2
Naiad / Tesoro	2
Phoebe Rose / Tedesco	2
Ripple / Jeshiva	2
Shadow / Margeson	2
Silver Bullet / Reichel	2
Tanzanite / Greco	2
Windswept / McLaughlin	2
Windswept / McLoughlin	2
Bobby's Girl	1
Ceol na Mara / Morgan	1
Fannie / Drossos (C)	1
Free Spirit / DeSimone	1
Hooch / Kennedy	1
Incredible/ Larmor	1
Kilkee / O'Brian	1
Mirage II / Schneller	1
Naught Dog / Reichel	1
Sabbatical / Drossos (A)	1
Sea Reed / Read	1
Sequester / Desimone	1
Seveia / Bopp	1
Summerhome II	1
Talon / Grover	1
Tangled Up in Blue / Breuer	1
Tapatin / Hemingway	1
Whisper / Schneller	1
Wild Blue / Mulle	1
Wind Dancer / Pfister	1

Officers

Commodore	Dave Tedesco
Vice Commodore	Roger Daisley
Rear Commodore	Della Bucher
Treasurer	Charlie Margeson
Rec. Secretary	Jessica Rooney

Board of Governors

Sally Eilbeck	Bob Forman
Joyce Gotard	Rich LaBella
Laurie Messina	Ed Pshedesky
Bob Van Tassel	

Committees

Fleet Captain	Helen Pshedesky
GSBYRA	Marty O’Connell
Handicap	Jim Reichel
Historian	Harry Manko
Hospitality	Mara & Fred Liesegang
Mailbox	Belle Baxter
Mailing	Sandy and Chris Carlberg
Membership	Stephanie Pizer
Program	Rich Troy
Protest	Barry Pittman
Scoring	Aileen Eppig
Storekeeper	Belle Baxter
Trophy	Donna Schlossberg
Webmaster	Richard Mourino
Welcoming	DJ Greco
Yearbook	Peg Daisley

TO

Around Long Island Regatta

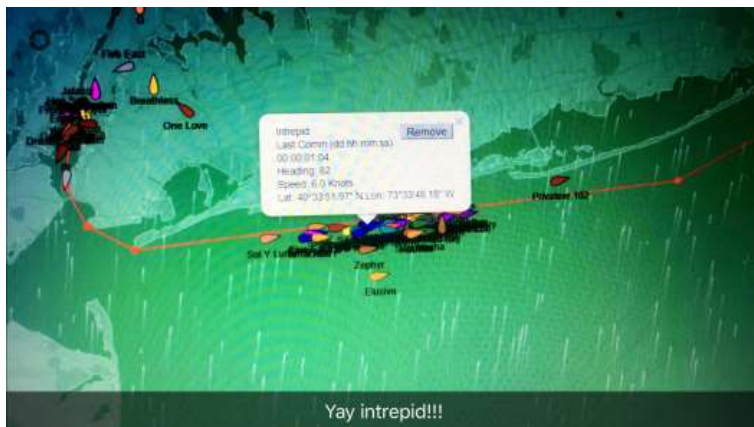
By Christopher Goodwin

This year's 41st annual Around Long Island Regatta began in New York Harbor for the first time in the history of the race, which made for a very scenic starting line just northeast of Ellis Island. Despite being the most inexperienced crew aboard the smallest boat to participate among the 67 other boats, we were confident and ready for whatever Mother Nature had in store for us.



Vanessa's view from the spectator boat at the starting line before the start.

We knew that the winds in July are notoriously light and variable, but we didn't realize how light and variable they could possibly get. The start was set for 14:05 on Thursday, July 27, and being that we were non-spinnaker and had a higher handicap, we were the first division to start. The wind was south at 8-10 knots and forecasted to shift southwest and build to 15-18 knots. We crossed the start a little late, but regained some ground as we tacked south towards the Verrazano Bridge. It was exhilarating to be sailing in the Upper Bay for the first time and doing it with dozens of other finely tuned sailboats, all racing to the ocean as fast as they could.



The race tracker was fun to watch. Here's a screenshot of a picture my sister sent to me. We were hanging in there when we had wind!

Once we rounded Rockaway to sail east, the wind had increased to a steady SSW at 15 knots, which provided us with a fun and fast broad reach all the way to Fire Island. We were hanging in with the fleet and had some good speed to make it to Montauk by 05:00 the next morning to catch the flood tide through The Race. Unfortunately, once we passed Fire Island at 22:00, the wind had started to drop and by midnight, it was completely gone. We were moving with just the waves while the sails- painfully whipping back and forth with the motion of the boat- were anxiously awaiting the slightest zephyr to ease their pain. The wretched noise of the sails flogging about would haunt us for the next 16 hours as we drifted from Moriches to Shinnecock. We were officially stuck in 'The Doldrums of Long Island.'



