



From the Masthead

SOUTH BAY CRUISING CLUB

December 2020

FROM THE HELM

Charlie Margeson

Fellow SBCC Members and Associates:

I hope you all enjoyed the Thanksgiving Holiday this year.

We had our last Board meeting of the year this Monday and I was contemplating the challenges we faced and overcame in 2020 to provide normal SBCC activities for our club. The Covid pandemic reared its ugly head in March, with the subsequent NYS health restrictions affecting all aspects of our season. As unprecedented as this was, our Board stepped up in a big way and worked together to make things happen. Protocols were changed to comply with health regulations and, beginning June 6th, we were able to keep to our Rendezvous schedule for the rest of the season. We held our one-week and two-week cruises while keeping to safety rules. The same was true with our racing programs. We maintained our Tuesday and Thursday racing series and our Invitational races by keeping within NYS and new US Sailing Covid rules. Our Hospitality Committee adjusted our social schedule with the revised Zoom Opening Ceremony at Bay Shore YC, a limited mid-summer Blast at the Long Island YC and we ended the season with our traditional Boatyard Party at Cook's boatyard. We had to cancel our Holiday Party due to health concerns. I spoke with Commodores at other YC's who have all done the same.

I'm so proud of the way our Club was able to step up, adjust plans as needed for our membership and ultimately make our 2020 season so successful. The SBCC was in my view the best on the Bay this year. It was due to the joint effort of all our Board members working together. My special thanks to our Board! I'm happy to be at the helm of such a great team!

As we close out our 2020 season, keep in mind that we have already started to plan schedules for next year. Our Program Committee is finalizing plans for

Upcoming Events

- **The Holiday party has been cancelled due to Covid-19.**
- **Our Fleet, Regatta and Hospitality Chairs are currently developing the calendar for 2021. Information will be provided as it becomes available.**

some off-season presentations and the Fleet Captain is preparing the 2021 RV schedule. The Regatta Committee is working on their new handicap update project and Hospitality will be finalizing reservations for our 2021 social schedule. Rest assured that we plan to be prepared to make the upcoming year an exciting one.

Finally, as boats are hauled and covered for the winter, the Board and I wish everyone a safe and happy Holiday. Like most of us, I have plenty of boat projects to keep me busy this winter. I just need to watch those power tools!

Happy Holidays to all!



Charlie Margeson

SBCC Commodore

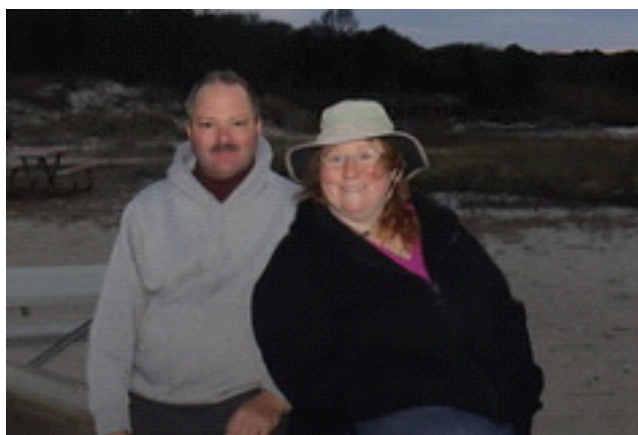
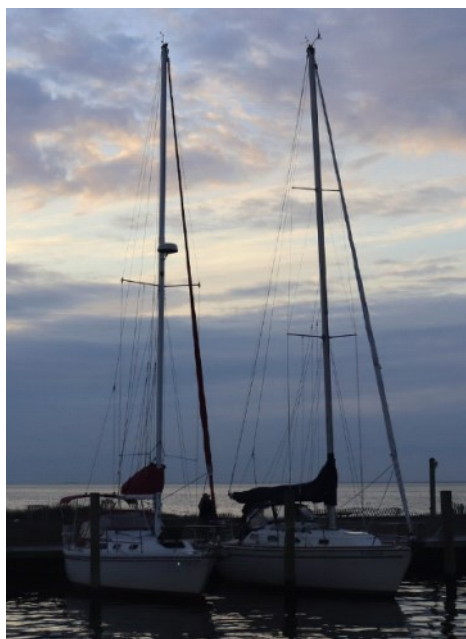
commodore@sbccsail.org

FROM THE FLEET CAPTAIN**Mara Liesegang**

Next season will be here before we know it. And of course, I am looking for RV Hosts and Cruise Captains. Please email me if you are interested in either as I am working on the calendar now. HAPPY WINTER! We will be back out there before you know it!

In the meantime, some of us just don't know when to quit! *Kailani* and *Dust in the Wind* met up at Sailor's Haven the weekend before Thanksgiving! It was a beautiful day Saturday. We had a nice walk through the Sunken Forest, the ocean was gorgeous, and the company was great.

Smooth Sailing! _/)_/_/_/)

**Mara Liesegang**

Fleet Captain

fleet@sbccsail.org**LIGHTHOUSE MISSION FOOD DRIVE****Fred and Mara Liesegang**

The food drive at the Boatyard Party was a great success. Considering the reduced number of attendees, people were very generous. We delivered four very well-packed, large boxes to the Mission. Then, thanks to Jean Sidebottom and a great find on the ground in the parking lot, I went shopping and delivered four more bags a few days later! Thank you Jean!

Please note the other ways you can help at Lighthouse! <https://www.lighthousemission.com/>

FROM THE HOSPITALITY CHAIR**Scott Gesele**

The Boatyard Party was our best event of the year! Let me start by thanking our *Masthead* Committee, Peg Daisley, Joe Werkmeister and Susan Moran for knocking it of the park. Job well done! A huge thank you goes to Rick Simpson for the delicious BBQ, our Salty Dogs for the entertainment and Michele Jaeger and Sandy Carlberg for handling all the drinks. Many thanks also go out to Rich Mourino for the coffee station, Trudy and Jim Persson for helping with desserts and food setup, and to the rest of our hospitality committee for pitching in to make this event happen. As they say, it takes a village, and the SBCC village certainly knows how to do it right!

