



From the Masthead

SOUTH BAY CRUISING CLUB

January 2021

FROM THE HELM

Charlie Margeson

Fellow SBCC Members and Associates:

I hope everyone had a good Holiday and a very Happy and safe New Year.

2020 certainly was a year for the record books. Who could have imagined all the challenges we had to face starting in March? But we made it through. I don't know anyone who is not glad to see this past year end. So, See Ya 2020!

Through it all, the South Bay Cruising Club was able to stay true to its mission of "promoting cruising and racing under sail on the Great South Bay and nearby waters". I hope you were able to join us on some of our activities last year and have some good memories and pictures to enjoy. I was looking back on my favorite pictures from last season and thought I'd share a few. They will get me through the "dog days" of the next few months.

Looking forward to 2021, conditions do seem to be improving. We are already making plans for the upcoming season (see the Committee Chair notes following) and its looking pretty exciting. If you have some ideas or trips you would like to suggest, please contact the Committee Chair or any Board member. This is your Club and the Board is working hard to provide another great season for everyone. So we look forward to hearing from you.

For you racers or anyone thinking of participating in our racing programs or weekend racing events, please fill out your new PHRF Handicap forms and send them to Ted Drossos (see his note following). This is an important project to update our PHRF Handicap database. Thanks for your help with this.

So here's to a healthy New Year. Enjoy the next few months and I hope you get through most of your boat projects. My list is long!

Charlie Margeson
SBCC Commodore
commodore@sbccsail.org

Upcoming Events

- **Our Fleet, Regatta and Hospitality Chairs are currently developing the calendar for 2021.**
- **1/25 at 7:30 — The first Zoom Board meeting of 2021.**



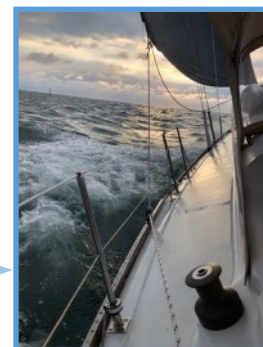
Great South Bay sunsets can't be beat!

Captain below enjoying a siesta!



Shadow enjoying herself!

Rafting up on the two-week cruise!



Enjoying good times with friends on the one-week cruise!

Ahh! Doesn't get any better than this! Relaxing on the two-week cruise!



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

It's time to look forward to another year of racing with SBCC.

Here are some of the highlights for summer 2021:

- Saturday, May 22nd—Spring Race to Atlantique
- Monday, May 31st—Creepsteaks Single Handed
- Tuesday, June 1st—BSIR series begins
- Thursday, June 3rd— Babylon Invitational Series begins
- Tuesday, June 27th—Commodore's Cup Race 1
- Thursday, July 22nd—Commodore's Cup Race 2
- Saturday, August 14th—West Island Regatta
- Saturday, August 21st— Great River Port to Port
- Saturday, September 18th—Mayor's Cup
- Saturday, October 8th—Discoverer's Race

It is important that every boat fills out a new handicap form. All racers will be scored based on the new 2021 handicap. Thank You!

Duncan and Barbara Burns

Regatta Captains

regatta@sbccsail.org

FROM THE PROGRAM CHAIR**Todd McCarthy****Upcoming Programs:**

I am pleased to announce two upcoming Zoom Seminars that are in the works by Dennis Krug and John Chadwick (Chad). Based on your suggestions, they will cover marine electronics including NEMA 2000 network, and marine electrical charging systems to include solar charging. Zoom dates are to be announced soon for mid to late January and February seminar presentations. Watch for SBCC email regarding dates and time. Dennis and Chad's seminars have been very popular in the past, and I'm sure you will not want to miss these!

