

From the Masthead

SOUTH BAY CRUISING CLUB

August 2020

FROM THE HELM

Charlie Margeson

Fellow SBCC Members and Associates:

What a summer this has been so far. The weather certainly has been hot, and the best place to be is out on the water. We are lucky, as boating is one of the few activities that lends itself to social distancing. So I hope you are able to get out and find an escape from all the craziness this year. I understand that the last few SBCC boats have now been launched- congrats!

Our RV schedule is now in full swing. Attendance keeps increasing and the largest so far has been the Bellport RV with eleven boats. But the summer is still getting started so come out and join us for a fun and safe week-end with other SBCC members.

The Regatta program just completed their first series and the second Mid-Summer Twilight series has just started for both Tuesday BSIR and Thursdays. Regatta has expanded the Thursday night racing format to develop more interest so let's get a few more boats out there.

I've just returned from the two week cruise; what a Blast! Our cruise captains Todd and Pam McCarthy put a nice itinerary together and it was a great experience. We stayed in Peconic Bay and explored Shelter Island (see Todd's writeup in this Masthead.) The key to our schedule this year was being flexible and it made the trip so enjoyable- it really made all the difference. We



Upcoming Events

- 8/4, 8/11, 8/18, 8/25—BSIR Invitational races
- 8/8—West Island race
- 8/8—Belly Bombers RV at Oak Island Lead
- 8/13—Babylon Mid-Summer race 3
- 8/15—Great River pursuit race
- 8/15—Clashin' Fashion RV at Great River
- 8/16—Start of the One-Week cruise in the Bay
- 8/20—Babylon Mid-Summer race 4
- 8/22—Pirates of the Caribbean RV in Hemlock Cove at the end of the One-Week cruise
- 8/23—Champagne Breakfast in Hemlock Cove
- 8/27—Babylon Late Summer 1 and Commodore's Cup
- 8/29—Back to School RV in Great River
- 11/7—Boatyard Party at Cook's Boat Yard (Long Island Yacht Sales)
- 12/12—Holiday Party at Shandon Court

met some interesting people and visited new places which is all part of the adventure. I will admit however, that keeping up with the ice is still a challenge in the summer!

I am pleased that the SBCC Summer Blast Party was held last Saturday afternoon. We missed some of our friends who were unable to attend due to coronavirus concerns which we totally understand. Still, it was good to keep this SBCC tradition going during this "most interesting" year. The day was beautiful at the Long Island Yacht Club and the big tent made it very comfortable. The Club had tables well spread out and we all wore masks so we had no issues keeping to the NY health regulations. The Long Island Yacht Club does put on a good party!

Charlie Margeson

SBCC Commodore

commodore@sbccsail.org

FROM THE FLEET CAPTAIN

Mara Liesegang

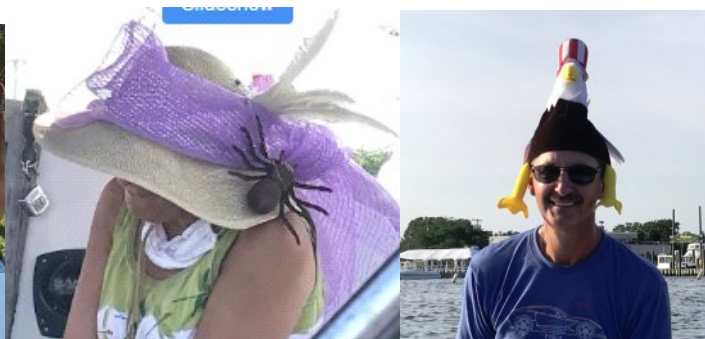
The July Rendezvous started off in Bellport. The Grecos hosted our first landside RV on July 4th. The park and marina had just opened the weekend before! Eleven boats spent the night in Bellport harbor!



The next weekend had some not so pleasant weather, however, the Geseles on *Kailani* did not leave our host boat alone! The Troys, hosting on *Fun Sway*, and Gesele's texted back and forth to avoid the upcoming thunderstorms! The Catalina Wine Party at Hemlock followed, hosted by Chris DeMarco and Ian Holzmacher. Both were dressed in their preppy blue blazers—with Ian sporting an SBCC tie! There were seven boats in attendance.



The July 25th "Crazy Hats" RV in the river was hosted by the Lamors, stepping in for the Golders. Four boats spent the night, with an additional day visitor.



The two-week cruise came to a close, with the end of the month. Despite a rough and late start, it seems like they all had a great time! See their write up on page 7.

The exciting news is the move of the one-week cruise! Hopefully we will be out of the hottest part of the summer. This cruise includes two land-side destinations (Davis Park and Sailors Haven) which are both reachable by ferry. So, you can come and go and can even come without a boat! The cruise itinerary is here in the Masthead on page 11.

Mara Liesegang
Fleet Captain
fleet@sbccsail.org

FROM THE REGATTA CAPTAINS

Duncan and Barbara Burns

The racing program had a great July. We raced all four races in the BSIR and Babylon early summer series. In the first race of the BSIR mid-summer series, it was questionable whether or not we would get the race in. Thankfully with a 20-minute delay and the breeze filling in, we were able to get another great race in. Fifteen boats came out for the first of the two races for the 2020 Commodore's Cup. The second race will be Thursday August 27th, in Babylon. The first race of the mid-summer series in Babylon saw a forty-degree shift in winds just five minutes before the start. We were able to make a course change and get a great race in with an upwind leg back from #6.

August is geared up to be another exciting racing month. We have the West Island race for the Deale Trophy scheduled for Saturday August 8th, with the first gun at 12:00. This year we are also racing a Race to the River "pursuit race format" to the Great River rendezvous on Saturday August 15th. Please join us for both these races.

The Mayor's Cup will be Saturday September 12, 2020 at 11:00. John Davis will be the race committee again. There will be a post-race awards ceremony and party at LIYC for the racers, crew and their families. "Save the Great South Bay" will provide free Blue Point beer and oysters with the option to order additional food and beverage at the cash bar.

Barbara and Duncan Burns

Regatta Captains

regatta@sbccsail.org

**South Bay Cruising Club
West Island Invitational Regatta
Saturday August 8, 2020 First gun 1200**

Register@ dbu632@gmail.com

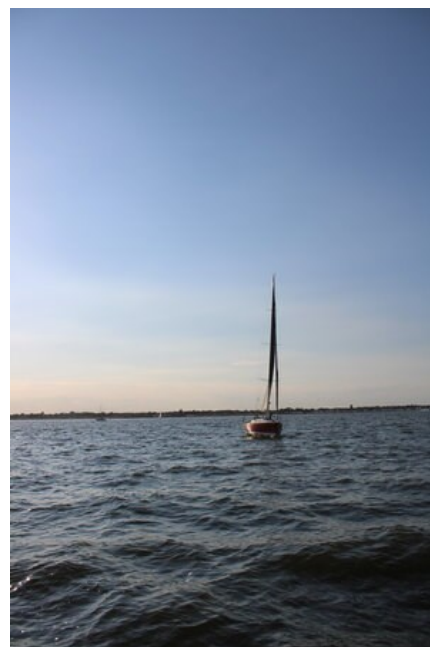
Classes: Spinnaker, Non-Spinnaker and Multihull
NOR can be found on the SBCC web site @ www.sbccracing.org

Counter Clockwise Course	Clock Wise Course
Start Bay Shore Area	Start Bay Shore Area
"10" West Channel - Port	"10" West Channel - Port
"EW" Crazy Charlie - Port	Channel - Starboard
"8" East Channel - Starboard	"9" North Channel - Starboard
"19" East Channel - Port	"19" East Channel - Starboard
"9" North Channel - Port	"8" East Channel Port
"4" North Channel - Port	"EW" Crazy Charlie - Starboard
"10" West Channel - Starboard	"10" West Channel - Starboard
Finish	Finish