We had perfect weather, with many spending the day in shorts and short sleeve shirts. It felt more like a late summer event, rather than a November Boatyard party! Current events required changes this year, but our party planners were up for the challenge and made it work out perfectly. We hit our limit of 50 attendees just a few days before the party, so hopefully all who wanted to attend were able to. Unfortunately, we felt it best to skip Salty Sam this year. The change from our prior taco and chili menu to an Oktoberfest theme worked out very well and was necessary as we couldn't have our traditional buffet.

Now for the bad news. Due to the uptick in COVID-19 cases, and after discussions with our Commodore, who solicited input from the Board, it was the unanimous decision to cancel our December 12 Holiday Party. With the recent news about effective vaccines, we hope to be able to start returning to normal in 2021. We're already planning for next year, and details will be provided in the *Masthead* as they are finalized.

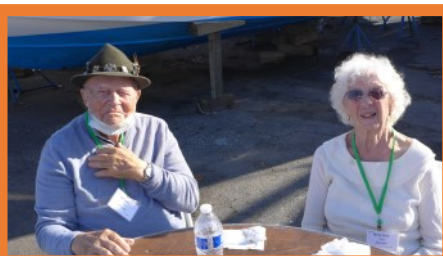
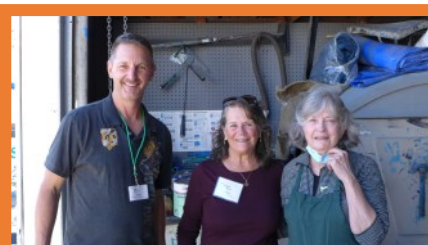
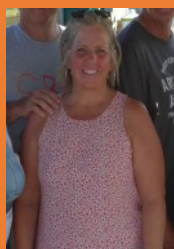
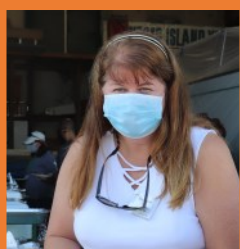
I wish everyone a Happy Holiday season and Happy New Year!



Boat Yard Party—November 7, 2020

Photo by Stephanie Pizer

Scott Gesele
Hospitality Chair
Hospitality@sbccsail.org

BOAT YARD PARTY*Photos by Stephanie Pizer, Scott Gesele and Diane Morgan***A special THANK YOU to those that made the 2020 Boat Yard Party a huge success!****Venue hosts Bill and MaryAnn Cook****Hospitality Chair
Scott Gesele****Party planners—Joe Werkmeister, Susan Moran and Peg Daisley****Rick Simpson carrying in his home cooked, delicious smoked pork****Bartenders Michele Jaeger and Sandy Carlberg****Six members contributed to our delicious dessert contest won by Jane Margeson****Many members assisted the party hosts, including Rich Mourino on the coffee bar, Cathleen Messina, Jim and Trudy Persson and Wendy Gesele.****What would a party be without our photographers!
Stephanie Pizer, Scott Gesele, and Diane Morgan****Fred and Mara Liesegang continued their tradition of collecting non-perishable food items and delivering them to The Lighthouse Mission, in Bellport**

While these pages only feature some of the major contributors, ALL members that volunteered are to be commended. Each of your individual efforts are greatly appreciated! I would also like to once again personally thank Peg Daisley for taking the lead with the planning and execution of this party. A huge thank you also to Scott Gesele for his relentless effort to standardize and document the SBCC party planning process! Future party planners will surely benefit!

Joe Werkmeister

Corresponding Secretary

corresponding.secretary@sbccsail.org

BOAT YARD PARTY

Photos by Stephanie Pizer, Scott Gesele and Diane Morgan

A special tribute to the members of the band that entertained us all throughout the party.



Steve Morgan



Ray Nardo



Charlie Margeson



"The South Bay Salty Dogs"



Todd McCarthy



Lisa Donatelli



Jennifer DeMarco

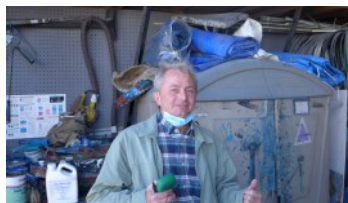
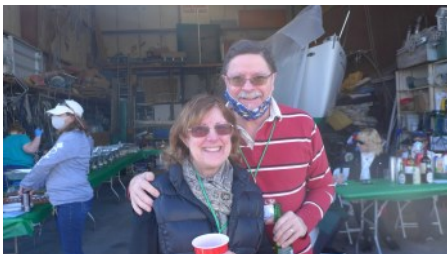


DJ Greco

BOAT YARD PARTY

Photos by Stephanie Pizer, Scott Gesele and Diane Morgan

Guests enjoyed a glorious weather day!



FROM THE REGATTA CAPTAINS**Duncan and Barbara Burns**

As we get ready to say goodbye to a crazy 2020 we are already working on ringing in the new year. A great deal of work headed by Ted Drossos, Handicap Chair, Gary Sebouhian, Mike J, Matt Marko, and the entire Regatta Committee has gone into updating all the handicap ratings for boats. It is imperative that if you plan on racing at all, that you fill out this simple, easy to understand form. The certification that you receive after you fill out the form will be your invitation to take part in races on the bay! The form will be posted to the SBCC racing web site and emailed to all as soon as it is finalized. Please see the attached documents and if you need assistance, feel free to contact anyone from the regatta committee. **Happy holidays!**

2021 Handicap credits and penalty assessments update:

An excel based handicap rating form has been developed and will be sent to all SBCC and BSIR members. The form can also be posted on the sbccracing website and downloaded to your computer where the data fields can be filled in electronically. After the boat owner fills out the form, it will be emailed to the handicapper. Formulas within the form will automatically calculate the adjusted handicap by assigning proper credits and penalties based upon the data that the owner and handicapper provides. This will prevent errors and omissions that might otherwise be missed or assigned in error. A PDF file indicating the base handicap, credits, penalties and the final adjusted handicap will be sent back to the boat owner for their records. The new handicap rating form will be sent to you for review after credit and penalty assessments have been approved. Here is a list of the credits and penalties that we are proposing for the 2021 season. Headsail size: Same as 2020 season. See note "B" below.