Winter Activity Suggestion:

I wanted to let everyone know since Pam and I recently went to **Bayard Cutting Arboretum**, that it is **OPEN**. This is a New York State Park. If you have never been here it's a beautiful walk along the Connetquot River with many unusual specimens of trees, wildlife and scenic views. It is where many of us anchor our boats and also many RVs are held. The entrance is located on Montauk Highway in Great River. Admission is **FREE** during the winter and hours are Tuesday to Sunday from 10am to 4pm. They are closed on Mondays. The mansion of Bayard Cutting is not open. However, you can go online to read all about Mr. Bayard Cutting and the arboretum by going on their website. <https://bayardcuttingarboretum.com/>

So come on out for a nice winter walk in a beautiful location! With people looking for things to do during the pandemic, this is the perfect little getaway!

Todd McCarthy

Program Chair

program@sbccsail.org

FROM THE FLEET CAPTAIN

Mara Liesegang

The Yearbook Committee needs a calendar. That means I need a schedule! All those interested in hosting a rendezvous or anxiously awaiting the opportunity to run the one or two week cruise, **PLEASE** get in touch with me **ASAP!** I prefer email to start, since I am working and have some pretty weird hours. Let me know when it is convenient to call you back and we can get you set up!

We are planning a zoom meeting soon to at least nail down a start date and loose itinerary for the two week cruise. We are headed (hopefully) to Newport and up into Narragansett Bay, the original plan for 2020. I would like to have a local backup as well in case we are still limited due to Covid regulations. Watch your email for date, time and sign-on link for the meeting.

FROM THE HOSPITALITY CHAIR

Scott Gesele

While our Holiday party couldn't be in person, that didn't stop our Commodore from hosting a virtual Holiday Happy Hour on the originally planned December 12th date. We had a wonderful turn out and it was GREAT to see many of our out of town SBCC members. The 2021 venues are currently being finalized. Look for more information in the next *Masthead*. I hope everyone had a Happy Holiday season and wish everyone a Happy and Healthy New Year. Here's looking forward to smooth sailing in 2021!



Photos by Charlie Margeson and Peg Daisley

FROM THE HANDICAP CHAIR**Ted Drossos**

We are all looking forward to a great 2021 season. In spite of everything that occurred in 2020, it was a very successful season. Yes, we missed the first series, and yes, we had guidelines in place in order to start the season. There were a total of twenty-nine boats that raced at least one time. Every race had at least ten boats participate with a maximum of twenty-two boats for one race. Many races had fifteen boats or more. There were five boats that finished first at least one time (*Aleboat II*, *Dark Star*, *Integrity*, *Jolly Mon* and *Merry Ann*) with *Merry Ann* finishing first ten times. Kudos goes to *Merry Ann* and her crew for their great performance. There were six new boats that joined in 2020, and we expect they may become regulars in 2021. There were several boats that raced sparingly or not at all because of Covid and are expected back for the 2021 season. There are very few changes anticipated specific to the BSIR in the 2021 season. The most significant one is updating the handicaps. This will affect all boats racing on the Bay. The handicaps are being updated in order to obtain accuracy, fair competition and consistency throughout the fleet. Every skipper who races must complete the new Handicap Rating Form that was sent several weeks ago. You should return your completed form or request a new one by contacting the Handicap and Measurement Committee at (replusted@aol.com). Instructions describing how to complete the form will also be sent. The forms were due back by December 31st, but if you haven't sent in your form yet, please do so immediately. There is much work to be completed before the 2021 season can begin. Updating every boat's handicap is an additional task that must be completed. Many skippers have returned their forms, but many have not. The information on the form is

