

From the Masthead

SOUTH BAY CRUISING CLUB

July 2018

FROM THE HELM

Roger Daisley

Fellow SBCC Members & Associates,

Other than getting *Blue Horizon* from the boat yard and out on the Bay to calibrate the new auto pilot, I haven't been out, and the two-week cruise is happening now—their targeted departure for the East End and Block Island is June 30th. Peg and I hope to join everyone on the two-week cruise by July 5th, and I am anxious to get out on the water.

It's also the half-way point of the year. Yikes! I know I am not the only boat still getting ready for the summer, and I expect all of those not yet ready are as eager as I am to get going. I plan on driving to Joe and D.J. Greco's Bellport rendezvous this Saturday, but it's just not the same as being on the boat. However, I did get one night on the boat recently with my grand-daughter Molly — tied up at the dock!

The races are starting to get more boats out and rendezvous attendance has been growing every week as well, with a few exceptions. I expect to be participating in both when I return from the cruise.

We have accomplished a lot so far. The ability to charge on credit cards will help when you're purchasing Ship's Store "swag" from Adrienne Tesoro at one of our various functions, and you can now place your order for hats and shirts and burgees and whatever online, and Adrienne will follow-up with your order. You can also use a credit card to pay for admission at one of our events. Our websites have been greatly improved, and we are getting new members who are really contributing, which is fantastic.

In fact, we are always looking for volunteers in every capacity—pitching in at one of the events, hosting a rendezvous, acting as committee boat for one of the races, working with the yearbook or website committee or helping with this newsletter. If you'd like to pitch in, but don't know who to call, send me an email and I'll introduce you to the right person!

UPCOMING EVENTS

- Every Tues at 7pm: Bay Shore Invitational Twilights
- Every Thurs at 7:30pm: Babylon Twilights
- Board Meeting: Mon July 30, West Islip Library
- Jul 7-8 RV: Coast Guard Cove, John & Kathy Trotta
- July 14, Sat—Babylon/Bay Shore Invitational Race
- Jul 14-15 RV: Great River, Michael & Robin Kohl
- Jul 21-22 RV: Oak Island, Della Bucher
- Jul 28-29 RV: Great River, Bob & Mary DeSimone
- August 4th—THE BLAST at Bellport Country Club



Photo by Eric Winberry

As for me, the most important goal right now is to get out on the water. I hope to see all of you and your boats soon.

Roger Daisley

SBCC Commodore

hrdaisley@gmail.com

FROM THE WELCOMING CHAIR

Michele Jaeger

Welcome Aboard!

Our club is surely blessed to have Reverend Walter Hillebrand and his wife Aissa as our newest members. They have two adorable 5-year-old twins, Emmanuel and Amalia. How nice to also welcome these two additional future sailors as well. The Hillebrands sail an Endeavour named *Whisper* out of Bay Shore. Walter is an experienced sailor with a Captains license from Italy. I am certain we can learn many things about this sport, from his specialized expertise.

I have also included some photos of other new members. I hope you will meet and greet them when you spot them at the club's races, rendezvous and other festivities.

Michele Jaeger

Welcoming Committee

mjaeger01@optonline.net



Walter and Aissa Hillebrand with twins Emmanuel and Amalia born in 2013

Photos by Stephanie Pizer



Eileen Collini with Joe Werkmeister and Christina Pietras.



Rick and Janet Simpson

Making new friends at
Commissioning Day at
the BYC



FROM THE FLEET CAPTAIN**Stephanie Pizer**

I can't believe it's July. It will be a busy (but hopefully relaxing) month for many of the SBCC cruisers. Several boats will be on the 2 week cruise that starts June 30. Have a great, safe cruise and we'll see you all when you come back. If you'd like to join them by car at any point, here is the schedule – call them before you head out to confirm their location.



Have a great, safe cruise and we'll see you all when you come back. If you'd like to join them by car at any point, here is the schedule – call them before you head out to confirm their location:

Saturday, June 30	Sail to Shinnecock Bay	Overnight Shinnecock Bay
Sunday, July 1	Sail to Lake Montauk	Overnight Lake Montauk
Monday, July 2	Sail to Coecles Harbor	Overnight Coecles Harbor
Tuesday, July 3		Overnight Coecles Harbor
Wednesday, July 4	Sail to Dering Harbor	Overnight Dering Harbor
Thursday, July 5		Overnight Dering Harbor
Friday, July 6	Sail to West Neck	Overnight West Neck
Saturday, July 7	Sail to West Hog Neck	Overnight West Hog Neck
Sunday, July 8	Sail to Sag Harbor	Overnight Sag Harbor
Monday, July 9		Overnight Sag Harbor
Tuesday, July 10	Sail to Block Island	Overnight Block Island
Wednesday, July 11		Overnight Block Island
Thursday, July 12	Another day on Block? Sail to Lake Montauk?	?
Friday, July 13	Sail to Shinnecock Bay	Overnight Shinnecock Bay
Saturday, July 14	Sail to Fire Island Inlet	

Other July happenings:

July 7-8: John & Kathy Trotta will be hosting an Italian rendezvous in Coast Guard Cove aboard *On the Green*. Cook up your best Italian dish and sail over to CGC! Il vento, le vele, il tramonto, il rendez-vous...riunitevi! (The wind, the sails, the sunset, the rendez-vous...join us!)

(continued next page)



FROM THE FLEET CAPTAIN - continued**Stephanie Pizer**

July 14: Official end of the two week cruise. Many of the people on the cruise will be out past that date, going beyond Block Island.

July 14-15: Michael & Robin Kohl will be hosting a rendezvous in Great River on *Just Us*. They will be moving to Florida at the end of the season – come on out and party with them before they go. Michael and Robin are always good for laughs with their tales and jokes.



July 21-22: Della Bucher on *della.calm* will be hosting “You Are My Sunshine” rendezvous at Oak Island Lead. Come on over and be her Sunshine! Let’s hope the sun is shining brightly. I’m sure she’ll have something delicious baked up – she always does!



Don’t go to Hemlock Cove that weekend –Saturday, July 21 is Hemstock. It will be jam-packed with powerboats rafted up and loaded with rowdy guys and girls. Many will be drunk and many will be smoking funny stuff.



July 28-29: Bob & Mary DeSimone, along with Elizabeth (14) & Michael (8), will be hosting a rendezvous in Great River on *Free Spirit*. Get your kids and teenagers on the boat for the weekend and come out and raft up!

So far this summer, the most boats at a rendezvous is 10 – hopefully we’ll see many more boats out there – let’s have rendezvous attendance in the 20s! See you out there!

Stephanie Pizer

Fleet Captain

Stephanie@imaxproductions.com**REGATTA NEWS - Babylon Twilight Spring Series**

Race Committee..... 10 At Last E. Anderson
 Date..... 6/7/2018
 Event..... SBCC Twilight Spring 3
 Course Name..... Babylon "2"
 Course Distance..... 3.980
 Spin Start Time..... 19:36
 No Spin Start Time..... 19:36
 Wind Direction and Speed..... SW 10 kts
 Comments.....