176 – 185% -9 sec/mi	166 – 175% -6 sec/mi	156 – 165% -3 sec/mi	146 – 155% 0 sec/mi	136 – 145% +3 sec/mi
126 – 135% +6 sec/mi	116 – 125% +9 sec/mi	106 – 115% +12 sec/mi	105 and less +15 sec/mi	

- Dacron sails: +3 sec/mi if all sails are woven polyester. This is a new credit for the 2021 season. See note "A" below.
- Headsail UV cover: +3 sec/mi if all headsails have a sewn on UV cover. This is a revised credit adjustment from 2021 season.
- Headsail system: See note "A" below.
- Non-Furling: 0 sec/mi
- Furling drum below deck: -3 sec/mi
- Furling drum above deck: +3 sec/mi
- Bow or stern thruster: +3 sec/mi if boat has either or both. This is a new credit for the 2021 season.
- Mainsail option: Same as 2020 season.
- Conventional Main Sail: 0 sec/mi
- In-Mast Roller Furling No Battens: +12 sec/mi
- Vertical Battens Positive Roach: +6 sec/mi
- Extra Large Roach: +3 sec/mi
- In-Boom Furling With Battens: 0 sec/mi
- Poles: Same as 2020 season except that a spinnaker pole or whisker pole that is marked at the "J" dimension will receive 0 credit and a spinnaker pole or whisker pole that is longer than the "J" dimension will receive a -6 sec/mi penalty. This is a revised credit and penalty distribution. See note "B" below.
- Propulsion: Same as 2020 season.
- Folding / Feathering Out of Aperture: 0 sec/mi
- Fixed 2 Blade in Aperture: 0 sec/mi
- Outboard Retracted When Racing: 0 sec/mi
- Outboard Not Retracted When Racing: +12 sec/mi
- Fixed 2-Blade Out of Aperture: +6 sec/mi
- Fixed 3-Blade In Aperture: +6 sec/mi
- Fixed 3-Blade Out of Aperture: +12 sec./mi
- Non-Standard: 0 sec/mi (see Miscellaneous below.)
- Miscellaneous: There are areas in the handicap form to address other credit and penalty assessments such as changes in rig size, bow sprits, asymmetrical and oversized spinnakers and non-standard propulsion.

Note A: The categories for "DACRON SAILS", "HEADSAIL UV COVER" AND "HEADSAIL SYSTEM" have been distributed differently for the 2021 racing season. Having a roller furling system does not receive a credit unless other criteria are met.

Note B: The credit for a "POLE" is based on the headsail LP and is built into the formula that calculates the "POLE" credit. When a competitor declares a LP greater than 135% and a spinnaker pole length of "J" is the only pole used, there is a +0 sec/mi credit. If the declared LP is between 120-135%, a -3 sec/mi penalty is applied. If the declared LP is less than 120%, a +0 second penalty is applied.

FROM THE REGATTA CAPTAINS**Duncan and Barbara Burns****PHRF Handicap Form Instructions**

This form is being sent to every skipper. If you race your boat, it is in your best interest to complete this form accurately as it will be the basis from which your racing handicap will be calculated. If you race but do not complete the form, your handicap will be calculated based on the worst-case scenario for your boat and you will be at a disadvantage when racing. If you never intend to race your boat, you do not need to complete this form.

The procedure is as follows:

- Complete the form on your computer following the instructions given below.
- Save the completed form on your computer. (Do not change the file format.)
- Email the form to the Handicapper at replusted@aol.com for processing.
- Your form will be processed and your handicap calculated.
- Your “Handicap Certificate” will be sent back to you for your records.

Complete all the items in the gray shaded boxes. Do not enter any information in the blue box marked “HANDICAPPER USE ONLY.”

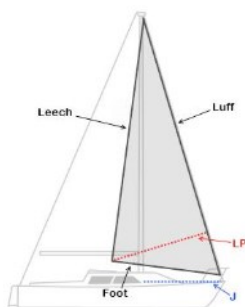
The upper portion of the form mostly identifies the skipper and the boat. The “RIG DIMENSIONS” and “LARGEST HEADSAIL DIMENSIONS” are used in formulas that are used to calculate certain adjustments. For example, enter your measurements in either inches (124”) or feet and inches (10’ 4”) or decimal (10.333). Try to be consistent if possible. If not, the conversion will be made when the form is returned to the Handicapper. The lower portion of the form identifies specific categories of adjustments. As you select a shaded gray box, a small box will appear next to it with an arrow. Click on it and a drop down box will appear with the allowable selections. Choose the appropriate selection and move on to the next item. Some of the items will have a descriptive yellow box as well.

Most of the information that you have to fill in is self-explanatory. Here are a few items that may need some clarification.

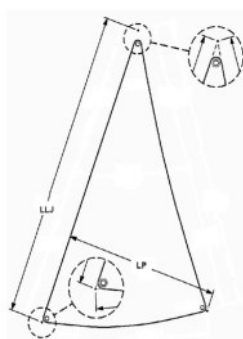
RIG DIMENSIONS: If you don’t have the rig dimensions (I, J, P, E) for your boat, you can usually find them in the manufacture’s brochure or at <https://sailboatdata.com>

LARGEST HEADSAIL DIMENSION: You must measure the largest headsail that you might use when racing. Enter the luff, leech and foot dimensions. See Drawing A on the following page.

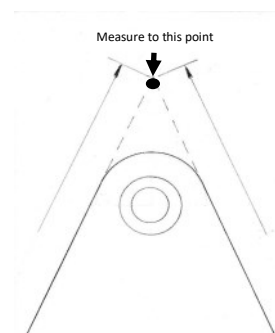
Lay your sail flat on the lawn and put a screwdriver or similar object through the ring or webbing at the tack, head & clew of the sail. Pull each edge of the sail reasonably tight to remove all wrinkles then measure the luff, leech and foot. The “LP” and “J” dimensions are not necessary but you can include them in the “NOTES” section at the bottom of the “Handicap Form.” Measure from the intersection of the extended edges of the sail as shown in Drawing B on the following page and the detail in Drawing C.