very simple and is described in the instructions. The only information that may not be readily available to you are your headsail dimensions, especially if you stored them someplace where you cannot get access to them. For example, perhaps you sent them for cleaning or repair. Please complete and return the form with all of the other information and when you can get access to your headsail you can then send an updated form. This will allow the Handicap and Measurement Committee to start the process of reviewing the forms and updating handicaps during the off-season and for the BSIR organizers to get a leg up on updating this season's starting handicaps for our fleet. It is important that every boat has an accurate and current (2021) handicap. This is how it works. Your boat's base handicap + adjustments = adjusted base handicap. The adjusted base handicap is what is used as your season starting handicap for the BSIR. If you do not send in a new handicap form, your new adjusted rating will be your base rating minus 18 seconds per mile. No credits will be applied to your base handicap. We will not use a handicap from last season. Please complete your forms and send them in as soon as possible. Last season, the Skipper's meeting was cancelled because of Covid. If possible, there will be a meeting scheduled this year. The meeting was always a great kickoff to the season. The first race of 2021 is scheduled for June 1. Again, we are looking forward to a great season in 2021. Thank you everyone, skippers and crew, for making 2020 the success it was. We will continue to update everyone via email as the season approaches.

Stay healthy and get those forms completed and sent in. Thank you!

Ted Drossos

Handicap Chair

handicap@sbccsail.org

FROM THE HANDICAP AND MEASUREMENT COMMITTEE**Ted Drossos**

Hi fellow racers and potential racers,

I'd like to share a few answers to questions that were received recently concerning the new handicap rating form that was sent to you. They may answer some of your questions too.

Question: I filled out a handicap form last season. Do I have to fill out another one now?

Answer: Yes. The new handicap form has slightly different credits and penalties. Everyone who plans on racing this season must fill out a new form.

Question: When do I have to submit my new handicap form?

Answer: The forms were due back by December 31st, but if you haven't sent in your form yet, please do so immediately.

Question: I ordered a new headsail but it won't arrive until spring. Should I send you my handicap form after I receive the sail and measure it?

Answer: No. Send in your handicap form now even if your new sail measurements aren't included. I will add that information after your new sail arrives.

Question: Why is my new handicap rating different from last season?

Answer: You are not alone. Almost every handicap rating will be changed. The handicap credits and penalties are distributed differently now. For example, in prior years, any boat that had a spinnaker or whisker pole marked at your boat's "J" dimension received a +6 second/mile credit. This was inconsistent with how our "PHRF Regulations and Rules" were written. This credit was removed from all boats that previously received it.

Question: How do I know what credits and penalties my boat will receive?

Answer: You will be emailed a handicap certificate showing your adjusted handicap. Before the start of the 2021 racing season, a spreadsheet will be posted on the sbccracing.org website listing the specific handicap adjustments for every boat.

Question: How often do I have to fill out a new handicap form?

Answer: Your handicap rating will need to be recertified every two years by filling out a new handicap form. You must immediately report any changes to your boat that might alter your rating by filling out a new handicap form noting the changes. Send it to the "Handicap and Measurement" committee. A revised adjusted handicap will be calculated and a copy of your handicap certificate sent back to you for your records.

I hope this helped answer some of your questions.

Ted Drossos
Handicap Chair
handicap@sbccsail.org

A LOOK BACK!

Joe Werkmeister

What better way to help us through the dog days of Winter than to look back at good times from the past. Surely, this will whet our appetite for more great times in a few short months! (I know, we still have to get through January, February and March, but let's be optimistic!)



Todd and Pam McCarthy in May 2015 as they were bringing *Bleu Moon* home from Huntington. They came through Hells Gate and down the East River. Big smiles on their faces!



Rich LaBella reminisces about great racing. He recalls, "Between 2009 and 2011, we had some of the best class-racing ever held in the SBCC. In those years we had up to a dozen C&C25s and most regularly showed up to race, especially in this class race." These images are from the 2010 race.

A LOOK BACK!

Larry and Irene Novak's Lady Liberty RV 1986

Irene Novak went back into her archives to share these amazing photos from their trip to Liberty Island on *Summerhome II* in 1986, the Novak's first year in the South Bay Cruising Club.

Liberty Weekend was the celebration of the 100th year of the Statue of Liberty and was held July 3rd-6th.

Irene recalls, "Many of us SBCC members thought that it would be the "most impressive rendezvous" we could ever have!"