2020 BSIR Early Summer Series Results

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Merry Ann	220	Cook/Burns
2	PHRF	Jolly Mon	75	Dennis Ahern
3	PHRF	Pandemonium	2224	Gary Sebouhian
4	PHRF	Lady in Red	11047	Ted Drossos
5	PHRF	Mo'Sun	17	Lenny Feldman
6	PHRF	Derailed	217	Matt Marko
7	PHRF	Arbacia	230	Jim Gathard
8	PHRF	Aleboat	232	Eric Winberry
9	PHRF	Czech Mate	196	Chris Dennerlein
10	PHRF	Dark Star	7700	Rick LaTorre
11	PHRF	Bonked Out	6119	John Mendolia
12	PHRF	Integrity	11	Bob Figueroa
13	PHRF	Snoopy	682	Dave DeRuvo
14	PHRF	Rising Tide	50110	Jay Pizer
15	PHRF	Whisper	2420	Patrick Sullivan
16	PHRF	Wind Dancer	378	Harry Pfister
17	PHRF	Moonrise	446	Robert Gutmann
18	PHRF	Jubilee	354	Rebecka Russo
19	PHRF	Sequester	22897	Anthony DeSimone

**August Racing Schedule**

Tue Aug 4	Bay Shore Invitational Race (BSIR) Mid-Summer 2	start 1900
Thu Aug 6	Babylon Mid-Summer 2	start 1930 RC Goodman
Sat Aug 8	West Island Race	start 1200 in Bay Shore RC Marko/Davis
Tue Aug 11	Bay Shore Invitational Race (BSIR) Mid-Summer 3	start 1900
Thu Aug 13	Babylon Mid-Summer 3	start 1930 RC Dunnells
Sat Aug 15	Great River Pursuit Race	start 1200 in Bay Shore
Tue Aug 18	Bay Shore Invitational Race (BSIR) Mid-Summer 4	start 1900
Thu Aug 20	Babylon Mid-Summer 4	start 1930 RC O'Connell
Tue Aug 25	Bay Shore Invitational Race (BSIR) Late Summer 1	start 1830
Thu Aug 27	Babylon Late Summer 1 and Commodore's Cup	start 1900 RC O'Connell



BABYLON TWILIGHT SERIES

Duncan and Barbara Burns

Date..... 7/2/20
 Event..... Babylon Summer 1
 Race Committee..... Jim Reichel
 Course Name..... course 5 shortened
 Course Distance..... 4.70
 Spin Start Time.....
 No Spin Start Time..... 19:35
 Wind Direction and Speed..... SW 5-10
 Comments.....

Class	Sail #	Yacht	Owner	HCP	Finish	Elapsed	TOD	Place
N	7700	Dark Star	R. LaTorre	171	20:39:58	1:04:58	0:51:34	1
N	1227	Kickin' Back	M. O'Connell	173	20:45:27	1:10:27	0:56:54	2
N	395	Bionator	M. Goodman	191	20:49:38	1:14:38	0:59:40	3
N	62	Windswapt	B. McLoughlin	189	20:51:10	1:16:10	1:01:22	4
N	203	Shadow	C. Mangeson	164	20:49:38	1:14:38	1:01:47	5

Date..... Tuesday July 9, 2020
 Event..... Babylon Summer 2
 Race Committee..... M. Goodman 395
 Course Name..... Babylon 5 shortened at 9
 Course Distance..... 4.80
 Spin Start Time..... 19:35
 No Spin Start Time.....
 Wind Direction and Speed..... SSE11
 Comments.....

Class	Sail #	Yacht	Owner	HCP	Finish	Elapsed	TOD	Place
	7700	Dark Star	R. LaTorre	171	20:50:53	20:50:53	20:37:12	1
	62	Windswapt	B. McLoughlin	189	21:06:01	21:06:01	20:50:54	2
	199	Sovereign	C. DeMarco	228	21:09:55	21:09:55	20:51:41	3
	175	Jolly Mon	D. Ahern	243	DNF	#VALUE!	#VALUE!	DNF

Date..... 7/16/20
 Event..... Babylon Summer 3
 Race Committee..... R. Guttman
 Course Name..... babylon course 4
 Course Distance..... 5.40
 Spin Start Time.....
 No Spin Start Time..... 19:36
 Wind Direction and Speed..... SE 13kts
 Comments..... jolly mon redress granted 5 min taken off finish time

Class	Sail #	Yacht	Owner	HCP	Finish	Elapsed	TOD	Place
	175	Jolly Mon	D. Ahern	243	20:48:20	1:12:00	0:50:08	1
	7700	Dark Star	R. LaTorre	171	20:43:50	1:07:30	0:52:07	2
	101	wind bound	Carl	210	20:49:30	1:13:10	0:54:16	3
	62	Windswapt	B. McLoughlin	189	20:50:30	1:14:10	0:57:09	4
	5861	Talon	J. Grover	207	20:52:40	1:16:20	0:57:42	5

Date..... 7/23/20
 Event..... Early Summer Twilight 4
 Race Committee..... E. Winberry 232
 Course Name..... Babylon Course 2
 Course Distance..... 3.80
 Spin Start Time..... 19:35
 No Spin Start Time.....
 Wind Direction and Speed..... SW 8-13
 Comments.....

Class	Sail #	Yacht	Owner	HCP	Finish	Elapsed	TOD	Place
N	175	Jolly Mon	D. Ahern	243	8:19:16	8:19:16	8:03:53	1
N	7700	Dark Star	R. LaTorre	171	8:15:01	8:15:01	8:04:11	2
N	115	Wanderlust	I. Holzmacher	205	8:20:08	8:20:08	8:07:09	3
N	101	wind bound	Carl	210	8:20:33	8:20:33	8:07:15	4
N	395	Bionator	M. Goodman	191	8:19:35	8:19:35	8:07:29	5

Date..... 7/30/20
 Event..... Mid Summer Twilight 1
 Race Committee..... D. Burns 220
 Course Name..... Babylon 5 shortened
 Course Distance..... 3.35
 Spin Start Time..... 19:40
 No Spin Start Time.....
 Wind Direction and Speed..... west
 Comments.....

Class	Sail #	Yacht	Owner	HCP	Finish	Elapsed	TOD	Place
N	7700	Dark Star	R. LaTorre	171	8:30:28	8:30:28	8:20:55	1
N	62	Windswapt	B. McLoughlin	189	8:36:19	8:36:19	8:25:16	2
N	395	Bionator	M. Goodman	191	8:39:24	8:39:24	8:28:44	3
N	203	Shadow	C. Mangeson	164	8:38:13	8:38:13	8:29:54	4
N	115	Wanderlust	I. Holzmacher	205	8:46:53	8:46:53	8:35:26	5
N	199	Sovereign	C. DeMarco	228	9:05:33	9:05:33	8:52:49	6



Photos compliments of SBCCRacing.org

BSIR SERIES

Duncan and Barbara Burns

2020 BSIR Race Results

Race: BSIR Early Summer 2
Committee Boat: Jolly Mon
Course: #5

Wind Speed: 10-15

Date: July 7, 2020
Captain: Dennis Ahern
Wind Direction: SE

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Dark Star	7700	Rick LaTorre
2	PHRF	Merry Ann	220	Cook/Burns
3	PHRF	Pandemonium	2224	Gary Sebouhian
4	PHRF	Mo'Sun	17	Lenny Feldman
5	PHRF	Arbacia	230	Jim Gathard
6	PHRF	Aleboat	232	Eric Winberry
7	PHRF	Rising Tide	50110	Jay Pizer
8	PHRF	Derailed	217	Matt Marko
9	PHRF	Czech Mate	196	Chris Dennerlein
10	PHRF	Integrity	11	Bob Figueroa
11	PHRF	Bonked Out	6119	John Mendolia
12	PHRF	Snoopy	682	Dave DeRuvo



2020 BSIR Race Results

Race: BSIR Early Summer 3
Committee Boat: Mo'Sun
Course: #1

Wind Speed: 5-8

Date: July 14, 2020
Captain: Lenny Feldman
Wind Direction: NW

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Merry Ann	220	Cook/Burns
2	PHRF	Jolly Mon	175	Dennis Ahern
3	PHRF	Derailed	217	Matt Marko
4	PHRF	Lady in Red	11047	Ted Drossos
5	PHRF	Aleboat	232	Eric Winberry
6	PHRF	Pandemonium	2224	Gary Sebouhian
7	PHRF	Arbacia	230	Jim Gathard
8	PHRF	Czech Mate	196	Chris Dennerlein
9	PHRF	Bonked Out	6119	John Mendolia
10	PHRF	Whisper	2420	Patrick Sullivan
11	PHRF	Integrity	11	Bob Figueroa
12	PHRF	Snoopy	682	Dave DeRuvo
13	PHRF	Wind Dancer	378	Harry Pfister
14	PHRF	Sequester	22897	Anthony DeSimone