Date	SBCC Twilight Spring 3 (NO SPIN)	Class (S.N. or WGP etc.)	Sail #	Start	Finish	Course	Dist.	Yacht	Skipper	HCP	Elapsed	TOD	Place	Wind
6/7/2018	SBCC Twilight Spring 3	N	4271	19:36:00	20:28:11	abylon "	3.98	Chanson	J. Dunnells	200	0:52:11	0:38:55	1	SW 10 kts
6/7/2018	SBCC Twilight Spring 3	N	7700	19:36:00	20:27:01	abylon "	3.98	Dark Star	R. LaTorre	171	0:51:01	0:39:40	2	SW 10 kts
6/7/2018	SBCC Twilight Spring 3	N	10	19:36:00		Babylon "	3.98	At Last	E. Anderson				RC	SW 10 kts

FROM THE FLEET CHAPLAIN**Duncan Burns****Sportsmanship**

The racing rules define one part of what I consider good ethical behavior. They are a big part of it, but there's also a lot more involving the interpersonal side.

For example, the rules don't say you have to thank the race committee after you cross the finish line. But I think this shows good sportsmanship because you are acknowledging that these volunteers have made it possible for you to race.

When a port tacker crosses cleanly just ahead of a starboard tacker, sometimes I still hear the hail "Protest." Wouldn't it be nice if the skipper of the starboard boat said, "Hey, nice job." Acknowledging and even appreciating that the port tacker made a good move would be playing the game at a very high level of sportsmanship. That goes beyond the rules.

I also extend sportsmanship to how we treat our own teammates. Sometimes I hear sailors say things to others on their boat that make me cringe. I believe "anything that lessens the quality of the game is contrary to good sportsmanship" (Dave Perry). I have always admired Dave Perry for his work with youth sailors and for his sportsmanship on the water (he also sold me my Laser).

One of my favorite parts of sailing is coming into the dock after a race and talking to other sailors about the day's race. On Tuesday nights, we meet by the grill at Bill

Cook's boatyard and share a meal and a few stories. Everyone is invited to join us and there is always plenty of good cooking. Every week Ted and Gary share a few thoughts online for those who missed the comradery after the race. This week they wrote: "The intent of the program is to encourage sailors of all skill levels to do some stress free, casual racing while developing your sailing/racing skills, meeting new friends and having fun."

It is sailboat racing, ergo, there is competition. Finishing ahead of another boat is the purpose of racing; however, we are also out there to have fun. We are not out there to bury our competitors, to hurt anyone or to break things. There are big boats and there are small boats. Let's all be considerate of each other and not take ourselves too seriously."

My wife Barb and I have raced on four different boats so far this year. We are glad to have *Merry Ann* in the water and to be sailing with Bill and MaryAnn Cook again this summer. We enjoy each and every race that we sail. Let's do our best to race fast, but to be respectful to everyone on the race course. A special thanks to Ted and Gary for the format on Tuesday nights and to all those who help run our races and volunteer to make the South Bay Cruising Club so much fun.

Duncan Burns

Fleet Chaplain

dbu632@gmail.com**REGATTA NEWS—Babylon Twilight Summer Series**

Race Committee..... B. Forman Sail# 52066
 Date..... 6/21/2018
 Event..... Babylon Twilight Summer 1
 Course Name..... Bab 5 s to X
 Course Distance..... 3.80
 Spin Start Time..... 19:35
 No Spin Start Time..... 19:35
 Wind Direction and Speed..... SSE 5-9kts
 Comments.....

Date	Babylon Twilight Summer 1 (NO SPIN)	Class (S/N, or WOB etc.)	Sail #	Start	Finish	Course	Dist.	Yacht	Skipper	HCP	Elapsed	TOD	Place	Wind
6/21/2018	Babylon Twilight Summer 1	N	7700	19:35:00	20:40:14	Bab 5 s to X	3.8	Dark Star*	R. LaTorre	171	1:05:14	0:54:24	1	SSE 5-9kts
6/21/2018	Babylon Twilight Summer 1	N	4271	19:35:00	20:47:44	Bab 5 s to X	3.8	Chanson*	J. Dunnells	200	1:12:44	1:00:04	2	SSE 5-9kts
6/21/2018	Babylon Twilight Summer 1	N	42371	19:35:00	20:48:39	Bab 5 s to X	3.8	Naughty Dog*	J. Reichel	213	1:13:39	1:00:09	3	SSE 5-9kts
6/21/2018	Babylon Twilight Summer 1	N	395	19:35:00	20:49:20	Bab 5 s to X	3.8	Bionator*	M. Goodman	191	1:14:20	1:02:14	4	SSE 5-9kts
6/21/2018	Babylon Twilight Summer 1	N	1227	19:35:00	20:49:38	Bab 5 s to X	3.8	Kickin' Back*	M. O'Connell	173	1:14:38	1:03:40	5	SSE 5-9kts
6/21/2018	Babylon Twilight Summer 1	N	30	19:35:00	20:58:09	Bab 5 s to X	3.8	Further*	J. Fifield	179	1:23:09	1:11:48	6	SSE 5-9kts
6/21/2018	Babylon Twilight Summer 1	N	52066	19:35:00	RC	Bab 5 s to X	3.8	Jacqueline IV	R. Forman	99				SSE 5-9kts

6/21/2018

Comments

02:15:50

FROM THE HANDICAP & MEASUREMENT CHAIR**Jim Reichel****All Sailors must know how to react quickly to a crew overboard situation!**

The hallmark of the Quick-Stop Rescue method is the immediate reduction of boat speed by turning in a direction to windward and thereafter maneuvering at modest speed, remaining near the PIW (Person in Water). This rescue requires these steps:

- 1) As soon as a crew member falls overboard, throw buoyant objects, such as cushions, life jackets or life rings, to the PIW and shout, "Crew overboard!" These objects may not only come to the aid of the PIW, but will "litter the water" where he or she went overboard and help the spotter to keep him or her in view. It has been determined that the deployment of the standard overboard pole rig requires too much time. The pole rig is saved to "put on top" of the person in case the initial maneuver is unsuccessful.
- 2) Designate someone to spot and point at the PIW. The spotter should NEVER take his or her eyes off the PIW.
- 3) Bring the boat into the wind, trimming the mainsail and jib to close-hauled.

4) Continue to turn through the wind, without releasing the headsail, until the wind is almost astern. Do not ease the sails.

5) Hold this course until the PIW is aft of the beam, and drop or furl the headsail if possible. If the headsail is lowered, its sheets should not be slacked.

6) Jibe the boat.

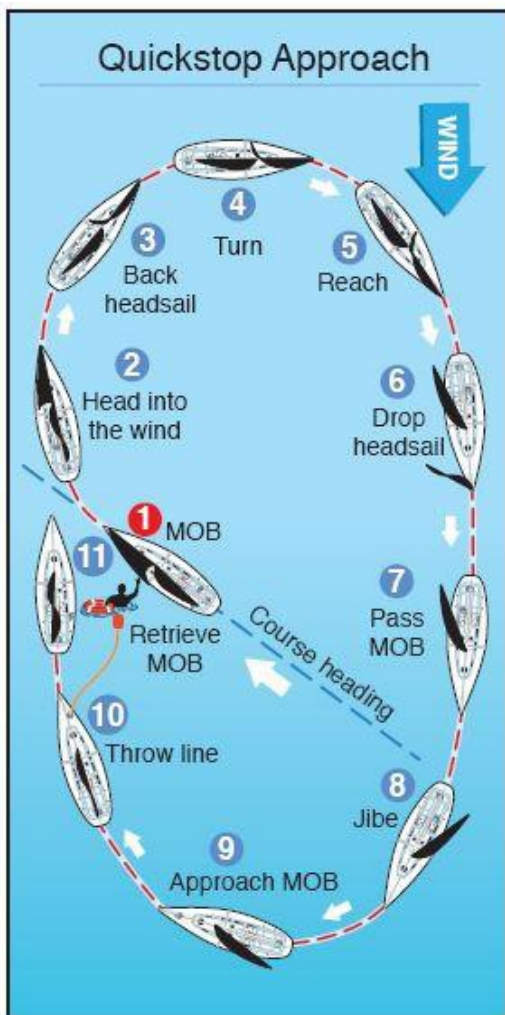
7) Steer toward the PIW as if you were going to pick up a mooring.