Drawing A



Drawing B



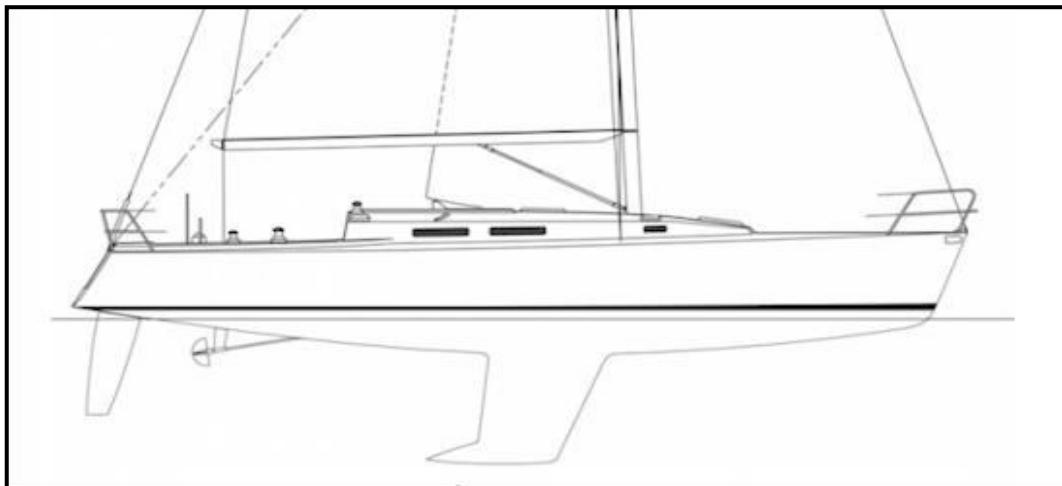
Drawing C

FROM THE REGATTA CAPTAINS**Duncan and Barbara Burns**

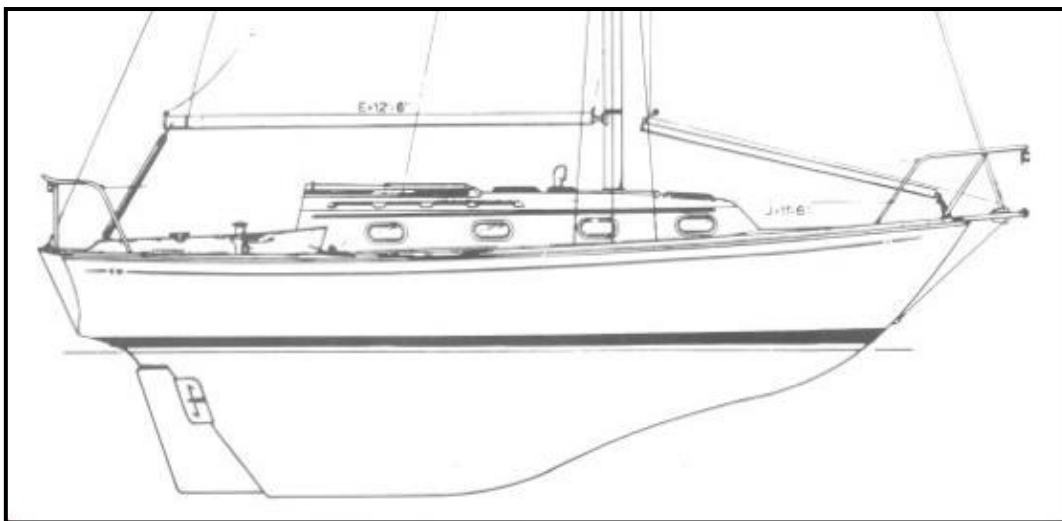
ARE ALL SAILS DACRON: Are all of your main and headsails that you use while racing made with panels of woven polyester? (Dacron).

HEADSAIL SYSTEM: The non-furling option (#1) should be selected if all of your headsails are hanked on, or if the luffs of all of your sails are attached to a furling system extrusion and the tack and/or head of the sail is not attached to the furling drum or head swivel, or if you have a luff foil system installed on your head stay.

PROPULSION: Drawing D below is an example of a prop out of aperture. The prop is attached to a long prop shaft that is supported at the aft end by a strut. Drawing E is an example of a prop in aperture. The prop is attached to a very short shaft that protrudes from directly behind the keel. The prop spins within an opening (aperture) between the keel and the rudder. Select the option that best depicts your boat.



Drawing D



Drawing E

NOTES: This section is for miscellaneous notes that you want to convey to the Handicapper such as, but not limited to, an oversized spinnaker, longer mast or boom, hull or rudder modifications, extra large mainsail roach or any changes to your boat that do not meet the standard boat as described in the 2021-2022 PHRF Racing Rules and Regulations.

FROM THE WELCOMING CHAIR**Michele Jaeger**

On 10/26/2020 we were pleased to confirm two new full memberships to our club. Please welcome Lisa and Tom Miano and Krista and Andrew Hemingway.

Many of you already know Krista and Andrew as past SBCC members. They originally sailed their Tartan, *Tapatin* but are now enjoying their new power boat, a Grady White Express. Andrew was a very active and positive influence in our club and we are so pleased to have him and Krista as full members again. They are also active members of the Babylon Yacht Club, where their boat is berthed. After joining as guests at the SBCC Pirate's RV this season, they decided to rejoin. Those who know them, could not be more pleased.

Lisa and Tom sail *Thriller*, a Beneteau sloop berthed at Orowoc Creek in Bay Shore. There was a lucky chance meeting of our new members as *Thriller* appeared in one of the BSIR pursuit style photos. Member Ted Drossos managed to locate him two weeks later. Tom is anxious to start racing and become an active South Bay Cruising Club member. Tom has been sailing for over twenty years and recently participated in the Mayor's Cup. We also welcome their children Lisa and Greg and hope to meet them as well. We are so pleased they have chosen to join us.

Although this has been an unusual sailing season, due to Covid, we are so happy to have been able to still welcome new members into our club. We hope the 2021 season will enable us to properly meet and greet our new members when things return to normal once again.

Michele Jaeger
Welcoming Chair
welcome@sbccsail.org

MEMBERSHIP ANNIVERSARIES**Joe Werkmeister**

As the year comes to a close, it is an appropriate time to recognize those members celebrating a significant anniversary.

Congratulations to all, and thank you for your continuing support of the South Bay Cruising Club!