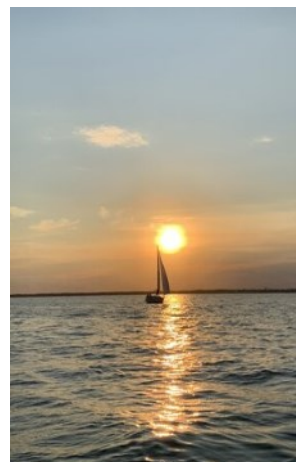
2020 BSIR Race Results

Race: BSIR Early Summer 4
Committee Boat: Arbacia
Course: #5

Wind Speed: 5-10

Date: July 21, 2020
Captain: Jim Gathard
Wind Direction: SSW

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Merry Ann	220	Cook/Burns
2	PHRF	Jolly Mon	175	Dennis Ahern
3	PHRF	Lady in Red	11047	Ted Drossos
4	PHRF	Pandemonium	2224	Gary Sebouhian
5	PHRF	Czech Mate	196	Chris Dennerlein
6	PHRF	Derailed	217	Matt Marko
7	PHRF	Aleboat	232	Eric Winberry
8	PHRF	Mo'Sun	17	Lenny Feldman
9	PHRF	Whisper	2420	Patrick Sullivan
10	PHRF	Integrity	11	Bob Figueroa
11	PHRF	Moonrise	446	Robert Gutmann
12	PHRF	Jubilee	354	Rebecca Russo
13	PHRF	Snoopy	682	Dave DeRuvo
14	PHRF	Wind Dancer	378	Harry Pfister
15	PHRF	Bonked Out	6119	John Mendolia



2020 BSIR Race Results

Race: BSIR Mid Summer 1
Committee Boat: Integrity
Course: #2

Wind Speed: 3-6

Date: July 28, 2020
Captain: Bob Figueroa
Wind Direction: NW

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Merry Ann	220	Cook/Burns
2	PHRF	Jolly Mon	175	Dennis Ahern
3	PHRF	Pandemonium	2224	Gary Sebouhian
4	PHRF	Jubilee	354	Rebecca Russo
5	PHRF	Czech Mate	196	Chris Dennerlein
6	PHRF	Mo'Sun	17	Lenny Feldman
7	PHRF	Derailed	217	Matt Marko
8	PHRF	Snoopy	682	Dave DeRuvo
9	PHRF	Arbacia	230	Jim Gathard
10	PHRF	Aleboat	232	Eric Winberry
11	PHRF	Moonrise	446	Robert Gutmann



Click the link below for an excellent video of the BSIR July 14th race

<https://youtu.be/bMJM510RhYs>

Photos and video compliments of SBCCRacing.org

TWO-WEEK CRUISE

Todd McCarthy (Photos by Stephanie Pizer and Charlie Margeson)

The Two-Week Cruise has returned from the Peconic Bay Region of Long Island despite some obstacles: Covid-19, Tropical Storm Fay, unfavorable winds, and rough seas.

The cruise was to start July 11, but postponed until July 14. Three boats: Sore Thumb on Tuesday July 14. The with the East wind on the nose at 15 return to Sore Thumb to wait out the enjoying the beautiful weather, ex-“bar”- sand bar that is. We also continually rescheduled our reservations at Shelter Island Yacht Club who were very accommodating.



due to the tropical storm, our departure was *Shadow*, *Rising Tide* and *Bleu Moon* met at next morning, we left Fire Island Inlet, but knots, and very choppy seas, we decided to weather. We spent two days at Sore Thumb ploring the beaches, and spending time at the

We finally departed early on Friday July 17, and with favorable 12-15 knot SSW winds, we had a great sail East, making it to Lake Montauk in record time: 12.5 hours! We then visited Shelter Island Yacht Club in Dering Harbor for three days and had a nice dinner Saturday night at the Club with Roger and Peg Daisley and Don and Ellen Sweeney joining us. The Club was very nice and afternoon drinks on the second floor porch overlooking the harbor, was special. Jane Margeson joined us for a few days in Shelter Island, and helped assist the cruisers with shore bound errands.

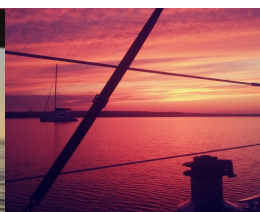
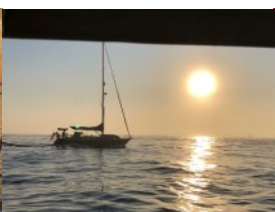


We visited Orient Harbor near Greenport and found it to be a most beautiful spot, so decided to stay overnight. We made additional stops at Coecles Harbor and West Neck Harbor on Shelter Island and swam almost every day. While dining at The Rams Head Inn in Coecles Harbor one evening we were interrupted by a thunderstorm.

The scenery was beautiful and we did get some good sailing in between ports and offshore. Long Island is truly a beautiful place and the East End especially, is a world apart. It is the land of many rich and famous people, mega yachts, waterfront estates, wildlife and clean water, and it was truly a privilege to visit.



Special kudos to Charlie Margeson, our Commodore, who sailed the trip single-handed. He really knows how to handle *Shadow*. Many thanks to Jane Margeson for volunteering to help keep us supplied with essentials, and Scott Woodrick who provided additional support from his experiences traveling to Shelter Island and as a Shelter Island Yacht Club member, making the introductions for us. And Scott, thanks for the first round of drinks! It was a great trip.



Todd and Pam McCarthy

Cruise Captains

TWO-WEEK CRUISE (con't.)

Todd McCarthy



The Blast Was a Success!

We all had a great time at The Blast on August 1! Although the attendance was down from last year due to the current crisis, the 26 of us had an enjoyable day at Long Island Yacht Club. The weather was perfect! We stayed cool under the tent with a light breeze throughout the day and it felt good to get our first “real” hospitality party in for 2020. It was a pleasure to see three of our newest members, Steve Odland, Chris DeMarco, Jean Sidebottom. Welcome to the club!

Don't forget to mark your calendar for the remaining hospitality events this year:

- Boatyard Party: November 7 at Cooks Boatyard (Long Island Yacht Sales), starting at noon
- The Holiday Party: December 12 at Shandon Court in East Islip, starting at 1700



Scott Gesele
Hospitality Chair
hospitality@sbccsail.org

ONE-WEEK CRUISE

Scott and Wendy Gesele

The one-week cruise, starting on 8/16 in Great River and finishing in Hemlock Cove on 8/23, is shaping up to be a great cruise! The itinerary is below. I also have a PDF version with multiple hyperlinks. If you would like a copy, let me know and I will send it directly since some email providers apparently thought I was a foreign hacker and blocked my first attempt at sending it through our email list. So far, we are starting with six and finishing with eight boats. For those on the fence, come join us for part or the entire cruise!

If you haven't already, make your reservations for Sailors Haven through dockwa.com and mention SBCC, as they are trying to keep us together. Send me your slip number and I'll add it to our contact sheet, which is currently being compiled. We are in the southwest corner, starting with slip 1.

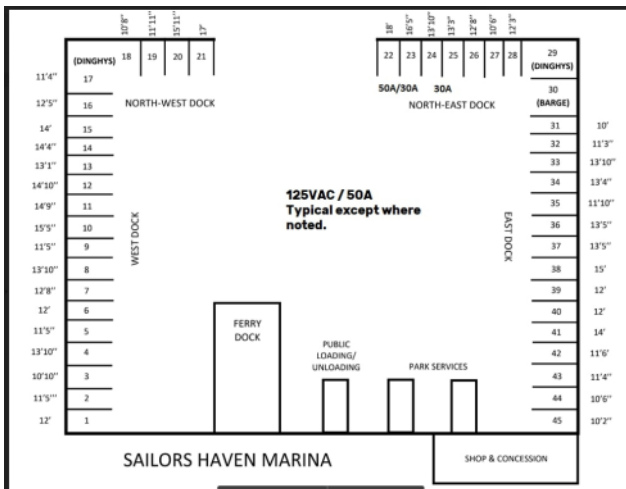
I mentioned our group to the Davis Park dockmaster and he expects to be able to accommodate us, but we may not all be together.