The boom preventer/foreguy was put to good use during the doldrums.

The 16-hour period spent drifting around the ocean and waiting for the wind was a testament to a team's patience and perseverance. It was during this time that over a quarter of the fleet retired and motored home, but that may have been due to other reasons. There was a looming threat of heavy NE winds forecasted on the radio for the following day, so we really studied all available forecasts to determine if we would be safe to continue or if we would need to motor eight hours back to Fire Island. We wanted to finish the race, so we took a gamble and continued drifting.



Drifting around watching the sky on fire.

After a beautiful sunset on Friday, Poseidon rewarded our patience with 10-15 knots of east wind, which forced us to tack a few times during the night to get around Montauk Point. We officially rounded Montauk around 05:00 on Saturday morning and continued on a beam reach towards Plum Gut, hoping that the grey skies wouldn't darken and burst with rain. Nearly three hours later, the winds had increased to 20-30 knots out of the northeast as we rounded Orient Point, but we were pushing against the current so we weren't making much headway. At one point, the water was flowing under the hull at 8.5 knots, but we were only doing 4 knots over the ground! Once we distanced ourselves from The Race and sailed more into The Sound, the currents reduced to only 1-1.5 knots against us, but we were already way behind the rest of the fleet- some of which had already finished as we rounded Montauk.



I was having a blast surfing down the waves and feeling very comfortable in my Clipper outer gear!

The current against the wind swell created some exciting waves that *Intrepid* had never experienced before, but handled marvelously. We were having a blast surfing down 4 to 5-foot swells on a broad reach for six hours until the tide switched and the sea state calmed down a bit- then it was smooth, fast sailing. We had made some great progress- even with the current against us- averaging just over 7 knots the whole way from Orient to the finish in Hemstead Harbor. After an unforgettable day of sailing, we officially finished the race at 18:17. The cloudy sky broke and rewarded us with another beautiful sunset as we left *Intrepid* on a free guest mooring at Sea Cliff Yacht Club.



Helicopter view of *Intrepid* sailing west to the finish line.

After over 52 hours of racing, we placed fourth in our division- narrowly missing third place by 14 minutes on corrected time. Out

of the 67 boats to start the race in NYC, only 49 crossed the finish line in Sea Cliff.



View from Sea Cliff Yacht Club.

Patience, perseverance, determination, luck, and a bit of naivety all played a role in our completion of our first Around Long Island Regatta. For the next race, we will use our newfound experience and focus more on navigational strategy to help us do better, but we are still proud to have accomplished what we set out to do: Race around Long Island.



Intrepid's proud crew before the start at Liberty Landing Marina.

Sailing Vessel *Intrepid*

1989 Tartan 28

Owner/Captain: Chris Goodwin

Crew: Eric Winberry, John Bopp, Andrew Netter, Vin Tieniber, Phil Wilkinson

TRUDY LOVES ROLLER COASTERS!

By Trudy Persson

Actually she doesn't. She isn't crazy about the speed and definitely doesn't like heights. So when we loaded *Alexa Grace*, our 25 foot Rosborough pocket trawler, onto the Big Chute Railway, she was less than thrilled. But more on that later.

Two years ago we cruised the Rideau waterway from Kingston, Ontario to Ottawa, with Canadian friends we had met previously on the Erie Canal. They told us that if we liked the Rideau, we would love the Trent Severn. So off we went, with the boat on the trailer, headed north again to Ontario.

The Trent Severn spans about 240 miles from Trenton, on the Bay of Quinte (off of Lake Ontario), to Port Severn, on the southern end of Georgian Bay. We didn't have time for the whole journey, so our plan was to trailer the boat to Peterborough, about a third of the way up the waterway. Our friend Joan lives there, so we planned to launch the boat, and stay at the Peterborough Marina for a few days. We could visit her and await the arrival of Dan and Liz, our friends from the Ottawa area.

Of course, in boating, plans often change rapidly; most often the changes are weather related. We arrived in Peterborough with three days of rain forecast. We also learned that the wet spring we had in New York, was just as wet in Ontario. The result was that the waterway was still closed from the southern end, well past Peterborough. In fact the ramp we planned to use in Peterborough was flooded, and the water so high that the city hadn't installed the floating dock. Many homes throughout Canada suffered from extreme flooding; not only on the Trent Severn, but the Rideau and the St. Lawrence River as well.