60 years	35 years	15 years
William and Maryann Cook	Douglas and Katherine Crocker	Jarrett and Allison Fifield
Alec Yaxis *	Richard and Ann Mourino	Michael and Eileen Miligi
	Merritt and Maryellen Warsaw	
50 years	30 years	10 years
Marilyn Brous	Ted and Terri Drossos	Jeffrey and Susan Bieselin
Earl and Trudy Murray	Patrick Halpin and Ana Rua	Thomas and Susan Davison
	Robert and Linda Malinka	Michele Jaeger
45 years	Paul Rendich	Gary Sebouhian
Stephen and Cathy Brice	William and Sandra Wheeler	
Bruce and Melissa Kennedy	Ward and Laura Brooks	5 years
		Mark and Vanessa Aiossa
40 years	20 years	Andrew and Tiffany Drossos
Douglas and Barbara Davies	Flori and Claudio Grottoli	Steve and Diane Morgan
Dennis and Adriana Krug	Cynthia LaValle and Michael Janoska	Tom and Gina Gilberti
		Gus Rappold and Ann Zimos

Joe Werkmeister

Corresponding Secretary

corresponding.secretary@sbccsail.org

* Recently deceased

FROM THE FLEET SURGEON**Heather Reed****Coping Strategies for the Pandemic Winter:**

The winter holidays approach and we face the upcoming months with uncertainty regarding the pandemic. What will be its course? When will vaccination be available and on what schedule? How will we occupy ourselves when typical winter diversions may not be available? Some typically head south for warmer weather while others go north for ski season. Still others stay put and enjoy socializing locally. Other than for frost-biters, the winter months don't provide much sailing activity besides watching our boats in storage and making repairs.

The phrase "This is time to be gotten through" seems particularly applicable at this unusual time, when people are struggling with waiting for uncertain news or events. This is a time that challenges our endurance. We needn't pressure ourselves to triumph in the face of adversity, or to produce some great opus. (You mean we've had almost 10 months of COVID-19 restrictions and you haven't written a best seller, learned to play a new instrument or become fluent in French yet?) In large part our task is simply to get through in the best way we can. Many of us who have families have not seen them in months. Many have had losses due to the virus or know others who have, or have been ill themselves. It's fine and appropriate to acknowledge the strangeness and gravity of the situation. The field of positive psychology offers many useful strategies that help build resilience for getting through the coming months. Here are just a few coping strategies:

Practice self-care: Get adequate nutrition, enough sleep, hydration, and regular exercise to help your body manage stress and reduce the impact of depressive and anxious feelings.

Engage in mindfulness activities: Doing yoga, mindfulness meditation, journaling and spiritual practices can help us build hope and acceptance.

Acknowledge and document your experience: Consider recording your story about your experiences during the pandemic for generations to come. Writing about the experience can help with maintaining a healthy perspective on it.

Avoid masking pain: Practice moderation. Alcohol and other drug use mask pain but may prove harmful in the long run.

Help others: If possible, reach out to others in your community who may be in need of cheering or other forms of help. Charitable giving or just a friendly phone call to someone who is alone can be very useful to others and to yourself.

Anticipate your moods: Anticipate, acknowledge and accept your emotional reactions during difficult times while you also ask yourself what you might do differently to foster a better result.

Develop and approach goals: Do some activity regularly and also consider trying something new. Have something to look forward to at some point in each day, even if it's nothing major but is just a small pleasure, such as reading a few pages or a chapter before sleep. Consider making those repairs to your boat cushions or sails.

Accept change: Be prepared for the unknown by expecting the unexpected.

Do a comparison check and draw inspiration: How did Shackleton and his men make it through their long survival test? How are Vendee Globe skippers currently coping with the challenges of sailing singlehandedly around the world?

Prepare for the coming winter months. Cozy up in a warm corner, drink some calming herbal tea, start a good book, put your feet up, listen to some relaxing music. Or, make a list of sailing videos you want to watch and get started on them. Relax for the ride.

For more coping strategies, see the following American Psychological Association resource:

<https://www.apa.org/topics/resilience>

Heather Dawson Reed
Fleet Surgeon
surgeon@sbccsail.org

PASSING OF MEMBER Alec Yaxis**Peg Daisley****In Memoriam—Alec Yaxis**

Eniko Ilyes-De Marco, commodore of the Narrasketuck Yacht Club, shared the news with us that Alec Yaxis passed away last week at home. He was 103 years old and had been a member of the South Bay Cruising Club since 1960. The officers and members of Narrasketuck express their condolences at the loss of a great sailor, boat builder, veteran and friend, and here at the SBCC we are going to miss him also. Alec was interviewed for the documentary put together by the SBCC on the occasion of its 60th Anniversary celebration. You can see him relating many stories about the early days in this video, which is available on the SBCC web site: https://photos.sbccsail.org/Videos/South_Bay_Cruising_Club_60_Year_Anniversary.mp4

Alec joined Narrasketuck in 1958, just a year after their current clubhouse was opened. He made his home in Amityville where he lived with his beloved wife Violet, who passed away two decades ago. Alec, a mechanical engineer, designed and helped build the two hoists and the gin pole at the NYC, still very much in used today. His constant vigilance and care over the club property and equipment helped them stay in service for over 60 years, according to Eniko, and they are greatly indebted to him.

In the late fifties, Alec joined another friend who had decided to build his own boat. Alec's Herreshoff designed H28 was built from scratch in days when building a boat meant ingenuity and creativity. Without boat parts suppliers, mail order catalogs and such, Alec liked recounting how he combed local suppliers to find everything he needed or made his own parts from scratch, including casting his own cleats and more. The result was a beautiful, classic boat that he named *Vi*, after his wife. Alec sailed *Vi* widely on and off the Great South Bay. As members of the South Bay Cruising Club, they participated in some of the first sailing and rafting activities of the club, in the late fifties and early sixties.

Alec had a remarkable career. As an engineering graduate of Cornell University, he found work in a Queens dairy, where he was instrumental in improving the freshness and quality of the milk. He continued this work well into his nineties. He was also a veteran of World War II, and served in Great Britain, supporting the vital air campaigns that changed the course of the war. While at Cornell, he was a key member of the crew team, and donated a rowing skull to his Alma Mater, years later.

To those who knew Alec, he was a gentle, quiet man, with a remarkable memory for details that spanned his long life, sharing a living history of the club and Long Island itself easily. He was always ready to help, and accepted help graciously.



Commodore Sue Montana and 50-year-plus members Alec Yaxis (left) and Bill Cook.