8) Stop the boat alongside the PIW by easing or backing sails.

9) Establish contact with the PIW with a heaving line or other device. A "throwing sock" containing 75 feet of light floating line and a kapok bag can be thrown into the wind because the line is kept inside the bag and trails out as it sails to the PIW. Attach the PIW to the boat.

10) Bring the PIW on board.

Note: This method should be executed under sail alone unless there is insufficient wind to maneuver the boat.



Quickstop -Man overboard! Throw flotation. Post spotter. Bring boat head-to-wind and beyond. Allow headsail to back and further slow the boat. Keep turning with headsail backed until wind is abaft the beam. Head on beam to broad-reach course for two or three lengths, then go to nearly dead downwind. Drop the headsail while keeping the mainsail centered (or nearly so). The jib sheets are not slacked, even during the dousing maneuver, to keep them inside the lifelines. Hold the downward course until victim is abaft the beam. Jibe. Approach the victim on a course of approximately 45 to 60 degrees off the wind. Establish contact with the victim with heaving line or other device. Effect victim recovery from the windward side.

Quickstop Under Spinnaker The same procedure is used to accommodate a spinnaker. Follow the preceding instructions. As the boat comes head-to-wind and the pole is eased to the head stay, the spinnaker halyard is lowered and the sail is gathered on the fore deck. The turn is continued through the tack and the approach phase commences. Man overboard! Throw flotation. Post spotter. Steer to a beam reach immediately. Tack after about five boat lengths. Here's where the roller-furling jib can be furled. Continue to bear away after tacking until the boat has turned past the direction of the victim and aim toward a spot about three boat lengths directly downwind of the victim. Before the boat reaches this spot, it will come to an area where the victim is in a close reach direction from the boat. The eye of the wind and the victim will be about 60 degrees apart. Head up immediately to the windward side of the victim and release sheets in time for the boat to come to a stop next to the victim. Make sure the boat comes to a stop by easing the tiller to leeward (toward the victim). As the boat slows it will try to bear away on its own. When it comes to a stop, you can have the tiller 45 degrees to leeward and the boat won't head up due to loss of steerage. At this point, the boat is stabilized and you can get the victim aboard without the boat trying to sail away.

Jim Reichel, Handicap & Measurement, sailorchce@aol.com

SHIP'S STORE

Adrienne Tesoro

JULY IS SAILING NOW!

Did you know the 10 best sailing venues in the world include right HERE? Think about it.

Where else in New England can you sail for a few hours and end up at a dock or anchored, just a short walk from the best longest stretches of sparkling white sand beaches free of piles of smelly seaweed or blocked by cliffs?

Sure, the Grenadines, and Zanzibar are pretty cool, but expensive, require passports, and will take a really long time to sail to in our boats.

Create your own sailing adventure right here, wear your SBCC gear proudly and make the best of the best month all year: JULY.

Speaking of best of the best, take your cameras and camera software on your phones into action this JULY. How many images can you send to me with official SBCC gear in action? Spot your neighboring sailor with a green SBCC bucket hat on, snap a picture! Catch the skipper in a nautical red SBCC t-shirt, catch that image! Rendezvous with SBCC cozies on the drinks? You've got the idea, now show us who wears/uses SBCC gear and include where, when, and who, please. Credits go to most, cleverest, silly-est, regatta-iest, practical-iest. Please email images to storekeeper@SBCC.org. Results will be displayed in September.

PLEASE NOTE: We do not take payment on the website for store merchandise. The website is ideal for placing an order to reserve items.

Once I get your order email through the website, I will contact you to make arrangements.

By the way, 50% of the new sweatshirts have been sold already, so get it now!

Adrienne Tesoro 🌟 Storekeeper

storekeeper@SBCC.org (preferred) 🌟 631-587-0300



ONE-WEEK CRUISE AROUND THE BAY

Todd & Pam McCarthy

The following is a proposed itinerary. We will definitely start the One-Week Cruise Around the Bay in Bellport, the day after The Blast. As always, however, plans are flexible and can be discussed by all. Watch Hill may be too pricey @ \$2.50 /ft, may switch to Davis Park @ \$1.00 /ft instead, add another destination. Davis Park was nice last year and all enjoyed it, docks were quiet, store and snack bar nearby, restaurant, bar, beach, what's not to like?

Anyone interested in joining us for all or part of the One-Week Cruise can RSVP us so we get an idea how many boats are participating. Last minute arrivals welcome also !

Todd & Pam McCarthy, Cruise Captains

Email: tmc1955@verizon.net

Text: 631-905-6715

Todd Cell: 631-905-6715—Pam Cell: 631-905-6716

2018 SBCC One-Week Around the Bay Cruise Theme: "POKER RUN"

Poker Run Outline

One playing card given to each boat on cruise @ 4:00PM Sun, Mon, Tues, Wed, Thurs
Friday RV with *Bleu Moon*. Best hand wins prize!

Bleu Moon will be joining the cruise Sunday due to Blast Party involvement

Radio Chat daily 9AM Channel 72 for Cruise Information Updates

Proposed Cruise Itinerary

Date	DAY	Where	ACTIVITIES
4-Aug	Sat	Bellport	Blast Party Bellport Country Club
5-Aug	Sun	Bellport	4:00 PM RV at Bellport Park, bring something to share
6-Aug	Mon	Watch Hill	Beach Scavenger Hunt Contest, 4:00 PM RV with Music
7-Aug	Tues	Watch Hill	10:00 1 hr Beach Clean-up Contest, Dinner At Watch Hill Restaurant
8-Aug	Wed	Davis Park	Beach Frisbee 1PM, Potluck Dinner and Nautical Trivia
9-Aug	Thurs	Davis Park	Crazy T-Shirt Contest RV and Music 4PM
10-Aug	Fri	Connetquot River	Davis Park Red"2" to Connetquot River Red Marker

Winning Card Hand RV on *Bleu Moon* and
Race Award to winner of Bay Race



Photo by Todd McCarthy

PHOTOS FROM THE TWILIGHT RACES

Photos by Harry Manko



Photos by Eric Winberry



SCUTTLEBUTT

D. J. Greco

- ✿ The buoy is back, the buoy is back!! All the current readings out on the Great South Bay are available on the web-site. Go to: <http://po.msrb.sunysb.edu/GSB/B1RT.html>
- ✿ Pam and Todd McCarthy have left the bay and are on another excellent adventure on *Bleu Moon*. Believe it or not one of their first stops was Essex, Connecticut, and when they arrived the ground was covered with snow and all the buildings had Christmas decorations. Honest! You can ask them when they return.
- ✿ Attendance at the races and the Rendezvous has increased with more boats getting in the water now. Let's keep it up. Summer is here folks!!!
- ✿ Fred and Betty Golder hosted a Hospitality BBQ to plan the next few SBCC events. A GR8 time was had by all. Anyone interested in joining this fun committee, contact Mara Liesegang. The more the merrier!
- ✿ Thanks to Rich and Adrienne Tesoro and Nadia (their dog) for hosting an impromptu rendezvous on their boat *NAIAD* when the host boat was delayed. I think Nadia had a GR8 time!! Woof!
- ✿ Jayne & Harry Manko received some GR8 news this month. Two daughters-in-law are expecting in December. That's one way to get new members in the Club!
- ✿ A certain young lady in our Club celebrated her 70th birthday this month with a birthday bash. She cruises on a very large Hunter. Any guesses?
- ✿ Newsday reports that Robert Moses Marina now allows overnights. \$75 per night Thursday through Sunday, \$35 per night Monday through Wednesday. The marina can handle up to a 42-foot boat with 40 new slips. For more info, call 631-669-0449 and see the news report elsewhere in this newsletter.