Dan and Liz arrived, and we hauled the boats about 20 miles further north, where the waterway was open, and there was a sort of ramp; mostly just big boulders dumped in the water. With a little difficulty we launched, stored the trucks and trailer, and were off on our cruise.

The Trent Severn, like the Rideau, consists of rivers and lakes, all connected by various locks. There are two lift locks; one in Peterborough, which at 60 feet is the highest in the world. Unfortunately we were not able to go through it as it was still closed. The second lift lock in Kirkfield raises or lowers the boats about 45 feet. The lift locks are basically two basins; one on top and the other on the bottom. Once the boats enter and the gates close, they put about a foot of water in the top basin. The added weight causes the top basin to lower, and bottom basin raises straight up, like an elevator. They open the gates and off you go. It feels pretty weird to sit so high up in the air, and look down to the water far below, and realize that's where we're headed. The Kirkfield lift lock is also the highest point on the Trent Severn; so once you exit the lock in either direction, you are going down river and the buoy colors change sides. It's kind of important to pay attention to that, as the whole waterway is very rocky. It ain't like running aground in the Great South Bay.



Kirkfield Lift Lock

The change in topography along the waterway is quite dramatic. The southern part is dotted with large farms; agriculture is definitely a huge part of the economy. The further north you go, the rockier it gets, as you enter the Canadian Shield. Now the shoreline changes from farmland to granite; no more farms.



Waiting to exit. Note how high the water line is on the Lock wall.

There are a few rather large lakes as well. Pigeon Lake is about 17 miles long and quite narrow. The days we crossed it, the wind was from the north; and it was ROUGH. Dan and Liz, who led us most of the way, slowed down. We found we needed to keep our boat on plane, with the bow up, for the most comfortable ride. So off we went, just plowing through the waves.

The largest lake on the route is Lake Simcoe; it is 19 miles long and about 16 wide; but it is not very deep. So when it is windy, it can get rockin' and rollin'. We heard from several sources to not consider crossing it unless it was calm. The day of our crossing was perfect and we made the crossing without incident.



Looking down from the Kirkfield Lift Lock

But the forecast called for a few days of rain so we headed into the Port of Orilla, on the north end of Lake Simcoe to wait it out. The docks were beautiful and they had a brand new dock building, with 12 showers for the boaters. It had just opened and we were one of the first visitors. The reason they had to replace the old building was that a street person had been wintering in it and had inadvertently burned it down. Orilla was a really pretty town, clean as a whistle, as most of the towns in Canada are. Walking down the street, I kept hearing bird calls at the intersections, but couldn't see the birds. I found out later that there are 2 different bird calls, to alert blind people when it is safe to cross the street and when it is not.

Finally the weather cleared and we were off again arriving at the Big Chute Railway lock. It is truly an engineering feat. First started in 1917, it was finally completed 6 years later; then upgraded as the years went by. The big chute is a railway type car that is 80 feet long and 26 feet wide; it can accommodate some pretty big boats. It crosses a 75 foot high hill with a road on the top; gates come down stopping the auto traffic when the lock is

operating. It goes up about 500 feet on one side, then down a couple thousand feet on the other. They drive the whole thing into the water, and as you enter the attendants direct you to a spot; you hang on for a couple of minutes and suddenly straps come up and lift your boat. Up the railway goes over the hill, while we sit in the boat admiring the view. Down the other side into the water, they lower the straps and off we go. I was curious as to why the boats stay level going up one side off the hill, and down the other. The secret is the tracks on the uphill side are recessed about 4 feet into the ground, keeping the carriage level; no matter which direction the car is going.

We were fortunate as we stayed overnight at the Big Chute, and there happened to be a crew replacing the cable as part of routine maintenance. We were able to watch the whole procedure, and the lift operator took us for a tour of the control house where huge drums slowly turn, spooling or un spooling the cable, and raising or lowering the rail car to the water. It is certainly worth googling the Big Chute, to see a video of its operation.

At some point there was talk of replacing the Big Chute with a traditional lock. But they realized that the land separating the two areas of water also kept any invasive species from migrating further north, so they decided to keep it as is.