Peg Daisley

Co-Corresponding Secretary

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PASSING OF MEMBER Joan Petroske**Peg Daisley****In Memoriam—Joan Petroske**

We also received the news recently that Joan Petroske passed away peacefully at her home in Stony Brook on Sunday, November 22nd at age 89. Joan and her husband Ed joined the South Bay Cruising Club in 1974 and were both avid sailors. Ed was commodore in 1994 and 1995, when this photo was taken, and predeceased Joan in 2006. They were married nearly 52 years.

Joan was raised in the Bronx and later lived in Deer Park and Manorville. She graduated from Cornell University in 1953 with a dual major in Child Development and Sociology/Social Work, and earned a Master's degree from Hofstra University. She was an elementary school teacher for 25 years in the Half Hollow Hills School District and served as the building representative to the Teachers' Association until her retirement in 1992. She then served as President of Half Hollow Hills Active Retired Teachers for over twenty years. Joan was involved in lobbying in Albany and Washington, and was a delegate to the New York State United Teachers Retiree Council and the American Federation of Teachers.

Joan is survived by her daughter, Susan (Peters), and her son, Clifford, daughter-in-law Colleen, and grandchildren Kyle, Nikole, Sasha, Christian, Julia, Jackson, Lyla, and Nora.

**Peg Daisley**

Co-Corresponding Secretary

corresponding.secretary@sbccsail.org

TODD'S TIPS**Todd McCarthy**

Fall is when I like to clean and inspect my sunbrella canvas to identify any areas needing repairs, like broken zippers, loose stitching, damaged Eisenglass, and chafe areas. Take them to your canvas repair shop now, and they will be ready when you need them. Don't wait until spring for repairs as canvas shops are swamped with work, and items needing repairs may take longer than expected to get back on your boat.

To clean the sunbrella I use a low sudsing fabric cleaner available from Starbrite or a Neutral Cleaner (PH 7) from a commercial supply house and a soft bristle deck brush. I lay it out on my deck or patio to clean, hose it down, clean with brush and cleaner, then hose to rinse. If you don't have a really clean place to do this then an inexpensive plastic tarp will do to place the canvas on for cleaning. I have heard of some using dishwashing detergent, but I don't recommend it as it can be harsh on fabric and takes forever to wash away the suds. After cleaning hang to dry in the sun. I drape them over my deck railing, or patio chairs, they dry surprisingly fast.



I also like to spray fabric protector that provides waterproofing after washing. Always use waterproofing right after cleaning as it will adhere to the fabric, not the dirt that was on your canvas. Just google waterproofing for sunbrella and you will see many selections. Lately I have had good luck with Starbrite waterproofing. The price was right and it works well. My canvas was faded and really looking tired, after treatment it really rejuvenated them.

To apply, use a spray bottle, or for larger areas I like to use a pump sprayer with a fantail sprayer tip. The fantail tip will insure an even application. Sprayers are available at any big box store and can be used over and over again. Just be sure to rinse them out when finished. You can also try Scotch Guard in aerosol cans for smaller areas. Do not overdo it as one light coating is enough. I manage a few seasons from one application. You can tell that it's time to reapply when water is not beading up or canvas is leaking through, or the bird droppings are really stubborn to remove. Try not to overspray on your Eisenglass, and if you do, wipe it clean. I also spray any outdoor clothing I want to be water repellent with the same product. If you're not a DIY (do-it-yourselfer), you can choose to have your canvas shop clean and waterproof it for you. Take

time to address this now, well before the next boating season, and your boat canvas will be ready when you are !



If anyone else has a good tip for maintaining your boat that has worked for you, please email me a full description of whatever it is, and we will post in a future *Masthead* under this column. You will be given full credit for your tips.

Fair Winds, Todd

Todd McCarthy

Program Chair

program@sbccsail.org**COMMODORE'S CORNER Charlie Margeson**

The cure for the common "smelly" boat toilet: a fresh water toilet. Years ago I read an article explaining (finally) why boat toilets always have that "smell". I'll spare the details but the article suggested changing to fresh water for the toilet. I did it on Shadow 22 years ago and what a transformation! The toilet "smell" was gone and it's no longer torture using the head. There are no chemicals or constant cleaning needed. It's such a great way to improve life below.

For Shadow, I ran a separate line from the water tank to the toilet with a one way valve. You can also use a separate tank for the head only. There have been articles recently in the sailing magazines or, google boat head updating for information on converting. I highly recommended it.

Charlie Margeson

SBCC Commodore

commodore@sbccsail.org

SCUTTLEBUTT**DJ Greco**

* On November 17th a rendezvous of the SBCC Gulf Coast Chapter was held down in St. Petersburg, FL. Barbara and Charlie Becker, Laurie and Gaspare Messina, Roger Daisley, and Helen and Ed Pshedsky met at the new Pier in Downtown St. Petersburg. They spent a couple of hours sitting outside at a cafe at the beginning of the new pier enjoying the beautiful cool weather. Dinner was at the St. Petersburg Yacht Club. Good food and delicious dessert. We miss them all, but not for long.



* The SBCC Boatyard Party November 7th was a GR8 time for all 50 people who attended. The hosts were the Masthead crew (Joe Werkmeister, Peg Daisley, & Susan Moran) who did a fantastic job of not only having a wonderful party with the Salty Dogs playing, but we had perfectly warm weather for November. Thanks for keeping us all safe!!

* Last month Mark Aiossa helped sail from Annapolis to Bay Shore a 37 Island Packet named *Stowe Aways*. Keep an eye out, and extend a warm invite to the vessel's owner Brandon Matthew who will be a new SBCC member in the 2021 season. Welcome Aboard!

DJ Greco
Governor

gov3@sbccsail.org

NAUTICAL TIDBITS**Joe Werkmeister**

Ships have commonly sailed with cats on board since ancient times. The primary role of a ship's cat was to catch and kill rodents on the boat to prevent them from gnawing on wood, ropes and later on electrical wiring. Cats would also prevent vermin from eating food stores or damaging cargo like grains. Rodents also carried and spread diseases, such as the Black Death.

Because cats helped control the rodent problem on ships and also provided a sense of companionship, cats were believed to bring good luck. If a ship's cat came up to a sailor, that was a good omen. If the cat approached and then turned away, it was a bad omen. For this reason, seafarers kept their ship's cats well-fed and content. Wives of fishermen sometimes kept black cats at home to protect their husbands while at sea.