FROM THE CHANTYMAN

Todd McCarthy

We had a great turnout on June 9th for the STAR foundation's wildlife benefit event. The Salty Dogs rocked the place with so many great songs. Several SBCC members came out to Manorville to support the event—Doug and Lisa Voos, Eileen Collini and her friend Denise and Michele Jaeger all showed up. There were a lot of raffles and Doug and Lisa went home with a beautiful coffee basket filled with so many goodies. Pam just had to kiss Olive the Pig, as it was part of one of the raffles. Olive is

normally very sweet but that day was a little cranky due to the heat, so she will try again next year. Thanks again to the SBCC members that came out to see us and support the wildlife group. We all had a great time with good food, awesome music and our SBCC buddies!!

Todd McCarthy, Chantyman

tmc1955@verizon.net



MORE FROM THE MASTHEAD—News about Moriches Inlet & Bay

Moriches Inlet gets \$12M for dredging

Army Corps to remove sand buildup from 4 nor'easters



BY ROBERT BRODSKY
robert.brodsky@newsday.com

The Army Corps of Engineers will receive \$12 million in federal funding for emergency dredging of Moriches Inlet to remove heavy sand buildup from four nor'easters that created hazardous boating conditions, House and Senate lawmakers announced Monday.

Senate Minority Leader Chuck Schumer (D-N.Y.) and Rep. Lee Zeldin (R-Shirley) said funding for the project was included in the Army Corps' fiscal 2018 work plan.

In a statement, Schumer said the funds are desperately needed for boating safety and to help the local maritime-based economy.

"With these critical federal dollars, the ship has come in for Moriches Inlet," Schumer said. "Locals will soon see a dredge ship get to work on emergency work that couldn't come soon enough."

In March, Zeldin joined with area boaters and fishermen to seek an emergency declaration to expedite dredging of the inlet, which feeds Moriches Bay and sits between Smith Point County Park and Cupogue Beach County Park in Brookhaven and Southampton towns. The emergency declaration was approved in April, allowing the Army Corps to coordinate funding and permits.

Zeldin in a statement called the funding approval "great news for our coastal economy, commercial and recreational fishermen and all whose livelihoods rely on the vitality of our communities' waterways."

Four powerful storms last winter created a buildup of 300,000 cubic yards of sand clogging the inlet, which provides access to the Atlantic Ocean and is an economic driver for marine-related businesses in the region.

The Army Corps issued a solicitation last month for a dredg-

ing vessel to perform the work. A contract is expected to be awarded June 28.

Moriches Inlet last had an emergency dredging after superstorm Sandy in 2012.

Sand removed from the inlet will be placed at Smith Point County Park in Shirley to address beach erosion, Zeldin said.

The Coast Guard has advised against boat travel through the inlet since mid-March because of significant shoaling, with mariners encouraged to seek alternate navigable routes.

While \$12 million is enough to complete the emergency work, a more complete dredging of the inlet will cost an additional \$6 million, Schumer spokesman Angelo Roefaro said.

Zeldin has also called for emergency dredging of Moriches Bay and the Long Island Intracoastal Waterway. Those requests remain under review, officials said.

Emergency dredging of the Moriches Inlet is desperately needed for boating safety and to help the maritime economy, the lawmakers said.

MARK HARRINGTON

MORE FROM THE MASTHEAD—Lessons Learned

Ed Anderson

From the category of “Lessons Learned”

On May 12, Beth and I hosted the first rendezvous of the season at Davis Park. As we were pulling into our slip, I felt something odd with my steering. Sure enough, the steering cables had come off the pulleys. I was able to make it back to Babylon using the emergency tiller.

Upon further inspection, I found out that the idler plate was nearly completely rusted. For those of you that do not know, the idler plate is immediately below the pedestal and houses two shives that direct the steering cables back to the radial drive wheel which is the equivalent to a quadrant on most boats. This radial drive wheel is what is in my boat, a Sabre 36.

I contacted Edson Marine and spoke to a gentleman named Will Keane. Will could not have been more helpful and even gave me his personal cell number and told me to contact him day or night with questions. So, I wrote down the step-by-step instructions and watched some videos provided by Edson Marine (starring Will Keane).

With the help of my good friends and fellow SBCC members, Brian Reed and Greg Schneller I was able to complete this repair and have *At Last* back in action to race in the rain last Thursday!

I would be remiss if I did not mention that my wife Beth was also down in the bilge and the lazarette getting her hands dirty to assist in this process. I can not help but wonder, how many wives would be willing to help out with something like this? Many thanks to Brian, Greg and to Beth!!

This was a very good learning experience for me so I thought I would share some lessons learned:

>Always know where your emergency tiller is and how it works. Waiting until you need it is too late!

>Go to the edsonmarine.com website. There are many informative videos covering a multitude of subjects for steering and engine controls.

>Do annual inspections and maintenance of your entire steering system. The Edson Marine website has all of this information as well. If you do not see a video, call them. They are very helpful.

Well, now that I have bored everyone to death, I would like to wish everyone a happy and safe sailing season!

Fair Winds,
Eddie Anderson
Regatta Captain

eander1958@gmail.com

MORE FROM THE MASTHEAD: Robert Moses State Park Marina

For Immediate Release: 6/13/18
Contact: George Gorman
george.gorman@parks.ny.gov | (631) 321-3403

OVERNIGHT BERTHING AT ROBERT MOSES STATE PARK MARINA

The New York State Office of Parks, Recreation and Historic Preservation is pleased to announce the beginning of Overnight Berthing at the Robert Moses State Park Marina starting on Saturday May 26, 2018 through the Columbus Day weekend.

Interested boaters can call the park office for reservations at 631.669.0449. Boat slips are also available on a first come, first serve basis and will be assigned by the Dock master.

Check-in is from 12:00pm-8:30pm and check-out is at 11:00am. In event that the marina is full contact the Dock master to place your name on the waiting list. Forty slips

in the East Marina with electric are available at the daily rate of \$75.00 Thursday through Sunday and \$35.00 Monday through Wednesday. There is a limit of seven (7) consecutive nights with a 48 hour-mandatory break between continuous stays between Memorial Day Weekend and Labor Day.

Slips can accommodate vessels up to 42 feet. The power source is 50 amps (50/125). Boaters must supply their own adapters and extension cords. No overnight visitor parking will be permitted.

Robert Moses State Park is located at the south end of the Robert Moses Causeway and can be reached by the Ocean Parkway. For additional information and a complete list of the marina regulations, please call (631) 321-3510, weekdays from 9:00AM-5:00PM, or Robert Moses State Park at (631) 669-0449. Connect with the [Long Island Region Recreation Department on Facebook](#).

MORE FROM THE MASTHEAD: Fire Island Inlet Bridge

Changes at the Fire Island Inlet Bridge

I had received information that the contractor at the Fire Island Inlet Bridge had installed a cable below the entire length of the Bridge, and was in violation of the CG permit which required that a 65' clearance be maintained, and so contacted the Coast Guard and the NYSDOT for more information.