If not cruising, join us by ferry for dinner on Monday 8/17 at Davis Park Casino Café

The dinner on Monday will be at the Davis Park Casino Café. Monday is lobster night, plus other specials in addition to their regular menu. If we have more than ten in our group, they may open up a private room for us. We have reservations for 6:00 PM. The last two ferries are scheduled to depart Davis Park at 8:30 and 9:30 PM, but please confirm this with the ferry operator as their schedule is subject to change. Let me know in advance if you will be joining us for dinner, as the Casino Café needs advance notice for larger groups.

Other activities planned include a "go fly a kite day/evening" and shell/pebble art. If you are interested in participating, remember to bring a kite and/or a pail. If you have any other ideas, Wendy is open to suggestions. Please email her at originalbionut@yahoo.com.

Let's get out there!!



Scott Gesele
Hospitality Chair
hospitality@sbccsail.org

Wendy Gesele
Recording Secretary
recording.secretary@sbccsail.org

ONE-WEEK CRUISE ITINERARY**Scott and Wendy Gesele**

Dinner locations are recommendations only. Join us for as many, or as few as you wish

Saturday 8/15 - Great River Clashin' Fashion rendezvous

Sunday 8/16 - Meet at Great River— Dinghy over to Snapper Inn for late lunch/early dinner (closes at 8:00 PM) - Islip pump out boat on CH 73; \$5 credit card only

Monday 8/17 - Sail to Davis Park— Casino Café- Monday lobster specials. Send me an email if interested. For those who are adventurous, the Casino Bar has Karaoke Night starting at 9:30 pm

\$1/ft- Resident or non-resident— Electric: Up to 26'- \$7; 27'-34'- \$9; 35'-44'- \$13; Over 45'-\$15 (most are 30A) - Internet available, but may be spotty and there is a fee— No pump out
Check out is officially 9:00 AM, but need to actually depart by 10:00 AM - Dockmaster 631-597-9090

Tuesday 8/18 - Davis Park— Casino Bar - Up to six at a table, can have multiple tables (burgers, wraps, chicken finger) - Dirty Bingo starting at 9:30 pm - New moon - Star watching on the beach (may shift the day due to cloud coverage) - Same rates as Monday

Wednesday 8/19 - Sail to Sailors Haven— Pot luck dinner / Hawaiian shirts- BBQs allowed in dedicated areas, not on dock or boats

\$1.50/ft - reserve at Dockwa.com and mention you are with SBCC. They are trying to keep us together, so reserve early— Electric: \$10/day. They only have 50A, 125V service. You will need to bring your own adapter for 30A boats. This is the same adapter used at Watch Hill, which no longer rents adapters. There is a difference between a 50A, 125V and a 50A, 125/250V receptacle— Internet available through The Pines at \$14/day— No pump out— Dockmaster 631-597-6014

Thursday 8/20 - Sailors Haven— Same rates as Wednesday— Sunken Forest walk (possibly Wednesday, based on weather) — Snack bar takeout (closes at 5:00 PM) or bring your own, then cocktails on the dock

Friday 8/21 - Sail to Hemlock Cove— Pump outs available at Bay Shore Marina or Bergen Point, both self-service at no cost— Dinghy get together, rendezvous style - "Margaritaville "

For those not on the one-week cruise, join us at Hemlock on Friday in advance of Pirates!

Saturday 8/22 - Hemlock Cove— Pirates of the Caribbean rendezvous

Sunday 8/23 - Hemlock Cove— Champagne Breakfast

The End

FROM THE FLEET SURGEON**Heather Reed****Coping with Uncertainty**

The sailing community is often a very resilient group, yet coping with the uncertainty and risks of our current situation can still affect us profoundly. In light of our very unusual situation with the COVID-19 pandemic, here are a couple of ideas that may be helpful:

- We don't know and can't know when the pandemic will be over, even though we very much want to know. When we're in a storm on the water we may have to sail on while we hope nothing untoward happens to our boat or anyone else's. Conditions force us to try to control what we can control, while we may endure discomfort and a feeling of less safety and security in the interim, knowing that at some point the storm will pass. This pandemic has been a very long storm, with many losses. While we may not be able to control aspects of our situation, we may instead be able to control how we respond to them.
- There is no one right way to get through this. It can help to let ourselves experience these difficult times in our own ways (as long as those ways are not unhealthy), with our own reactions and feelings about our mutual situation. It unfortunately has been suggested that the productive and creative amongst us will use this pandemic time to develop some fantastic projects. That notion turns coping into a competition, which it clearly is not. If you can be unusually creative and productive during this time, that is wonderful and unusual; if you cannot, know that you are not alone and that it can be difficult enough to manage on-going stress. It can help to get through the day with some little thing to look forward to in the short-term and something pleasant to look forward to in the long-term. Maybe you feel some enthusiasm about a planned Zoom call with friends or family later, or just relaxing at bedtime with a good book. Maybe you are looking forward to a long trip on your boat at some time in the more distant future, or some other big vacation or important social gathering when this is all over. Additional strategies that resonate with some people include journaling, keeping to a daily routine or schedule, exercising regularly, meditating or engaging in relaxation exercises, (such as watching a Leaves on a Stream or relaxation breathing video, or an uplifting TED Talk on YouTube). If you're having trouble just getting through the day more than occasionally, consider talking to a professional. You may want to seek out your religious leader, if you have one, your medical doctor and/or a mental health professional.

Heather Reed

Fleet Surgeon

surgeon@sbccsail.org**FROM THE WEBMASTER****Rich Mourino**

There is a new feature on the SBCC website relating to purchasing items from the Ship's Store. The club can now issue coupons as a prize which can then be used for the purchase of any Ship's Store item. Going forward, if a prize (coupon) is given out at an event it can be used in the Ship's Store. The coupon will contain a code to enter and you'll get a direct discount for your purchase. For those members who received coupons at last year's Boat Yard Party, please contact the Storekeeper (Glen Bernichon at storekeeper@sbccsail.org) and he will give you the code so you can use it. In the future, all club coupons must contain a code so it can be used. Expiration dates may be used on some of these, so please be sure to note that on your coupon. Note that all receipts sent out from the system will list the discounted amount given.

Rich Mourino

Webmaster

webmaster@sbccsail.org

PASSING OF MEMBER *Gretchen Stang*

Peg Daisley

In Memoriam

It was with great sadness that we heard the news about Gretchen Schmidt Stang, who passed away at home on June 30th, surrounded by her family, after a long battle with cancer. Gretchen and her husband Mark, who was the SBCC's GSBYRA delegate for 2018-2019, joined the SBCC in 2006. Gretchen was a long-time active sailor on the bay and volunteered countless hours to the Bay Shore Yacht Club, where she was a member for 25 years, along with Mark.

As Jerry Holwell notes, Gretchen was in charge of the sailing program at BSYC for a few years, along with her mother Dianne and sister Melodie, and was a knowledgeable member of the boat maintenance committee. She was also the driver of the Stang snowplow which cleared the BSYC after snowstorms. Additionally, Gretchen taught sailing instruction at Unqua Corinthian YC and started the sailing program in Seaview, Fire Island. She was always willing to coach any sailor readying for a regatta, Jerry says. She was a champion of good sportsmanship and manners in sailing. For years, Gretchen served on Jerry's committee overseeing the Grant program of the GSBYRA.

Gretchen was a competitive racer on her Morgan 28 and on "Tucks", which her father Glenn Schmidt built, along with Dave Faber. She was also a long-time member of the Narrasketuck Yacht Club and was co-commadore with Kevin Donohue in 1998.

Roger and Peg Daisley bought their second boat, the Morgan 28, from Gretchen. At the time, her father remarked that the boat had never lost a race!