Finally we reached Port Severn, the northern terminus of the waterway. We stopped in the town of Honey Harbor, looking for a transient slip for a couple of days. All along the waterway we had been surprised by the number of “cottages” dotting the shore; it seemed that there is no undeveloped land. The marina in Honey Harbor had 207 slips; and they all were used by cottage owners who kept their boats there as transport to and from the cottage. The manager moved his own boat to make room for us, so we were able to stay for a couple of days.

We have friends who live across the street from our place in Stuart, FL who live in Sudbury, Ont. It is an hour or two north of Honey Harbor. Toivo and Ellen’s son and daughter in law, who live in Peterborough, have a new baby so they were commuting back and forth quite often. Bingo! Toivo agreed to pick us up and transport us to our truck in Peterborough. So off we went, retrieved the rig, and brought it back to Honey Harbor. Now we could return to NY without having to reverse the entire trip by water.

Honey Harbor is at the southern end of Georgian Bay; another cruising ground in its own right. We went a few miles to Beauseleil Island which is a National Park of Parks Canada. We spent our last couple of days tied up to a small dock, hiking the island, and enjoying the perfect weather and picturesque surrounding. There was a camping area, with large, stainless steel cages for the campers to store their food, keeping it from the bears. Fortunately we didn’t run into any bears, but a 4 foot long snake did make an appearance one evening as we were having our happy hour.

Finally it was time to load *Alexa Grace* on the trailer and head for home, with many fond memories and more good times with Dan and Liz. They are good friends, easy to travel with, even if he did go the wrong way for a spell on Lake Simcoe. Maybe next year I can persuade them to come south and we can do a cruise on the Chesapeake, or Lake Champlain.



They still do it the old fashioned way.....by hand!



On the Big Chute Railway.



Not the sandiest of beaches!

SailAhead Wrap-Up

By Jessica Rooney

What a wonderful day we had! August 19th was SailAhead and SBCC's 2nd annual Great South Bay Exploration Day. 10 SBCC sailboats (complete with skippers and crew) and 1 SailAhead RHIB met at Snapper Inn to give back to our community and country by bringing 25 local Veterans and their families out for a fun day on the Bay. Our beautiful Bay and hospitable club didn't disappoint with 16 knots of wind, sunny skies and great moods. A two hour sail, followed by our signature raft-up, gave the Veterans an opportunity to relax and enjoy our amazing sport and Bay.



Kilian and Sean Duclay (The Founders and force behind SailAhead) and Mark Otto (VP of the United War Veterans Council) with the trusty and very mobile SailAhead RHIB

The SailAhead crew have said that our event is their favorite of the year because of the substantial wind (poor things try to sail on the north shore!), amazing food and hospitable sailors. Amongst the regular RV fare, passed from boat to boat, were Pam McCarthy's signature lemon bars, chicken salad tartlets (enjoyed by the Marines in the Pizer's dinghy!) and Dave O'Donnell's over-the-top spare ribs grilled from his catamaran!



Dever and Andrea Lerner welcomed Marine Veteran Mark Otto and SBCC Recording Secretary Jessica Rooney on their Rainbow Express Zaneville.

Adults and children alike cooled off in the River and a heartfelt connection was experienced by all. Many of the Veterans loved the idea of crewing for our Bay's many races or continuing to learn more about sailing. Hopefully, the friendships started on Saturday will continue between the Veterans and the captains!



Founders' skippers and on-duty photographers, Maps and Jennifer Duclay, posed off with children of a veteran from Port Republic.

Kilian Duclay, one of the founding members, wrote us a thank you note (see below) and said, "This event would not have been possible without each and every one of you. I think it is safe to say that every veteran and guest was able to walk away from this day with something, be it a new friend, a healed wound, or simply a good story, and that is wholly thanks to you all."



The Pizers with guest Marine Mark at the helm had a great day!

If you'd like to get yourself and your boat more involved, please contact Jessica Rooney or Dave Tedesco. Additionally, tee-shirts are available for sale, as well as "219" SailAhead flags to fly on your stays. All purchases are considered a tax-deductible charitable contribution.



Some SBCC volunteers were unable to attend the raft-up with their boats due to broken shells or prior commitments, so the RHIB brought them to the party after a beautiful sail.



The Duclay, SailAhead volunteer Jan, Commodore Tedesco and Charlie team it up for an official SBCC photo op!

SBCC Members go to America's Cup Races in Bermuda 2017

By Stephanie & Jay Pizer

On June 14th, we flew to Bermuda to see the America's Cup finals between Team Oracle USA and Team Emirates New Zealand, which were to begin on June 17. We had tickets for the Gosling's Dark 'N Stormy Island Bar in the America's Cup Village, so we had great seats near the finish line for every race.