In an email reply, the NYSDOT confirmed that the cables sit 1'6" below the bottom of the steel, giving a 63'-4" clearance in the channel at mean high water. The Bridge Management Specialist, Judy Leung-Yee, wrote that "Unfortunately, there is no slack to pull these cables up any tighter at the present time. Please inform your members and I will revise the Local Notice to Mariners to reflect the changes."

The contractor has designated a passage under the Bridge with a green center light on a vertical pole and North and South red lights on vertical poles to delineate the edges of the passage. I noted some cables near the red lights would restrict passage near these lights.

The Local Notice to Mariners advises that the scaffolding on the south side of the Bridge extends 6' 9" below the Bridge providing a clearance of 58' 3" at high tide.

Due to possible equipment and loose cables, etc. I still recommend not going under scaffold.

Bob Van Tassel

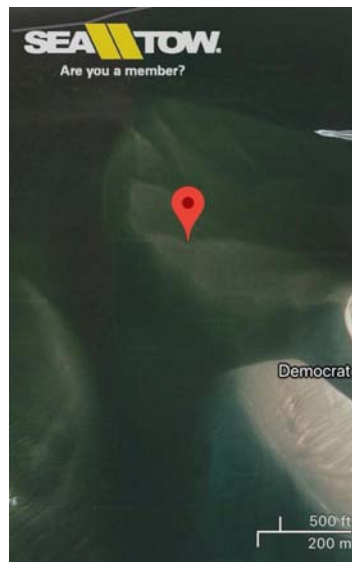
SBCC Board of Governors
sailwindquest@hotmail.com

MORE FROM THE MASTHEAD: Shoaling at Fire Island Inlet

I've received several alerts about Fire Island Inlet shoaling, which is an on-going problem. Going online to find the latest alerts, I didn't find anything that immediately popped up. However, Dennis Krug recommended checking the Sea Tow Great South Bay Facebook page for the most recent updates: <https://www.facebook.com/SeaTowGreatSouthBay/>

When I checked on June 23, they had posted on June 16th this warning:

IMPORTANT: Bouy #4 in Fire Island Inlet is off station. It is too far east and on a sand bar, so don't get too close to it. The second picture here shows its current approximate position.



Other reports I found online were from April 2018 on The Waterway Guide at <https://www.waterwayguide.com/nav-alert/4-8028/ny-fire-island-inlet-shoaling>

There's some good drone footage by Stephen Barrett on You Tube at this link: <https://www.youtube.com/watch?v=zqxqauqusWE>

The U.S. Coast Guard issues a weekly Local Notice to Mariners—our locale is covered in First District news. In the Week 15, 2018 report (April) they issued this warning: Mariners be advised, dangerous shoaling conditions exist in the Fire Island Inlet and vicinity. Shoaling challenges with water depths of less than six feet have been identified in the vicinity of buoys 3, 4, 5, and 6 as well as between buoys 6 and 8. Mariners should exercise extreme caution when navigating the channel. This report can be found online at: <https://www.navcen.uscg.gov/pdf/lnms/lnm01152018.pdf>

If you have other recommendations for staying abreast of the news about the Inlet, pass them along!

Peg Daisley

Masthead Editor
mdaisley@msn.com

MORE FROM THE MASTHEAD: Proposed Legislation Affects Boaters

FOR IMMEDIATE RELEASE

Press Contact: D. Scott Croft, 703-461-2864, SCroft@BoatUS.com

BOATUS MEDIA ALERT: NEW YORK'S RECREATIONAL BOATERS NEED TO ACT NOW Proposed legislation to have 'adverse impact' on boating

WHAT: The New York Senate and Assembly are considering legislation, SB 9092 and AB 9806a, that would require all boat operators in the Empire State to complete a boating safety course within one year. Currently only those born after May 1996 must meet this requirement. While Boat Owners Association of The United States ([BoatUS](http://BoatUS.com)) firmly supports boater education, these bills will have an adverse impact on boating in New York.

WHY: With our experience as a leading advocate of boating safety for more than 50 years, BoatUS recognizes the bills' proposed expansion to require education for all New York boaters within such a short time period would be nearly impossible to meet. With a limited number of approved instructors, expansion of classes to meet demand will be a challenge. And for those taking paid courses, the costs will undoubtedly increase. As the state's only authorized provider of a [free New York online boating safety course](#), it is our assessment that SB 9092 and AB 9806a are a step backward in making boating safety education more accessible for all New York boaters, anglers and sailors.

HOW: Please contact your state representatives now to ask them to oppose these bills and urge them to work with BoatUS and others in the recreational boating safety community to develop smart improvements to the state's boating safety laws. [NOTE: As we went to press, a notice on the BoatUS web site said: The New York Assembly has recessed for the year without adopting the proposed changes. BoatUS remains committed to working on policies that improve boating safety in New York and across the nation. For more information please contact BoatUS Government Affairs at GovtAffairs@BoatUS.com.]

WHO: BoatUS is the nation's largest advocacy, services and safety organization with more than 33,000 dues-paying members in New York and more than a half million nationwide. BoatUS is the boat owners' voice on Capitol Hill, helps ensure a roadside trailer breakdown doesn't end a boating or fishing trip before it begins, and when boats break down on the water, TowBoatUS brings them safely back to the launch ramp or dock, 24/7. The BoatUS Marine Insurance Program gives boat owners affordable, specialized coverage and superior service they need. BoatUS also helps keep boaters safe and our waters clean with assistance from the member-funded 501(c)(3) nonprofit BoatUS Foundation for Boating Safety and Clean Water.

IN MEMORIAM

Tom O'Connell—Member Since 1979

Longtime SBCC member Tom O'Connell passed away Friday, June 9, after a brief battle with cancer. He was at home, in peace, with family and friends by his side. Tom, along with his wife Sue and 3 children, had been very active in racing and bay cruising until the family moved to Richmond, Virginia in the mid '90s. Tom had served in several capacities on the SBCC board and continued his SBCC membership since he moved. ~ Submitted by Marty O'Connell

MORE FROM THE MASTHEAD: More news about our sailing areas

POINT LOOKOUT

BY JOHN ASBURY
john.asbury@newsday.com

Boaters traveling in the canals north of Point Lookout should be able to navigate the bay of Sea Dog Creek this summer without running aground in shallow water, officials said.

Town workers just completed a dredging project of Sea Dog Creek by shoveling out 8,000 cubic yards — about 15,000 tons — of sand from underwater.

The two-week project was completed under a permit from the state Department of Environmental Conservation to unclog access to the Great South Bay. The dredged sand and materials will be used to restore marshland and erosion, town officials said.

"The sandbars have lost depth in that area and made it difficult to navigate and dangerous for boaters," Hempstead Supervisor Laura Gillen said. "This improves the natural habitat and makes the water safer. Dredging it creates more volume for the water itself."

Sea Dog Creek became clogged by floodwaters after superstorm Sandy created a shoal of sand just north of the Loop Parkway drawbridge between the eastern end of Sea Dog Creek and Long Creek.

"The shoal was the result of Sandy's waves coming in and moving the sandbar from south of the Loop Bridge north and ending up in the channel," said Hempstead Conservation and Waterways Commissioner Thomas Doheny.