Good friend Gail Donohue also shared that Gretchen was such a giving person—always happy, with a positive outlook on everything. Gail's late husband, Kevin, had known Gretchen since childhood, and Gail had gone to high school with Mark Stang. Gail remembers taking the safe boating course at the BSYC when Gretchen taught the class and said that she had such unbelievable knowledge of boating and all throughout the course, she made everyone feel they were doing great.

Besides boating, sailing, and racing, especially on the Stang's Kroger 38 cutter, *Caribbean Soul*, Gretchen loved her dogs and everything about Fire Island. She

lived year-round with Mark in Ocean Beach where Gretchen was a past Captain of the Ocean Beach EMS. Please keep Mark, Gretchen's father Glenn, her sister Melodie, and brother-in-law Bob in your thoughts and prayers. The Bay Shore Yacht Club plans a celebration of Gretchen's life when conditions permit.



Photos by Gail Donahue and Stephanie Pizer

Scuttlebutt

DJ Greco and Peg Daisley

- We were saddened to hear of the passing of Flori Grottoli's father. He passed from an illness on July 15th in New York, at the age of 88. A native of Rome, he lived in Dominican Republic due to his love of the tropics. As Flori put it, "He did not wait for life to come to him. He went out and lived life to the fullest." Our deepest condolences go out to Flori and her family for their loss. Flori & Claudio have many friends in the SBCC, so please reach out and provide your support and sympathies.
- Please say prayers and think good thoughts for Basia Gray, who recently underwent a serious operation and is now recovering in Stonybrook University Hospital. Basia and her husband, Richard Gray are fairly new SBCC members (2019). Rich has been crewing with Charlie Margeson and Jay Pizer for racing. Rich said the operation went well and Basia's recovery will include physical therapy. We all wish Basia a quick and safe recovery and hope to see them very soon.
- After a couple of delays, the Two-Week cruise headed out to the East End of Long Island. Here's a picture of the Cruise Captain, Todd McCarthy, on *Bleu Moon*, working hard at it. Thanks Todd, for the daily reports of the cruise for all of us to enjoy.
- *Summerhome II* (Larry & Irene Novak) is out of commission this summer. They want to remind fellow sailors to thoroughly and frequently check their sea-cocks, the functioning of their pumps, the condition of rubber hoses, and their dripless stuffing box. Rubber hoses below the water line and the rubber bellows on the dripless stuffing box require replacement every six years, even if they appear to be ok. The damage can be EXTENSIVE!
- Several club boats were put in the water in July: *Arcadia* (Bob & Carole Sheppard), *Maggie Lee* (Lee & Margaret Christiansen), and *Challenger* (Doug & Lisa Voos). Welcome back folks. We missed you!
- Mike Duffy who retired to New Bern, NC, recently sold his O'Day 30, *After Loon*. Mike is shopping for his next ride, keeping it local until after hurricane season. Suggestions are welcome.
- Seems our entire Club is doing the right thing by social distancing. The Two-Week cruise was out in the Peconic, Tom & Kathy Grell on *Scuppers Song* were at Block Island, Jeff & Sharon Bieselin on *Shaz* were up in Newport, and many of us are just cruising and racing around the Great South Bay enjoying the beautifully clear water this year.
- FINALLY! On July 21st the GSB buoy was set up in the bay with the info we all depend on.



Access the buoy at:

<http://po.msrb.sunysb.edu/GSB/B1RT.html>

The Great South Bay Project Buoy #1 - Real Time Data



NAUTICAL TIDBITS

Bow Pulpit Step

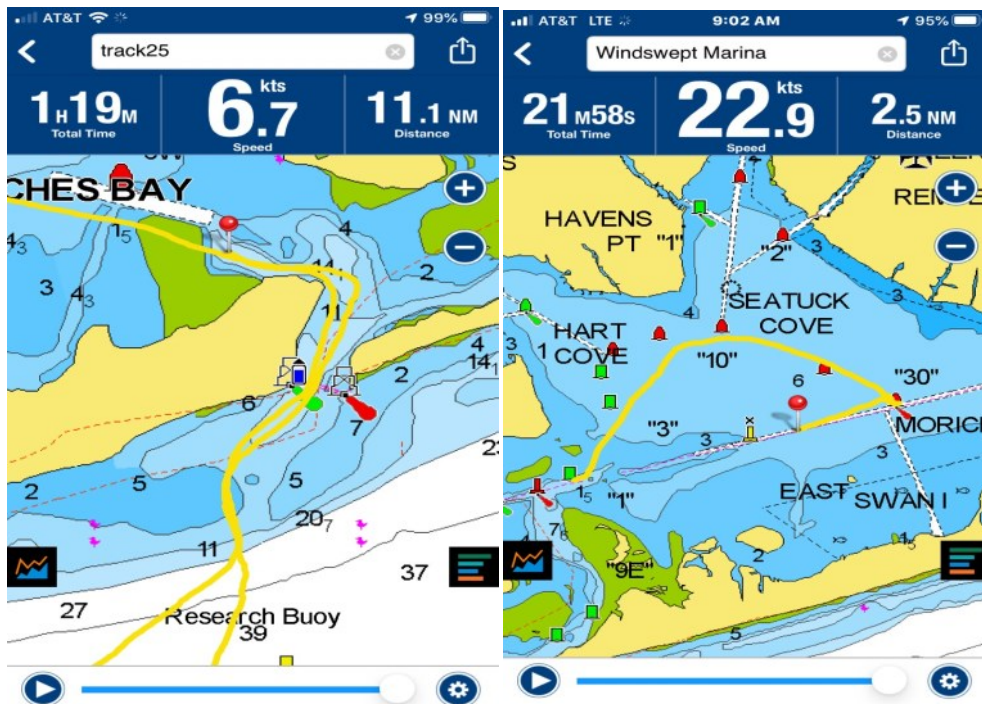
While on a cruise (big boat) to Aruba, I saw a sailboat with an interesting, although crudely made, bow step. Anyone with a bow anchor roller that protrudes out from the foredeck can duplicate this step to make boarding over the pulpit much easier.



Jerry Holwell

capt.seaweed@verizon.net

Moriches Charts



These charts were sent to our Membership Chair, Pam McCarthy, from SBCC member Tom Grell. Tom received them from Captain Arnie of TowBoat US in Moriches. Tom is a very reliable source of navigation information for those taking the inside route.

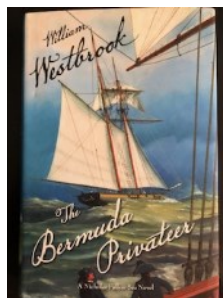
Pam McCarthy

Membership Chair

membership@sbccsail.org

Nautical Fiction

For those interested in seafaring stories, whether fiction or non-fiction, I highly recommend these titles. I recently discovered the author William Westbrook, who has written a series of three novels based around the shipping industry in the late 1700s. The majority of the story takes place in the Caribbean and Southern coast of the United States, with the central character being a privateer hired to insure safe passage of the ships carrying goods. His bravery and daring get him in and out of all sorts of trouble. While the stories are fiction, they are based upon the reality of the day, including the use of slave labor. I suggest reading them in order, as the second and third build upon the first. I found myself Googling many nautical terms from that time period that I was unfamiliar with.



Joe Werkmeister

Corresponding Secretary

corresponding.secretary@sbccsail.org

From the Welcoming Chair

Michele Jaeger

It is with pleasure that I announce that we had two new memberships confirmed on July 28, 2020. We welcome Jennifer and James Hackett and Scott Vine as full members of the South Bay Cruising Club.

Scott sails a 30' Pearson Wanderer *Roam* out of the Anchorage in Amityville. He is an experienced sailor and racer and we look forward to perhaps meeting his sons Travis and Jeremy, as well, out on the Bay.

James and Jennifer sail a Catalina 27 *Are We There Yet* out of Bay Shore. We also welcome their three children, Elizabeth, Declan, and Quinn. It should be noted that James is Peggy Van Tassel's son and the stepson of Bob Van Tassel and I'm hopeful we will have some future SBCC sailors in the making.

We happily welcome all our new members and hope when life returns to normal again, we will have even greater participation opportunities to meet and greet them.

Michele Jaeger
Welcoming Chair
welcome@sbccsail.org

ON THE LIGHTER SIDE!

... and the winner of the caption contest is ?