The day we arrived, we went to the Hamilton Princess

Marina where the J Class boats were berthed. We went upstairs to the open-air restaurant, 1609, which directly overlooks the marina and watched the gorgeous 120' yachts coming in from practice races. Then we watched the crew on each yacht busy with their chores. What a way to spend an afternoon! When we could finally pull ourselves away, we went next door and picked up our scooters for the 2-week vacation.



The next day we received a text from Glenn Reed—he was also in Bermuda! He had come to crew on *Bolero*, a 72' 1949 Sparkman & Stephens design, from Bermuda to Rhode Island. He invited us to come onboard, so we headed over to the Royal Hamilton Yacht Club. At the reception desk, we asked about a possible burgee swap and were curtly told that they do not exchange burgees. They only honor reciprocity by way of an advance letter from a club Commodore.



There was an outdoor party in full swing, and we passed through it to find Glenn. He introduced us to the rest of the crew and gave us a tour of the exceptionally beautiful yacht. It has been restored to pristine condition, without even the smallest flaw in the varnish. We hung out in the cockpit (almost the size of *Cayenne*!) chatting and drinking beer. Then we went to Front Street in Hamilton to have dinner with Glenn and crewmember Jack, who hails from Mystic Connecticut. We ate at Rosa's for Thursday night all-you-can-eat ribs. The ribs were delicious and the company of the old salts was delightful! Not everyone had the ribs—the fish sandwich was the best had on this vacation.



On Friday, we scooted over to Fort St. Catherine near St. George's for the J Class Regatta, but there was zero wind and the races were cancelled. That was disappointing; we explored St. George instead.

Saturday—the America's Cup races begin! The atmosphere was electric as soon as you entered the America's Cup Village—everyone was so excited to be there and to see the races. We met so many people and everyone was super friendly. Most people we talked with had a sailboat back home, whether they were from Rhode Island, Brazil or Bermuda.





Right from the start of the first race *Oracle* fell behind the Kiwis—their boat was just slower. Bermuda is known to have light winds at this time of year and the Kiwis' boat was obviously set up for it. The Kiwis' foils were far more efficient in the light easterlies. Personally, having experienced this when racing, there was nothing the Americans could do to keep up with a faster boat. They wound up using poor tactics, trying in vain to gain some kind of an edge which never happened. In the first race *Oracle* went over the start line early and was penalized. Then they had one poor gybe that caused them to lose 400 meters. They made up some distance on wind shifts, but New Zealand's boat was just faster when things were equal. The second race proved no better for the US, losing the start again. Spithill decided to split off to the other side of the course in hopes of better wind, but the opposite situation occurred and *Oracle* lost by 1:28.

winning by 49 seconds. The second race proved no better for America, losing by 1:11. The Kiwis as challengers to the cup, start with a score of -1, so they wound up with a score of 3-0 after winning the first four races (the first team to win seven races gets the cup).

USA skipper Jimmy Spithill commented after the race, "We've been here before. This is not over. We've got 5 important days so we will go back tonight and make sure we use those days wisely. We have got to get faster, it's pretty obvious.... The good news is that we have five days to do that."

On the way home, we stopped at Jobson's Cove Beach—the afternoon was so darn hot. We cooled off in the ocean and were getting ready to leave when we saw a flash mob dance on the beach and a local man propose to an absolutely astonished woman (she said yes).

Monday we rode up to Fort St. Catherine for J boat races again. This time there was wind, but from the wrong direction. We were all set up with seats in the shade of a big tent they set up but due to the direction of the wind, the boats didn't go past the fort as expected. We could see them but not up close.



The next day we joined Charlie Margeson on a spectator boat, the *Elizabeth*, and spent a very hot day watching the J boat races from the upper deck. Those yachts are absolutely spectacular and it was amazing to watch the 30-member crews sailing those boats.

Afterwards, the *Elizabeth* headed over to where the Red Bull Youth America's Cup

races were taking place. While watching those races we noticed *Oracle* out practicing. Next thing we knew, it was foiling over the water right towards us! The boat came super close, super-fast then whizzed right past us—so exciting to see the crew up close grinding away as fast as they could and then gone in a flash! When we got back to land, the three of us went to 1609 for cocktails and watched the J boats returning.