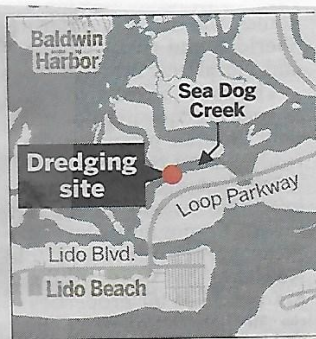
Town officials asked the DEC to expedite their dredging permit after a boat ran aground in Sea Dog Creek last year, injuring passengers on board, Doheny said.

The town needed a state waiver to conduct dredging in the state intracoastal waterway between May and September because that is the spawning season for flounder.

The pumped sand should restore sand to marshlands to better absorb water and reduce flooding during storms.

"The bay can't hold the same amount of water and had a bad effect on our marshes to act like Jell-O in a bowl," Doheny said. "There's a lot of erosion going on and it causes sediment coming into the inlets."

The town was also granted a 10-year permit to maintain the area. An additional dredging project is planned in September or October to remove the remain-



ing 7,000 feet of shoal blocking the channel, Doheny said.

Town officials said nearly every channel is clogged by some sand and may need additional dredging to keep waterways clear.

"When you have an impediment like that at low tide, it

can be dangerous," Doheny said. "You can't have people running aground where there should be water."

Work was done with the town's floating dredge and workforce to suck sand and water to drill down about 12 feet. The dredging should restore the channel's depth to about eight feet, to make it more consistent with the bays and Reynolds Channel.

"The fact we can do all this work in house is a good thing for residents because the cost is so minimal," Hempstead Councilwoman Erin King Sweeney said.

Reopening of marina offers welcome respite

BY CRAIG SCHNEIDER
craig.schneider@newsday.com

You can all but hear the heartbeat returning to Watch Hill marina on Fire Island, which has reopened for the summer after nearly two years of repairs due to superstorm Sandy.

Sunday morning, pleasure boats slipped across the water with hardly a sound. Kids with crayon-colored shovels dug for treasure in the sand, and nature-loving backpackers pitched camp beside the tall marshes.

Though much has been rebuilt here, Watch Hill continues to offer people what it always has.

"No horns, no trains and no traffic," said Bob Burston, 48, of Patchogue, relaxing on his boat, named Serenity Now.

This was his family's first visit here in two years, and he was en-

BELLPORT \$2.3M FEMA grant to help rebuild docks

The Federal Emergency Management Agency has awarded a grant worth more than \$2 million to the Village of Bellport to repair its docks.

Bulkheads at the village marina were heavily damaged by superstorm Sandy on Oct. 29, 2012, and need to be replaced, officials have said. The storm also damaged a village parking lot at the facility.

Rep. Lee Zeldin (R-Shirley) said the \$2.3 million FEMA grant will help village officials begin making plans to repair the marina.

"Long Islanders were hit hard by superstorm Sandy, and

so many of our communities are still rebuilding years later," Zeldin said in a statement. "The federal funding provided to this important project will assist the residents of Bellport in rebuilding their local marina stronger and more secure than ever before."

Mayor Ray Fell, in a statement released by Zeldin's office, said he was "thrilled" by the grant, adding the marina is critical to the village's tourism industry.

"The Bellport Village marina is a revenue source that is vital to our yearly budget, and the village has always been a boating community going back to the whaling days," Fell said.

— CARL MACGOWAN

Still, people said they missed the place.

Robert Groos, 84, of Moriches, said he didn't want to go over to Davis Park, which he said was "all rock and roll."

He sat on his 30-foot boat, sipping a beer as he planned to read a book and watch tapes of the old TV comedy "Barney Miller."

"Here it's always quiet, no matter which way the wind blows," he said.

When people do give Watch Hill another look, they will see what some \$7 million in repairs can do. When Sandy hit in 2012,

it struck hard at Fire Island National Seashore. Two dormant winters also took a toll. Workers found evidence of raccoons in ceilings and water damage from burst pipes.

Today, all the bulkheads have been replaced along with the electrical and lighting systems. Days ago, a barge came in and replaced numerous damaged and missing pilings, Biviano said.

Biviano is also promising live music, the addition of a restaurant menu, more nature programs, and attractions for kids.

For the Ahl family of Amityville, the reopening offered the opportunity to pass on family traditions. Christopher Ahl, taking the ferry from Patchogue, described how his parents brought him to the marina as a child.

Ahl, 33, was heading there Sunday to join his parents. This time, though, he was bringing along his wife, Christine, and their 1-year-old son, Brennan — both visiting for the first time.

"It's an excuse to get away," said Christine Ahl, 31. "To turn off everything."

joying the "quiet, secluded" atmosphere of a place you can't get to by car. You have to take a boat or the ferry. "This is our vacation, one day a week," Burston said.

Watch Hill closed in September 2016 and reopened May 18. Already, the old ways of the marina were coming back, including a sense of community among boaters.

John Allison, 68, closing up his boat after a leisurely weekend, gave a goodbye hug to his buddy, Bill Peysson of Lindenhurst, docked a few slips away.

Their families are planning to take their boats to Newport, Rhode Island, this summer.

Allison then pointed across the way to another big boat.

"We're planning a trip to Italy," he said, though not by boat.

No one understands the challenges of resurrecting the marina better than Doug Biviano, the Brooklyn man who received the contract to run the place shortly before it reopened. He said he is getting little sleep these days.

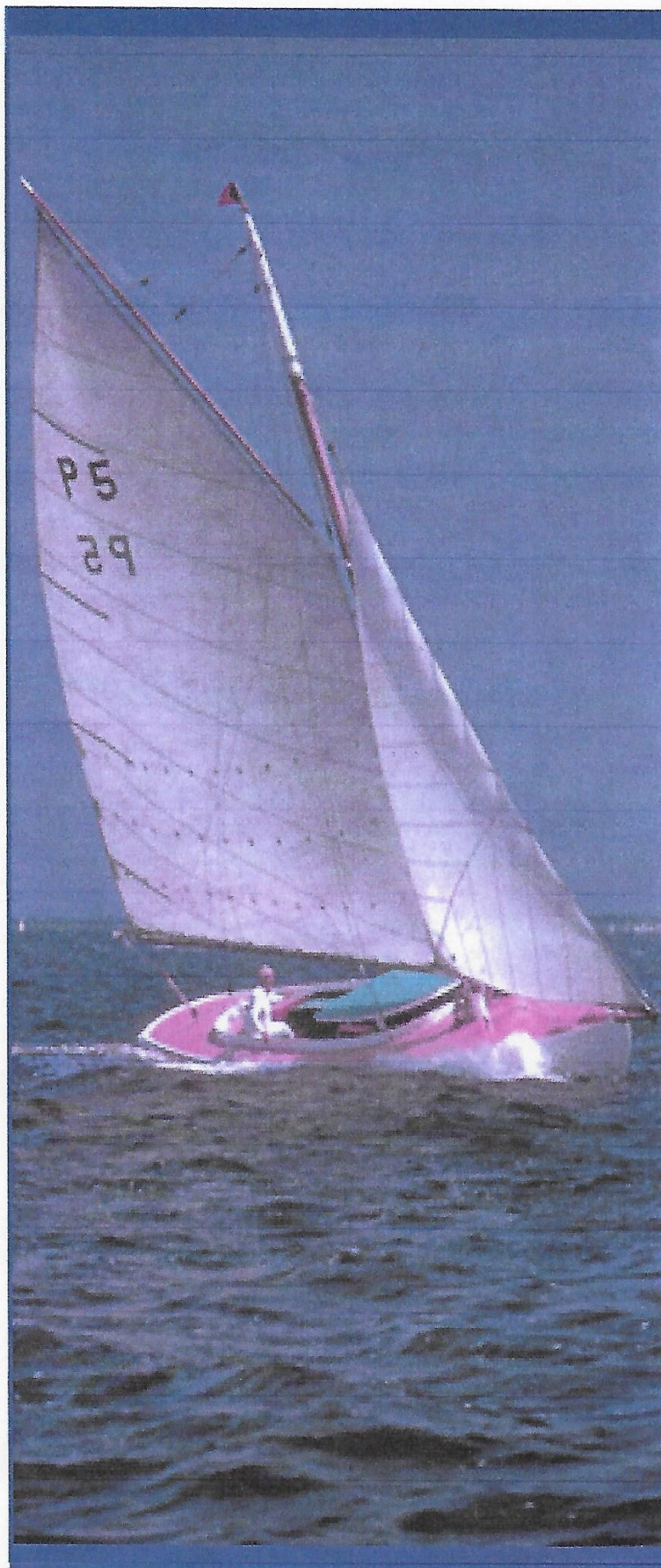
"People move on and find other ways to spend their time,"