**Come on SBCC members! I only received 2 votes !
Thank you Cindy LaValle and Stephanie Pizer!**

I'll give it one more month and then we will have to retire the original "On the Light Side" cartoon. Please send me your votes. See below for a reminder of the the entries!



"Sailing Off to Butts Creek"

"Sailing on Moon River"

"It's just a Sailing Thong"

"Be on the lookout for Charlie's new crew outfits in upcoming races"

"Beach Buns"

"The More the Merrier"

"Welcome to Fire Island"

"Abaft the Cockpit"

"Bottoms Up"

"Six Sailors Ass-tern"

"Ass the Wind Turns"

Thank you to Vice Commodore Jeff Frederick, and Fleet Captain, Mara Leisgang, for this month's submissions. Jeff used to work with the author/illustrator of these comics who has graciously offered a free license to share his work.

Remember, the Masthead is published for all of YOU! It is fun for me to work on and produce but it would be oh so much better to have more of you get involved with submitting content. My goal is to have you all anxiously await receiving your monthly copy, so do get involved! Any and all suggestions are welcome!

Joe Werkmeister

Corresponding Secretary
masthead@sbccsail.org



Submitted by Mara Leisgang



Oct. www.davefostercomics.com © 2016 Dave Foster

Submitted by Jeff Frederick with permission of the
illustrator, Dave Foster

Last year we decided that the family had grown too large for our little Pacific Seacraft *Flicka*. She was perfect for a couple and she was ok for a couple with one small child. With the birth of our second son, we kinda' took a year off the water, because babies are a handful on dry land, nearly impossible under sail. By the summer of 2019, he was old enough (1 ½) and ready to start his life on the water. We cruised over to Watch Hill for the night, which was the first place we took his older brother after moving here in 2016, although he was 2 ½ at the time. We spent the day at the beach and that night, all four of us, camped in the tiniest of blue water boats. A 20-foot hull is great if everyone is lying down, still (asleep even better), but we were crawling all over each other when we were awake. It wasn't unbearable, but it wasn't optimal either. When we got home on Sunday, I sat down at my desk and began the painful task of penning the marketing materials to put our beloved *Destiny* on the market. It was just "time"; we had outgrown her.

When I began seriously considering the purchase of *Cambria*, our 2002 Moody 38CC, I quickly recognized that she had a few "issues." Of course, most used boats on the market do, but the trick is determining why the issue exists. Benign neglect, oversight of the previous owner, or malign neglect. It became clear to me that the previous owner had taken good care of *Cambria*: the engine had been yard maintained (only 425 hours), she had been commissioned and de-commissioned each year by the yard, and her interior showed "like new."

But there were any number of TLC issues that were immediately obvious to a careful observer. The surveyor did not catch many of these issues, and he was a good surveyor. But let's face it, a surveyor only has 6-8 hours to take it all in and make sure there aren't any major problems or deal-breakers. Sometimes, some of the smaller issues escape their view. This is my story, so far...



Issue #1: The Leak: From the survey and pre-purchase inspection I knew that we had a leak or source of water somewhere

near the aft starboard bulkhead. Further, prior to the survey I joined the Owners Group on the web, registered as a prospective owner, and searched for on-line posts related to the Moody 38CC. There I found several posts by the previous owner, where he sought advice for the various

issues he had experienced over the last decade. Most recently, he had asked for help identifying a "deck leak of significance," so I knew the issue was relatively new, and as of yet unfixed.

There was minor varnish delamination near the base of the bulkhead in a small area beneath the door to the aft cabin, and it was clear that it was still wet. I also had water finding its way into the small compartment beneath the engine. This is isolated from the bilge, as it should be, to prevent an accidental oil discharge. I also knew from the taste test that it was fresh water. I had no immediate fear of sinking, but, boats in concept are supposed to keep the water out! Unfortunately, that makes them really good at keeping water in if it gets in, so I needed to quickly find the source of the trouble.

I also found some water under the galley floor boards but inside the liner (meaning it couldn't get to the bilge to be pumped out). I pumped it out, cleaned up the mess, and waited. I hoped this was the source of water that had been slowly trickling into the bilge and under the motor.



A week later, more water! This time I knew it had to be coming from either the fresh water system (leaky pipe) supplying the galley or running aft to the hot water tank, or a deck drain fitting. There was just too much water for it to be a leaking pipe, so I focused on getting to the deck drain line. This required some very cautious galley demo work, and with hammer and chisel I began dismantling the cupboard behind the gas range. Luckily, the deck drain was located right behind this cabinet, and there I found the stainless deck drain had disconnected from deck drain hose. A single hose clamp had failed, and the stainless fitting provided no help as it was a completely smooth male fitting (no barbs).

RESTORATION OF CAMBRIA: con't.

Jeff Frederick

One new hose clamp later, and we are back in business! Suddenly, the bilges are bone-dry, and using a hair dryer I have been able to completely dry out the bulkhead. Varnish repair is still on the list, but it can wait until next season.



Issue #2: Stanchions: Also noted during the pre-purchase survey, many of the stanchions were loose, and one stanchion base had failed completely. Some of them were loose at the connection between stanchion and base; some were loose because the base itself is loose. I researched and read a number of owners forum posts on this topic and found it difficult to get clear guidance because the design and construction of stanchions seems to vary greatly with Moody Yachts. Further, the 2000s Moody has two different mounts: one for the standard stanchions mid-ship that run from pulpit to pulpit, and one for the pulpits. The pulpit base is a female stainless cup mounted beneath the teak caprail- and when the pulpit is removed you find a single bolt that runs through the hull-deck joint and has two nuts (locking) beneath the joint. Relatively easy to get to from the chain locker, not so easy to get to where the bow pulpit begins (into the V-berth headliner) or under the aft pulpit. The aft pulpit is another story, here there is a mixture of female stainless cups beneath the caprail, and caprail top-mounted based (screwed into the caprail). One of these under-the-caprail mounts failed and required a full replacement. This was easily accomplished in the spring with a standard stanchion base replacement from the local chandlery, which was screw-mounted on top of the caprail.

The mid-ship stanchions, when they are removed, are supported by a single 1-inch stainless male post with no obvious mounting bolts or anything else visible on deck. Below, I dug into the underside of the deck in the v-berth and discovered how the post is attached. The post bottom is threaded rod, which runs through a substantial stainless backing plate, which is bonded to the hull-deck joint un-

derside with gobs of resin (electric cable in the way, but still visible). To tighten these posts, I simply inserted the largest Phillips head screwdriver I could find and gave it a solid, but gentle; half-turn. Only three of the ten were loose and required tightening in this way, the others were simply loose between the post and the stanchion. To fix this, I applied a single turn of rigging tape, and jammed the stanchion home before threading and tightening the single through-bolt that keeps them in place. To finish the job, I taped off the holes through the caprail and applied some 3M 5200 to seal the joint.



Issue #3: The Hull – Part 1 (The topsides): Oh, the hull. The blue gel-coat topsides were badly faded, but the previous owner's neighbor at the marina confided in me that he had personally buffed and polished the boat to a high shine just two years prior. This gave me confidence that the hull could be restored, but I knew it would require a great deal of time and effort.

The bottom was also in need of work – while it had been painted regularly, during the survey short-haul large, thick chunks of bottom paint came off, exposing the gelcoat below. I knew she needed a full bottom-job before next spring, so I contracted with my yard to have the bottom bead-blasted, faired, and epoxy coated (5 coats), to be followed in the spring with two coats of bottom paint (details to follow, \$5,000 estimated cost). That left the topsides to me and my trusty DeWalt 6-inch rotary polisher. After a good cleaning, I began cutting the surface with a medium grit compound. Working in 2-foot square sections, I also tested a polishing compound (without cutting first) to see if I could eliminate a step. The answer was a hard “no,” and I resigned myself to the process of first cutting, then polishing and waxing the 38-foot navy blue hull. This can't be done in a day, or even several days, if you expect your shoulders to perform daily functions like “brushing teeth” or waving to a neighbor. I broke the

RESTORATION OF CAMBRIA: *con't.*

Jeff Frederick

work up into 1- to 3-hour increments and paid careful attention to my aching shoulders and back. I'm not old, but I'm older than I used to be. All in, I estimate that the job took approximately 60 hours, which at the yard rate would have cost approximately \$8,000. A guy at the yard quietly confided in me, "and we probably couldn't have done as good a job as you did for that price." After an experience like that, you can be sure this hull will be polished and waxed on schedule from this day forward.