Captain Larry at the helm



Departing home port



Arrived and anchored at last!



A grand salute to our armada while proceeding to go under the Verrazanno Bridge.



Sunset

A LOOK BACK!

Larry and Irene Novak's Lady Liberty RV 1986



WOW! If you were there, can you find yourself?



A fabulous fireworks display by numerous barges. You didn't know in which direction you should be looking!



The Twin Towers were magnificent!



A spectacular fly-by, by the Blue Angels.

And you thought you were one of the largest sailboats there?



A LOOK BACK !**Joel and Dorothy Becker's Cruise on the Hudson 2003**

Since the Hudson River can be very hot in the summer, it was decided that early June would be a good time to make the trip. It wasn't hot that year; it was cold and rainy. Don't try to out think Mother Nature!

Undaunted, we set out in early June with seven boats. Longtime members of SBCC will remember these names. Jo and Ray Rothaug (*Saga*), Barbara and Frank Peter (*Vixen*), Joyce and Tom Gotard (*Silhouette*), Jean and Joe Fili (*Enchanted*), Cindy and Ron LaValle (*Stray Cat*), Barbara and Jack Nielsen (*Lady Barbara*), Dorothy and Joel Becker (*Counterpoint*), Cruise Captains.

We stayed at several yacht clubs on our way up and back and did some sightseeing on our several stops. We had a tour of the Stony Point Battlefield and Encampment from the Revolutionary War. We didn't stop at West Point but enjoyed the superlative view of the chapel on the hill overlooking the river. We motored through the "S" curve in the river where the colonials put a chain across to stop the British ships from getting through.

We had dinner at the Culinary Institute of America. In addition, we had the pleasure of having the detritus that floated down the Hudson wrap around our props and rudders. By the time we reached Catskill, our northern most destination, we were all limping along. We hired a diver who squeezed himself into his wetsuit (I guess he was thinner in his younger years), lowered himself into the cold waters and cleaned off our props, etc. He did all this while we watched him work and enjoyed our BBQ dinner.

What would a cruise be without some dire occurrence? We were heading to the Chelsea Yacht Club south of Kingston when *Saga* radioed that she was taking on water. Ray's pump wasn't sufficient to pump the water. Fortunately, *Counterpoint* had a large volume portable pump on board. Frank on *Vixen* dinghied over to *Saga* with the pump. He and Ray determined it was a split in the water intake pipe and that turning off the engine would stop the leak. *Counterpoint* took *Saga* in tow after much throwing and catching of lines. As we approached the moorings of the Chelsea YC it was determined that it would be better to have a side tow rather than a bow to stern tow. Then came the tying on of the fenders; *Counterpoint* port to *Saga's* starboard. Again, much passing of all sorts of lines. In assessing the situation, it was suggested that *Saga* tie up to the dock. The way the dock was situated the decision was made that

the side tow should be *Counterpoint* starboard to *Saga's* port. There was much untying and tying of fenders and more passing of lines. We will keep practicing until we get this right!

Finally, *Saga* was eased into the dock and tied up. The next day, with the help of Joyce and Tom on *Silhouette*, the leak was fixed.

After all the rain and the excitement of getting *Saga* to the dock and pumped out, we on *Counterpoint*, dinghied into the dock and while we tied up the dinghy we each thought the other had the painter secured. The photos show what happened. Neither one of us had secured the painter and the dinghy was pushed out by the current. Fortunately a yacht club member was in his dinghy and brought it back. A disaster averted!



After a number of rainy and damp days we finally had a sunny day, so we made our way back to the Great South Bay. Upon arriving at Crazy Charlie and after listening to the weather report we opted to head home instead of sunning on the beach at Atlantique. There would be no sun!

Dorothy Becker

2003 Three-week Co-Cruise Captain

A LOOK BACK!