said Biviano, president of Love Watch Hill and Sailors Haven Inc. "We hope they give it another look."

Biviano runs the marina, restaurant and bar, general store and campground at Watch Hill. He also runs the marina and snack bar at nearby Sailors Haven, which reopened in 2015 after Sandy-related repairs.

The sky was overcast Sunday, and the great majority of the 168 slips were vacant. Just a few kids scampered across the sand.

MORE FROM THE MASTHEAD: *Elvira to Launch after 10 years of restoration*



Celebrate Maritime History on Great South Bay

At the Frank M. Weeks Yacht Yard
10 Riverview Court, Patchogue, NY 11772

**Saturday, July 7th
1:00-4:00PM**

Tour the historic Weeks yacht yard
and experience the launching of the
fully restored Gil Smith 1906
P-Class Sloop, ELVIRA, listed on the
National Register of Historic Places.

**Music by The New Students!
Food and drinks!**

**Frank M. Weeks Yacht Yard
is 120 years old this year!**

**ELVIRA, a 1906 Gil Smith P-Class Sloop,
will be launched at 4PM!**

Sponsored by:
Frank M. Weeks Yacht Yard
Greater Patchogue Historical Society
Carmans River Maritime Center

MORE FROM THE MASTHEAD: Off the Bay Adventures

A WEEKEND IN NEWPORT FOR THE VOLVO OCEAN RACE—Part 1

By Stephanie & Jay Pizer, Jessica Rooney & Dave Becker

Stephanie & Jay got up at 4:00 a.m. on Friday, May 18, in order to catch the 7:00 a.m. ferry at Orient Point bound for New London, Connecticut. It was great to arrive in Newport by 9:30 with the whole day ahead of us to explore a city we've never been to before, but we were exhausted! We checked into our Airbnb apartment which turned out to be on the 3rd floor of a beautiful house in a peaceful residential neighborhood. It was further from downtown than where Jess & Dave stayed, but still a walkable distance.



We had breakfast at a great local restaurant, The Hungry Monkey, then ubered out to Fort Adams State Park and spent the day in the Volvo Ocean Race Village. We were awed by the VO65 one design race boats which were at the docks. These boats were designed by Farr Yacht Design and replaced the ageing VO70s. The boats had just completed the 5500nm 8th leg of the race from Itajaí, Brazil to Newport. From there they would sail 3300nm to Cardiff, Wales for the 9th leg, then 1230nm to Gothenburg in Sweden for the 10th leg and finally finish on the 520nm 11th leg in The Hague in the Netherlands. The 7 competing teams and nationalities of their corporate sponsors are:

Team AkzoNobel – The Netherlands
Dongfeng Race Team – China
MAPFRE – Spain
Vestas 11th Hour Racing – United States & Denmark
Team Sun Hung Kai/Scallywag – Hong Kong
Turn the Tide on Plastic – United Kingdom
Team Brunel – The Netherlands



It was a good day to explore the village—no rain and not crowded. Each team had a pavilion set up where you might get to meet crew and where they were selling their branded

merchandise. There were many activities in the village. Jay enjoyed The Race Boat Experience by crawling around a full-size VO65 that had been cut in half. Although 65' in length, the boats are anything but luxurious. It was really something to try out the helm and one of the pipe berths which has a block and tackle system to pull the inboard edge of it up, rather than use a lee cloth to keep from falling out of the bunk.

Hinckley had several of their Picnic Boats and Talarias at one of the docks. We got to go aboard and check them out. They also had a Dasher on view, their new electric drive runabout.

In The Globe pavilion they had a fantastic wide screen 30-minute movie about the race and how challenging it is to sail it for the team members. After seeing the movie, we stopped for a drink at the Mount Gay Rum pavilion and it turned out that Sal, the bartender behind the counter, was from Massapequa!

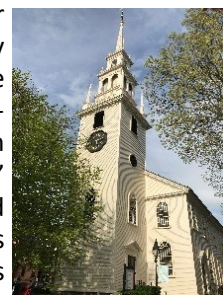
Jessica and Dave did the more sensible thing and caught the 12:00 p.m. ferry.

Since Newport is my (Jessica here!) favorite New England town, I was excited for our return. I love the ride out to Orient. I love the ferry ride over. I love driving north and stopping at a little coffee house on the way. I must resemble my beagles with their heads out the car window, tails wagging, loving life and soooo very excited for the romp ahead, knowing that soon, so very soon, I will be roaming in my happy place. I love driving over the bridge and then around the cliffs. I love "downtown" although the traffic on Thames (the main drag) is maddening.



While my love for Newport is purely aesthetic, Dave has lots of nostalgia mixed in.

Newport and Middletown were his post graduate, early years' stomping ground. He has worked and sailed in many different capacities along these shores and in the harbor.



For him it's like returning home; for me, it's just a favorite town and one of the few places I feel compelled to return to over and over again whenever the opportunity arises. This time we stayed in a little VRBO apartment on Dennison Street, right off the south side of Thames. I could not have picked a better

spot!

Continued next page ...

A WEEKEND IN NEWPORT FOR THE VOLVO OCEAN RACE—Part 1, continued

We met up for dinner at The White Horse Tavern and had our own private dining room for 4 and enjoyed a fantastic dinner. This tavern is one of the oldest on the east coast and the longest running tavern. If you visit, make sure you ask the waitress to tell you its story!

Saturday we drove out to Fort Adams State Park. It was drizzly all day. We explored more of the Volvo Race Village and then watched the boats race in the harbor. Team Brunel won. Brunel is Jessica and Dave's favorite for 2 reasons: the skipper Bouwe Bekking has done this race 8 times, but sadly, never won. Now, Brunel has added Peter Burling as helmsman, one of the youngest sailors who helped win the America's Cup in Bermuda for Emirates Team New Zealand last summer. Dave managed to get Pete to sign his neon-yellow rain coat by blocking his way off the dock. Jessica was less successful getting a picture with Bouwe since she couldn't do much blocking, and he ducked right by her!



Some race stats: The race is 45,000 nm around the world, across 4 oceans, touching 6 continents and 12 host cities. The race started October 22, 2017 and will end at The Hague in June 2018. In the last Volvo Ocean Race (2014-2015), Team Abu Dhabi Ocean Racing won in 146 days, 16 hours, 9 minutes and 21 seconds.

Some boat stats: The hull length of each boat is 66.8'; the length overall is 72.6'; the maximum draft is 15.68' and each boat weighs 27,557 pounds.