We met some people aboard *Elizabeth* who were members of the Royal Hamilton Amateur Dinghy Club. They invited us to stop by. One day we called up to see if we could arrange a burgee exchange and were warmly invited to come do so. We met with Wendy Augustus, Club Administrator, who happily exchanged one of their burgees for an SBCC burgee. The club is beautiful and their marina is full of sailboats. They have about 40 burgees hanging from the dining room ceiling; hopefully ours is up there now. If we lived in Bermuda, we would want to join that club!



On Wednesday night, we had a wonderful seaside, sunset dinner with Jane & Charlie at Coconut's at The Reefs, the hotel where they were staying. That was so much fun—having a delicious dinner with great friends on an island far from home!

Saturday saw Team *Oracle* come back with a faster boat! Unfortunately, it seemed to be a less stable one with a crew unfamiliar with controlling it. The first race was exciting, but plagued by a series of mistakes made by *Oracle*, including overstanding the layline to a downwind gate, allowing Emirates to rush to the finish line over two minutes ahead. On the second race, it was the Kiwis who messed up repeatedly. They gained an early lead, but didn't cover *Oracle* and went to the opposite side of the course leaving the Americans to find stronger wind. The Kiwis later were forced to dip low making a windward gate and *Oracle* got well ahead winning their first race of the finals!

Sunday, however, proved disastrous for the Americans. They were once again plagued by stability issues in the first race, the boat sinking down in the prestart and at a leeward gate when it seemed that the crew lost control of *Oracle* and crashed both hulls into the water nearly stopping the boat. In the second race, Kiwi helmsman Peter Burling really shined, foiling the entire race and playing the wind shifts beautifully. This left the score at the end of the day at 6-1 with New Zealand only needing to win one more race for the cup. Would Jimmy Spithill be able to pull it off again and win six races in row?



On the ferry home from the Royal Naval Dockyard after the races, we ran into Dever and Andrea Larmor who were accompanied by their son-in-law Kevin and their friends John & Christine Delgaizo of Charleston (formerly of Islip). Their daughter Vivienne was back in the US due to an expired passport. Luckily she arrived in time to see some of the races. We knew Andrea and Dever were in Bermuda and had dinner plans together for that same night, but it was exciting to run into each other! We met up again a few hours later at The Swizzle Inn. That was a lot of fun and the food was delicious—they have great fish sandwiches, which a few of us had. They really do make the best Rum Swizzles.

Monday, June 26th brought a thrill with *Oracle* taking the lead at the start of the race for the first time in the series. It didn't take the Kiwis long to get to the first gybe and nose out in front, making this the fifth and unfortunately final day of racing. Team Emirates achieved victory in the first race. No need for a second. It is debatable why they were able to dominate over the Americans. Some think it is the pedal power they used to deliver the energy to run the boat; some think it is the design which was superior in light air and some think it is the sailing ability of Peter Burling. I think it was all three and I add the tenacity of the New Zealanders, who are from a country in which sailing is the national sport. It is not debatable, however, that they sailed a magnificent race and were well deserving of the win.





We stayed for the awards ceremony. Team *Oracle* and team founder Larry Ellison got on stage first. They were each given a medal and Jimmy Spithill made an eloquent speech. After they left the stage, the huge trophy was put on display and then Emirates Team New Zealand went on stage. They were given the America's Cup, sprayed champagne all over each other and filled the cup and then tried to drink from it. It was exciting to see, but we were so very disappointed it wasn't Team *Oracle*. They kept partying on stage and families started climbing up. We started the long, long walk to the exit, but then saw a little walkway between tents and decided to go look at whatever we could see.

We came upon a roped off walkway and incredibly, Team *Oracle* was walking right towards us! A few minutes later, Team Emirates walked by too. We got to high-five all the sailors of both teams (except Jimmy Spithill & Peter Burling who were doing their daily press conference) AND Stephanie shook hands with Larry Ellison as he walked by. This was all very exciting!



The races were very exciting even though Team *Oracle* lost so badly. It was still amazing to be there enjoying the beautiful island, the fun people and best of all the races (fascinating to see them up out of the water on their foils).



On our last night in Bermuda, June 27th, we went to Tom Moore's Tavern for an elegant formal dinner. Jay wore his blazer with his new red Bermuda shorts! There was a large group seated at the table next to us. It was the family of a man celebrating his 90th birthday and the man looked familiar. It was Ross Perot, the 1992 independent presidential candidate! We met him—he was very sweet and still has that heavy Texas accent.



We had a fantastic time there (with the exception of Stephanie crashing her moped)—the island is so beautiful, the people are so nice, the Dark 'n Stormies and Rum Swizzles so delicious—we are already talking about going back!