While some of the good luck associated with cats on ships was based in reason, other superstitions surrounding ships cats were not. Some mariners believed that cats had magical powers stored in their tails that could control the weather. Cats were believed to protect ships from storms, but also to summon storms if the cat fell or was thrown overboard. If the ship did not sink during the storm, it was cursed with bad luck for nine years.

Sailors also believed a few other unusual nautical superstitions surrounding cats:

- A ship's cat sneezing meant that it was going to rain.
- A frisky ship's cat was an omen of a windy day.
- A ship's cat that licked its fur against the grain signaled that a hailstorm was on its way.

While these sailors' superstitions may sound absurd, they are actually somewhat based in reality. Due to their sensitive inner ears, cats are able to detect changes in weather more acutely than other animals. Cats can sense the low atmospheric pressure that often comes before storms at sea, and this may cause them to act restless or nervous.

Joe Werkmeister
Corresponding Secretary

corresponding.secretary@sbccsail.org

ON THE LIGHTER SIDE!**Joe Werkmeister**

Round the world record (and 24hr run) shattered by the north pole crew....

**Happy
Holidays
to All!**



'Sometimes it's difficult to believe this is considered quality time.'

Joe Werkmeister

Corresponding Secretary

corresponding.secretary@sbccsail.org

Holiday Salmon Roll

Flori Grotolli

The best gift I can think to give my loved ones this holiday season is to safeguard their health. Therefore, large gatherings are on hold right now at my house. Although I need to rethink and trim down my menu to feed a much smaller group, I don't want to lose the culinary tradition that makes this dinner a festive and memorable celebration.

On Christmas Eve at our house, fish reigns the menu: all kinds of fish, cooked in many different ways. But how to make so many varieties of fish for only four people? Enter the Salmon Roll.

Butterflied and stuffed, this roll is filled with most of the seafood I would normally serve on Christmas Eve. It can be put together a day ahead and cooked right before serving. It can be used as either the main dish for your holiday menu or as a delicious appetizer on New Year's Eve. This recipe incorporates all the fish we love to eat at the holidays, all in one delicious 'roast'.

Ingredients:

- 1.5 lb. Salmon fillet - skinned and butterflied
- 1/2 lb. Flounder - cut in strips and chopped small
- 8 oz. Shrimp - shelled, deveined and chopped small
- 8 oz. Crabmeat
- 8 oz. Sea Scallops - chopped small
- 4 tbsp butter - softened
- Salt to taste
- 2 whole Garlic Cloves - peeled and crushed
- Parsley mix - chopped parsley with 2 Garlic Cloves chopped very small, mixed with a tbsp of white wine
- White Wine
- Olive Oil
- Unbleached Cheesecloth

NOTE: you can use any seafood you like in this recipe—I chose to use a mix of fish for moisture and shellfish for flavor.



In a nonstick pan, sauté 2 tbsp butter with enough olive oil to cover the bottom of the pan, and 2 crushed garlic cloves. When garlic becomes golden in color, add the shrimp, scallops, crabmeat and flounder. Toss to coat evenly with the butter/oil mix. When almost cooked, add a splash of white wine. Salt to taste. When the filling is cooked, remove all seafood from the pan with a slotted spoon and keep on the side. Keep the pan with sauté broth on the side as well.



In the meantime, make a triple folded sheet of cheesecloth large enough to hold the butterflied and open salmon fillet. It should be able to go around the stuffed fillet at least twice and should be a few inches longer on each end, for tying. Lay the open salmon fillet on the cheesecloth and, with the remaining butter, brush the inside of the fillet. Salt. Spread the seafood filling evenly over the salmon, making sure there are no big pieces of seafood that will create lumps when rolling.



Using the cheesecloth on its long end, start rolling the fillet inward, trying to keep it as tight as it will allow. Once you have rolled the entire fillet, use the long ends to tie off in the shape of a candy wrapper.

Preheat oven to 350 degrees. Oil the bottom and sides of a nonstick loaf pan, and place the salmon roll inside. On the top of the salmon roll, spread the previously prepared parsley mix.

Allow to cook on one side for 20 minutes or until it is well browned. Remove pan from the oven and turn the roll so that it browns on the other side, for 20 more minutes. Turn oven down to 325 degrees, add a splash of white wine and allow to cook for an additional 10 minutes. Remove and allow to cool to warm. Once the roll can be safely handled, cut away the cheesecloth and let roll stand five minutes.

Slice and serve. (I took the sauté broth that was created from the seafood mix and I made a quick rice pilaf to flank the salmon on my plate. You can also use the sauté to make a gravy for the salmon; just add a tbsp of sifted flour and stir continuously until a gravy is created).

Note: instead of filling with fish, another variation to this roll is to spread cream cheese on the inside of the fillet, add dill, roll and bake. It is yummy as an appetizer as well!

Happy and Healthy Holidays to the SBCC



Flori Grottoli

S/V *Floriana*

cavalieri@mindspring.com

***** Welcome to The Storekeeper's Holiday Sale *****

We have the perfect holiday items for you to give to your favorite crew members

	<u>Burgee</u> Price \$26.00	\$
	<u>Decals</u> These are the perfect way to show your pride in the Club on your vehicle. Price \$1.00	\$
 *	<u>Baseball Cap</u> Available in Nautical Red, Deck Blue. Size is fully adjustable. These hats are in stock and can be ordered. Price \$18.00	\$
 *	<u>Bucket Hat</u> Order now – Limited supply (Only 3 left) - all are size XL These hats can not be reordered. Price \$21.00 Closeout price slashed to \$10.00	\$
 *	<u>Sun Visor</u> Perfect for those who want to reduce sun glare without a full hat. Price \$10.00	\$
	<u>Folding Can Hugger</u> Space saving can holder— helps to keep that drink cold for the RV. Order now—Limited supply Price \$1.00.	\$
 *	<u>Socks: SBCC Socks</u> Unisex sock with the Club Burgee, Very comfy One Size fits most up to men's size 12. A must have for the Commodore. Supply Limited—Order now Price \$18.00	\$
		\$

FROM THE SHIP'S STORE

Glen Bernichon

	<u>Nylon Windbreaker</u> Folds into hidden pocket to save space. And increase packability Available in Navy Blue and Scarlet Red In stock sizes are limited — Other sizes can be ordered Choice of logo on new orders Price \$38.00 (2XL add \$2.50) In stock items—Closeout discounted price of \$25	\$
	<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>Long Sleeve Shirt (No hood only)</u> Light Weight Long sleeve T-Shirt, Graphic on back designed by our own Roger Ramsdell. Color Heather Gray Very limited supply—Order now * I must have 30 member orders to place an order for this item Price \$17.00	\$
	<u>Tote Bag</u> Double Handled Tote Bag, 4-gallon capacity, Sturdy 100% cotton canvas, perfect for heading to stores while cruising Order now—Very limited supply Price \$25.00	\$
	Logo for the Polo shirts shown on the following page. Logo # 1 The S.B.C.C. can be any color to complement the color of the article. The burgee is Kelly green and white.	
	Logo for the Polo shirts shown on the following page. Logo # 2 Kelly green lettering matching the lower portion of the burgee. The burgee is as shown.	