Every boat has an onboard reporter embedded within the team for the entire race, taking pictures and writing articles. The crew on each boat is mixed (for the first time in the history of the race), male & female, but it can be: 7 men; 7 men plus 1 or 2 women; 5 men + 5 women; 11 women on an all-

female crew.



The ports for this race are 1 Alicante, Spain; 2 Lisbon, Portugal; 3 Cape Town, South Africa; 4 Melbourne, Australia; 5 Hong Kong; 6 Guangzhou, China; 7 Auckland, New Zealand; 8 Itajai, Brazil; 9 Newport; 10 Cardiff, Wales; 11 Gothenburg, Sweden and finally The Hague, Netherlands.

Sadly, on March 21 in the South Pacific, John Fisher on Scallywag was lost overboard. It was a pitch dark night and they were dealing with 35-45 knot winds and 13-16' seas and heavy showers reducing visibility. He was in the cockpit and moved forward to tidy up a sheet and had unclipped his tether. They had an accidental crash gybe and the mainsheet system caught John and knocked him off the boat. The crew on board believes he was unconscious from the blow before he hit the water. He was wearing a survival suit with a wetsuit hood and gloves and a life-jacket. The JON buoy and the horseshoe buoy were thrown off the back of the boat to mark the position. It took some time to get the boat under control and motor sail back to a position near where the man overboard occurred. A search and rescue operation was carried out for several hours but there was no sign of John, the horseshoe buoy, or the JON buoy. With weather conditions deteriorating, a difficult decision was made to abandon the search and preserve the safety of the remaining crew.



To be continued in the August Masthead ...

RIGGING LOCKER

Contact for placing ads: Peg Daisley | mdaisley@msn.com

FREE!

Spring-loaded table pedestal, with the base that attaches to the bottom of the table. The base that attaches to the table bottom is about 19" long. I do not have the base to attach it to the deck. It is free to anyone who might have a use for it.

Contact: Jim Persson

631-560-0520

Jprohan1@yahoo.com



25lb CQR Anchor

with 6ft coated 3/8" chain & Galvanized Shackles. \$370

350ft 3/4" New England Ropes

Premium 3 Strand anchor rode, stainless thimble on one end and eye spliced on other end. \$420

Anchor & Rode have been used at most six times and have been stored off-boat. Both are in pristine condition and ready to give you a good firm hold on the bottom no matter what the weather.



Contact: Rich LaBella

labellarj@optonline.net

RIGGING LOCKER

Contact for placing ads: Peg Daisley | mdaisley@msn.com

1976 Pearson 35 Sloop Rig Sailboat \$24,500



Polar Bear is a clean, solid boat that sails great. Sails are in very good condition. Main is equipped with a Dutchmen flaking system installed in 2016. Custom made sail cover new in 2016. Custom made awning (2017) covers entire cockpit, with batten pockets added for stability. New windows and zippers added to dodger in 2016.

This boat has a very spacious cockpit. Head on port side just aft of V-berth. Manual toilet with seals and hoses replaced in 2016. H & C running water and shower. Another hanging closet opposite the head for storage.

- Rig Type: Masthead Sloop
- LOA: 35.00' / 10.67m
- LWL: 25.00' / 7.62m
- Beam: 10.00' / 3.05m
- Draft (max.) 7.50' / 2.29m
- Draft (min.) 3.75' / 1.14m
- Mast Height: 44'6"
- Displacement: 13000 lbs./ 5897 kgs.
- Ballast: 5400 lbs. / 2449 kgs.
- Designer: William Shaw
- Builder: Pearson Yachts (USA)
- 30 hp Kubota Diesel runs like new, (Beta Marine conversion) installed 2006, Model BD1005 less than 700 hrs.
- Propeller: 14 x 9 RH 3 blade
- Extra oil filter, fuel filters, water pump impeller and belts.

CABIN: V-berth sleeps two comfortably. With a hanging closet and ample drawers and shelves for storage. The port settee folds down to a double bed and the starboard to a single. Starboard and port couches fit 6 comfortably with a large pull-down table. AM/FM stereo with CD player. Ample storage. New curtains in 2017. Tinted hatches in V-berth and main cabin.

ELECTRONICS: Autohelm 3000, VHS Standard Horizon ship to shore radio (new in 2017), Cockpit Wind indicator

TANKS: Water: 90 gals., Fuel: 18 gals., Holding: 15 gals.

ELECTRICAL: 2 house batteries in good condition, 1 engine battery new in 2017, Built in battery charger. Electric bilge pump with float switch (Manual bilge pump in cockpit)

GALLEY: Well-insulated ice box, ample storage, SS gas grill that hangs off stern

DECK: Aluminum mast requires 44'6" of clearance. 5" Ritchie Compass mounted on an Edison pedestal w/cover. 28" SS wheel, Lewmar 43 2-speed winches, mechanical anchor windlass, CQR & Danforth Anchors w/ground tackle, Shore power cable, Cockpit H & C pressurized shower, Teak cup holder that attaches to Edison Pedestal. Quantum Main and jib in very good condition. Spare main and spare jib. Dock lines. Fenders.

OTHER: Hot plate, SS sink, Pressurized hot & cold water, Engine heated hot water.

Contact: Ed Anderson
631-275-1312
eander1958@gmail.com



1999 PROLINE WALK AROUND CUDDYCABIN

150 HP Mercury outboard with new powerhead
High performance stainless steel VENGEANCE PROPELLER
DUAL AXEL TRAILER WITH DISK BRAKES
\$10,000.

Contact: Larry Novak
novak34@optimum.net
631-793-4717

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SBCC Website: www.sbccsail.org
Racing Website: www.sbccracing.org
Questions for the Board: corsec@sbccsail.org
Mailing: P.O. Box 365, Babylon, NY 11702

DIRECTORY of Handy Contact Information

See the **SBCC Cruising Guide** for much more information about cruising in the Great South Bay and points beyond. The Guide is available to members and associates on the [web site](#). See the Table of Contents—Cruising Guide.

Anchorage Yacht Club, Lindenhurst
Marina & Pump-out
631-991-7372

Atlantique, Fire Island Marina
631-583-8610

Bay Shore Marina Snack Bar Gas Dock
631-665-1184

Captree Bridge
631-433-3919

Captree Marina Fuel Dock
631-587-3430

Davis Park
631-597-9090

Fire Island Pines Marina
631-597-9581

Jackson's Marina, Cormorant Point
631-728-4220

Long Beach Bridge
516-571-7785 or VHF 13

Loop Bridge
516-578-5903 or VHF 13

Meadowbrook Bridge
516-578-5903 or VHF 13

Ocean Beach Marina
631-583-5153

Pump-out in Patchogue or Moriches
Pump-out boat at VHF 73

Railroad Bridge/Channel Bridge
516-889-9169 or VHF 13

Robert Moses State Park Boat Basin
631-321-3515

Sailor's Haven
631-597-6171

Seaview Marina
631- 583-9380

Shinnecock Canal Lock Tender
631-852-8291

Shinnecock Canal Slip RSVPs
631-854-4952

Shinnecock Canal
Tobay Marina
516-679-3911

TowBoatU.S.
631-666-5380
VHF Ch16

Wantaugh Bridge / Sloop Channel
516-242-2637 or VHF 13

Westhampton Beach Yacht Marina
631-288-9496

Watch Hill: 631.597.6455



Note that contact information for all yacht clubs and sailing associations on the Great South Bay can be found in the annual GSBYRA yearbook and the GSBYRA web site at:
<http://gsbyra.org/contacts.htm>