The Hull, Part 2 – the bottom:

This is a short story, because the yard did all the work! Bottom was blasted in the fall and inspected. No blisters, no defects— just years of poorly adhered bottom paint that came off in sheets with a light scrape with a wood chisel.



Waiting for the warmer weather was tough, but we had Australian wildfires, a global pandemic, and a stock market correction to distract us. Pretty soon,

the coats of epoxy began to appear, alternating gray and white so they could see what had been coated.



Epoxy can be applied in relatively cool temperatures, but the cure rate is slower at lower temperatures, so we waited for warmer spring-like temps and dry weather to begin this phase. Once

the fifth barrier coat was completed, a base coat of antifouling in red was applied when the epoxy was still green.

This is done to provide a chemical bond between the barrier coat and the antifouling. Red was chosen to give a visual cue as to where the paint "isn't" after a season of use.



Finally, a finish coat of blue bottom paint, and to complete the job, a third coat at high-wear areas like the rudder, the waterline, and the keel.

I have to say, the finished product made me feel pretty good about the choice to make an offer, despite all of the work, headaches, and cursing that had occurred over the previous 6 months of refitting and refinishing. As my wife likes to say to me when I'm feeling dejected, defeated, or otherwise on the brink from a frustrating boat project— "Boat life, baby—we signed up for this."



Jeff Frederick

SBCC Vice Commadore

vicecommadore@sbccsail.org

FROM THE SHIP'S STORE**Glen Bernichon**

The ship's store is open for business. Please take a look. To avoid having product which can't be sold (wrong sizes, color, etc.) we are taking orders and having the members prepay for the items they want. This way we will only buy what is actually ordered. If you would like to purchase items, please fill out the order form and mail it to **Glen Bernichon @ 102 Manistee Lane, East Islip, NY 11730**, along with a check made out to SBCC for the total.

	<u>Burgee</u> Price \$26.00	\$
	<u>Decals</u> Price \$1.00	\$
 *	<u>Hats: Baseball</u> Adjustable strap Available in Nautical Red, Deck Blue Price \$18.00	\$
 *	<u>Hats: Bucket Hats</u> Available in Small and Large. Available in Forest Green, Caribbean Blue, Navy. Logo same as The Baseball type hat. Price \$21.00 (Only available in XL) (Check with Storekeeper if interested in large)	\$
 *	<u>Hats: Sun Visor</u> Adjustable strap Available in Nautical Red, Deck Blue Price \$10.00	\$
	<u>Huggers: Folding Type</u> Keep drinks cool in the summer & warm in the winter! Neoprene folding flat can/bottle huggers. Very limited quantity available. For sale at events only. Price \$1.00.	\$
	<u>Huggers: Standing Type</u> Keep drinks cool in the summer & warm in the winter! Foam standing can/bottle huggers. Currently Sold Out Price \$TBD	\$
 *	<u>Socks: SBCC Socks</u> Unisex sock with the Club Burgee, Very comfy One Size fits most up to men's up to size 12. Supply Limited. For sale at events only. Send e-mail to storekeeper to verify availability. Price \$18.00	\$

FROM THE SHIP'S STORE

Glen Bernichon

	<u>Jackets: Breaker</u> SBCC water resistant wind breaker folds into its own pouch. Handy to carry whenever the weather might be threatening. Available in Navy or Scarlet Price \$38.00 (2XL add \$2.50)	\$
	<u>Shirts: Full Zipper Sweatshirt</u> Sweatshirt with hood: Quality, thick & soft, by J-America, 80% cotton, 20% polyester, washes nicely. Available in Navy Currently only XL and 2XL in stock. S to 2XL may be ordered. Price \$43.00 (2XL add \$2.50)	\$
	<u>Shirts: Men's Polo Shirt</u> Men's 2-Button Polo Jerzees brand shirt with collar. 50/50 Cotton/Polyester Pre-shrunk Jersey with stain-resistant finish. Sizes: Small, Medium, Large, X-Large, (2XL add \$2.50) Available in: True Red, Cyber Pink, California Blue, Navy, Suba Blue, Light Blue, Oxford. Price \$21.00 (2XL add \$2.50) Logo: 	\$
	<u>Shirts: Women's Polo Shirt</u> Women's 4 Button Polo Jerzees brand shirt with collar. 50/50 Cotton/Polyester Pre-shrunk Jersey with stain-resistant finish. Sizes: Small, Medium, Large, X-Large, (2XL add \$2.50). Available in: True Red, Cyber Pink, California Blue, Navy, Light Blue, Oxford Price \$21.00 (2XL add \$2.50) Logo: 	\$
	<u>Shirts: Long Sleeve T-Shirt</u> Limited Edition Light Weight Hoodie, Long sleeve T-Shirt, Graphic on back designed by our own Roger Ramsdell. Very limited sizes available and quantity available. Available in Heather gray. For sale at events only * I must have 30 member orders to place an order for this item Existing stock price Price No Hood \$17.00 Price Hoodie \$25.00	\$
	<u>Tote Bag</u> Double Handled Tote Bag, 4-gallon capacity, Sturdy 100% cotton canvas, perfect for heading to stores while cruising Supply Limited. For sale at events only. Please send an E-mail to storekeeper to verify availability. Price \$25.00	\$

FROM THE SHIP'S STORE (con't.)**Glen Bernichon**

	<u>Shirts: Men's UV Protected Long Sleeve Polo Shirt</u> Currently out of stock, see note below * Men's 3 Button Polo Core365 brand shirt with collar. Moisture wicking, antimicrobial and UV protection performance, 100% polyester snag protection tricot, Spandex enhanced rib knit cuffs Sizes: Small, Medium, Large, X-Large, (2XL add \$3.00) Available in: Carbon, Royal Blue, Classic Red, Classic Navy, Burgundy, White, Black	\$ _____
	<u>Shirts: Women's UV Protected Long Sleeve Polo Shirt</u> Currently out of stock, see note below * Women's 4 Button Polo Core365 brand shirt with collar. Moisture wicking, antimicrobial and UV protection performance, 100% polyester snag protection tricot, Spandex enhanced rib knit cuffs Sizes: Small, Medium, Large, X-Large, (2XL add \$3.00) Available in: Carbon, Royal Blue, Classic Red, Classic Navy, Burgundy, White, Black Price \$37.00 (2XL add \$3.00)	\$ _____

LOGO



Colors available for
both men's and
women's styles



Check # _____

TOTAL ORDER: \$ _____

Member Name: _____

The deadline for placing embroidery item orders is August 26th. The preferred payment method is with a credit card on the WEB Page (<https://sbccsail.org/home/purchase-items/>). However, checks are still accepted (no-cash please).

Please make checks out to "SBCC," Mail the completed order and payment to:

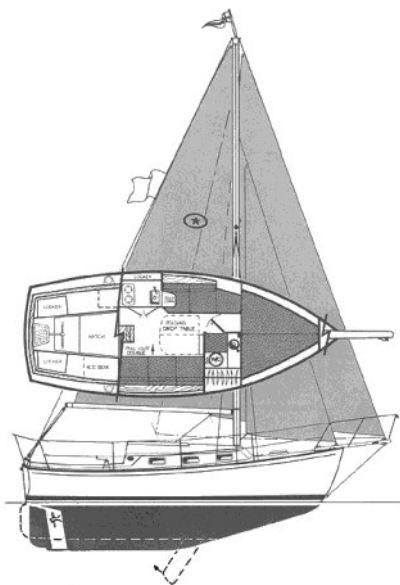
Glen Bernichon, 102 Manistee Lane, East Islip, NY 11730-3406.

Questions, please call Storekeeper at 631-335-8482 or email at: Storekeeper@sbccsail.org.