FROM THE SHIP'S STORE**Glen Bernichon****Men's Polo Shirt**

Men's 3 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, Scuba Blue,
 Light Blue, Oxford.

\$ _____

Price \$21.00**Women's Polo Shirt**

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,
 White, Black

\$ _____

Price \$21.00**UV Protected Long Sleeve Polo Shirt**

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
 \$2.50) Available in: Carbon, Royal Blue, Classic Red, Classic Navy,
 Burgundy, White, Black

\$ _____

Price \$37.00**Men's UV Protected Long Sleeve Polo Shirt**

Men's 3 Button Polo Core365 brand shirt with collar. Moisture wicking,
 antimicrobial and UV protection performance, 100% polyester snag pro-
 tection tricot, Spandex enhanced rib knit cuffs. Sizes: Small, Medium,
 Large, X-Large, (2XL add \$2.50) Available in: Carbon, Royal Blue,
 Classic Red, Classic Navy, Burgundy, White, Black

\$ _____

Price \$37.00

FROM THE SHIP'S STORE**Glen Bernichon****Full Zip Hooded Sweatshirt**

This is a Full Zip Hooded sweatshirt by J-America. It is 80/20 Cotton/Polly. Washes nicely and is comfy warm.

Limited sizes available now (L,XL,2XL)

Additional sizes can be ordered with either of the Logos above.

Price \$43.00

Items in stock – Closeout Discounted Price of \$35.00

\$ _____

**Crewneck Sweatshirt**

This is a crewneck sweatshirt by J-America. It is 80/20 Cotton/Polly. Washes nicely and is comfy warm.

Available colors Black, Charcoal, Ash

Special order only can be ordered with either of the Logos above.

Price \$43.00

\$ _____

**Red Cotton Tee Shirt**

This is a 100% cotton tee shirt in Brick Red with a silkscreen compass rose and burgee

2 sizes available

4XL – Only 3

3XL – Only 3

\$ _____

Check # _____

TOTAL ORDER: \$ _____

Member Name: _____

The deadline for placing embroidery item orders is December 24th. 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

1986 272 O'Day Sailboat \$6500

- Westerbeke Ten 2 inboard diesel
- Wing keel with 2'9" draft
- Roller furling
- Whisker pole
- Spinnaker pole
- Spinnaker
- All lines lead aft
- Pressurized water
- Cockpit shower
- Companionway air conditioner
- Battery charger

**This boat is in great shape at a great price
and Winter storage is paid for!**



Contact :

Steve Morgan

516-680-5829

Call or text

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.



Winter Sale—\$1000

Also available:

Mercury 4hp

Outboard engine \$500

Contact: Jack Corcoran

(631) 766-3764

RIGGING LOCKERContact for placing ads: Joe Werkmeister masthead@sbccsail.org**1999 PROLINE WALK AROUND CUDDYCABIN—\$9000**

150 HP Mercury outboard with new powerhead
 High performance stainless steel VENGEANCE propeller
 Dual axle trailer with disk brakes



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

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

This is 7.5' hard bottom Mercury, approx-
 imately 3-4 years old

Contact:

Jeff Mattera 631-431-1350 jmmattera@yahoo.com



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

RIGGING LOCKER

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

Centek Marine Vernalift Muffler

\$65—P/N 1500008

2" x 2" top in top out, size 6" x 6"

Like new. Used a few months this season. Replaced with different muffler due to repower of my boat *Bleu Moon*.



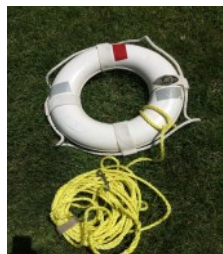
Contact:

Todd McCarthy

(631-905-6715)

Pandemic liquidation sale (boat stuff)!

Contact: Charlie Becker bcbecker12@msn.com or 631-666-0194



21" life ring with 50' x 3/8" floating poly line
\$20



Danforth 13# anchor with 15" flukes for boat 21-32' **\$15**



Galvanized iron cleats
Only 2 8" remain **\$3 each**

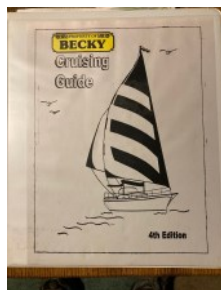


2 oars 49"X1 1/4" dia. Both for **\$5**

Taylor fenders
4"x15" \$5; 5" x19" (stained)



Oak storage/transport cradle originally for O'Day 30 can be adapted or just for the oak! **\$50**



Cruising guide hard copy - no electronics needed
free



Sun awning 9'x14' sail material w/ ties & rigid mid & end tubing, splits for rounding mast. **\$50**

350 ft 3/4" New England Ropes \$275 (Reduced)

Premium 3 strand anchor rode, stainless steel thimble on one end and eye splice on the other end.

It has been used at most six times and has been stored off the boat. It is in pristine condition.

Contact: Rich LaBella

labellar@optonline.net



Coleman 8.6' Inflatable Dinghy w/hard bottom and cover. Best offer.

3.5 HP Nissan motor. Best offer

Trac Portable Washdown Pump with accessories \$45.



Craftsman Buffer/Polisher in case. Complete with accessories. \$25.



Contact: Sandy Carlberg. 631-838-1476

SBCC OFFICERS, GOVERNORS, COMMITTEE CHAIRS, 2020-2021

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SBCC Website: www.sbcssail.org
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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

Wantagh 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>