RIGGING LOCKER

Contact for placing ads: Joe Werkmeister masthead@sbccsail.org

Miss Liberty II — Asking \$20,000



1982 Island Packet Mark II, Cutter Rig
26 ½ -foot with 10 ½ beam

Fiberglass with teak rails and interior
Keel depth CB 2' 8" (centerboard missing)
Fuel: Diesel, 18 gallons
Water: 13 gallons

Sails: main, 130% jib and staysail, full set
Twin H-D batteries, 1-year and 2-year
Auto Pilot & GPS
15 HP Yanmar engine, 2008, low hours

Boat and engine yard-maintained
Spacious cockpit
Dodger and cockpit cover

More information about the boat at:
<https://sailboatdata.com/sailboat/island-packet-26-mkii>

CONTACT:
Nancy Sherman
631-665-7884



NYLON LINES & ROPE LADDER

Lines are all 3-strand rope-twisted nylon, white in color

Two (2) 50' no-splice loops—\$25 each

Two (2) 32' no-splice loops—\$20 each

One (1) 19' no-splice loops—\$15

One (1) 20' loop, splice on one end— \$15

One (1) rope ladder—\$20

Contact:
Dever Larmor
631-905-7967



RIGGING LOCKERContact for placing ads: Joe Werkmeister masthead@sbccsail.org**GARMIN 18 xHD RADAR (\$995)**

- High definition closed dome (Garmin part # 010-00959-00)
- New power and network cables (15m/49.21')
- Compatible with every Garmin GPS unit capable of displaying radar
- High definition (outstanding target separation with less screen clutter)
- Marpa target tracking (collision avoidance) which requires heading sensor (sold separately)
- Guard zone alarm
- Color 8 bit
- Radar overlay support
- Dual range support
- No transmit zone
- Used for two summers (Approximately 18 hrs)



Mounting hardware kit
and cable grommet are
not included

Physical dimensions: 20" diameter, 9.75" high
 Weight: 17 lbs (7.7 kg)
 Water rating: ipx7
 Power consumption: 30w typical; 48w max
 Antenna length: 17" (43.18 cm)
 Rotation speed: 24/48 rpm (dual rotation)
 Power input: 11-35 v dc
 Beam width: 5.2° horizontal, 25° vertical
 Maximum range: 48 nm
 Minimum range: 20 meters
 Radar type: Radome

Contact :

Richard Tesoro

631-587-0300 or 516-768-5291

For Sale: Mercury Dynamic Dinghy—Model #260, 3 person RIB—\$1,000

Fabric	CSM PVC
Color	Gray White
Overall length	8' 2" / 250 cm
Overall beam	4' 9" / 145 cm
Inside length	5' / 153 cm
Tube diameter	15" / 381 mm
Load capacity	750 lbs / 340 kg
Maximum engine weight	66 lbs / 30 kg
Maximum horsepower	5

Contact:

Jeff Mattera 631-431-1350

jmatters@yahoo.com

**This is 7.5-ft hard bottom
Mercury, approximately 3 to 4
years old**

**1999 PROLINE WALK AROUND CUDDYCABIN**

150 HP Mercury outboard with new powerhead

High performance stainless steel

VENGEANCE PROPELLER

DUAL AXLE TRAILER WITH DISK BRAKES

\$9,000

Contact: Larry Novak

novak34@optimum.net

631-793-4717

RIGGING LOCKER

Contact for placing ads: Joe Werkmeister masthead@sbccsail.org



1966 Pearson Wanderer #9

After 19 years and a lot of fun, it's time. Every year the boat has been hauled, winterized, mast un-stepped and the standing rigging inspected and replaced as necessary. Over the years I have upgraded many aspects of the boat. Here is what was done:

- Steering system replaced in 2018
- Electrical panel replaced in 2018
- Roller Furler replaced in 2017
- Centerboard pennant replaced in 2017
- Winch teak blocks reinforced in 2016 with teak backing and steel plates
- Rudder replaced 2012. Hand-made shaped laminated marine plywood.
- Brass shoe at the base of the keel replaced.
- Cockpit teak combing reinforced with brass rods 2004
- New sails in 2008—taken off the boat and stored every winter.
- Winches, 2 speed Lewmar 2008
- Boom Vang added 2011
- Traveler Blocks upgraded 2013.
- Yanmar Diesel serviced annually

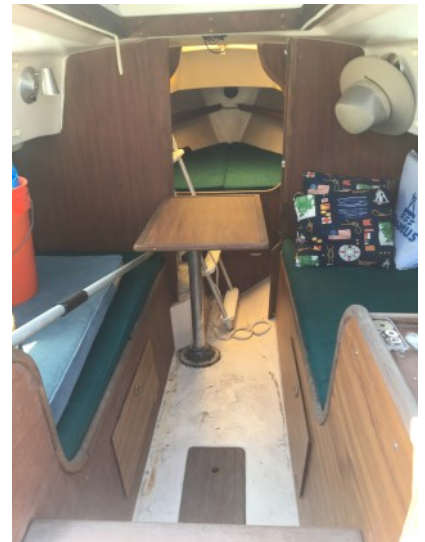


Best Offer!

Contact: Mike Miligi | amblinmike@gmail.com | 631-774-3786

1977 Cape Dory 25 Masthead Sloop

- 150 Genoa jib
- 2 season furler
- Marine head
- Simrad autopilot
- motor compartment
- 1800 pound long, full, encapsulated keel imbedded in the hull so no keel bolts.
- Original cushions and mid cabin table.
- Draws 3 feet, perfect for the Great South Bay.
- No motor, no trailer, in the water ready to go.
- Google: Cape Dory 25 - Sailing Magazine.
- In the water at 48 East Creek on Shore Drive in Babylon Village



\$2500—Price is firm

Contact: Jack Corcoran
(631) 766-3764

Also available:

Mercury 4hp
Outboard engine
\$700

RIGGING LOCKERContact for placing ads: Joe Werkmeister masthead@sbccsail.org**18 Trojan T105 batteries**

6V golf cart batteries, with universal posts, purchased in 2016.

Increase your capacity by wiring two in series to create a 12V, 225 amp/hr battery.

Never discharged below 50%: Many years of life left in them.

Over \$200 new — asking \$50.00 each for 14 of the 18 and \$40 each for four which had melted but repaired posts.

Contact:

Fred Leisegang

516-567-3567

fred4936@yahoo.com

**CQR ANCHOR AND NEW ENGLAND ROPES**

25 lb CQR ANCHOR with 6ft coated 3/8 chain and galvanized shackles. **\$250**

350 ft 3/4" New England Ropes—Premium 3 strand anchor rode, stainless steel thimble on one end and an eye splice on the other end. **\$300**

Anchor and rode have been used at most six times and have been stored off the 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

labellar@optonline.net

SBCC OFFICERS, GOVERNORS, COMMITTEE CHAIRS, 2020-2021

OFFICERS

Commodore—Charlie Margeson
 Vice Commodore—Jeff Frederick
 Rear Commodore—Stephanie Pizer
 Treasurer—Rich Troy
 Recording Secretary—Wendy Gesele

BOARD OF GOVERNORS

Roger Daisley
 Bill Danilczyk
 Bob Forman
 D.J. Greco
 Rich LaBella
 Bob Sheppard
 Bob Van Tassel

Fleet Captain—Mara Liesegang
 Regatta Captains—Duncan & Barbara Burns
 Fleet Surgeon—Heather Reed
 Fleet Chaplain—Rick Simpson
 Corresponding Secretary—Joe Werkmeister

COMMITTEE CHAIRS

Community Relations—Cathleen Messina
 Cruising—Mara Liesegang
 GSBYRA Delegate—Rob Gutmann
 Handicap—Ted Drossos
 Historian—Fred Liesegang
 Hospitality Chair—Scott Gesele
 Legal Chair—position currently vacant
 Mailing—Fred Golder
 Masthead—Joe Werkmeister, Peg Daisley
 Membership—Pam McCarthy
 Program—Todd McCarthy
 Protest—Marty O'Connell
 Racing—Eric Winberry
 Scoring—Eric Winberry
 Storekeeper—Glen Bernichon
 Webmaster—Rich Mourino
 Welcoming—Michele Jaeger
 Yearbook—Jay Pizer

SBCC Website: www.sbccsail.org

Racing Website: www.sbccracing.org

Questions for the Board: corsec@sbccsail.org

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 on the GSBYRA web site at:
<http://gsbyra.org/contacts.htm>