Rear Commodore Stephanie Pizer shared photos from South Bay Cruising Club's famous RV, "Pirates of the Caribbean" These photos are from the 2014 extravaganza!



Joe and SBCC Board Governor, DJ Greco



Jay and Stephanie Pizer with Stephanie's brother Tim, and Tim's three kids.



Jen DeMarco, Della Bucher, Gaspare and Laurie Messina



Commodore Charlie Margeson



Jen DeMarco, Sally Eilbeck, Laurie Messina and Belle Baxter

A LOOK BACK!



Diane Morgan recalled a great family fun RV this past October! I'm wondering if Diane and Mara Liesegang are sporting morning eyes after a rough night!



The Novaks at Atlantique in the late 1980s. Reminds me of good times there anchoring out with my 17' Bayliner cuddy cabin and two children under 10.

Larry and Irene Novak's dog, Duffy, loved to dress up for a Great River Rendezvous.

TODD'S TIPS**Todd McCarthy**

Hello everyone, hoping all had a great Holiday Season and a Happy 2021!

After putting the cover on my boat, I try to identify items on deck or below, that I can address ahead of time for the next season. Generally, I start these in late fall before temperatures get too cold. I find it still pleasantly warm under my cover with the sun shining on it, but tend to bring work home to finish in my basement. My projects this year were repainting my cowl vents and refinishing my companionway boards.

For the stainless cowl vents, I lightly sand the area to be repainted inside the vent with maroon Scotch-brite, wipe it clean, and tape areas that I don't want overspray. I then spray few coats of Rustoleum paint to recoat the inside area of the vent. To tape the rim I use several small pieces to form the curve around the outside of the vent. I usually get a few years from my paint finish until some rust streaks appear.



Almost all sailboats have companionway boards. Mine are solid teak, so this year I sanded them to bare wood first with a random orbital sander. I started with 80 grit, then went over them with a detail sander and 120 Grit. I like microfiber towels dampened with water to remove excess sawdust. I then go over them with a tack cloth. It has been recommended not to apply finishes the same day you sand as the saw dust can be airborne for some time. I use good brushes and clean them liberally with paint thinner. I also save quart size Chinese food soup containers for my paint thinner to clean my brushes. I deposit the

used paint thinner in my gallon antifreeze jugs I saved, or something similar, and bring to my town recycling plant for disposal as paint.

There are many options for the finish you choose. Varnish, Cetol, or two part finishes to name a few. Do some research to see what you like the best.

I have had good luck with Sikksens Cetol Natural Teak for a few coats which leaves a semi gloss finish, but can be a soft topcoat. Sikksens recommends top coating with their Cetol Marine Gloss to leave a hard glossy finish. This was how I finished my companionway boards this time. Both are great finishes but be sure to be patient and let them dry completely. I have also used Mini Wax Helmsman Spar Urethane Satin or Gloss. The Mini Wax is less expensive, dries quicker and also holds up well, and is rated highly by Practical Sailor Magazine in it's tests. Most boat owners are loyal to the finish they prefer and stick with what works. The Cetol Natural Teak tends to darken the teak due to protective elements in the finish to a honey color. Varnish tends to be a lighter in color which many find appealing.

After removing the sanding dust I prepare my first coat. I never work out of the can, so as not to contaminate the can of finish. I use small measuring cups and ladle into disposable containers both from the dollar store. They are clean and come with a cover. I also use a paint strainer as I'm putting it in the secondary container. If a can of finish has been opened before, some deposits may have hardened, the strainer removes these, keeping your finish smooth and you will not waste what is left in the can. I also always thin my first few coats with paint thinner. It will dry faster than using mineral spirits. Thin coats are better than heavy coats, and the thinned coat grips the wood surface better, soaking into the wood for a first coat. Sand your first coat with 220 grit paper when dry, remove sanding dust and reapply second coat and then sand with 320 grit. I use maroon Scotch Brite after this to dull the finish and apply additional topcoats. It may take 7 or 8 coats to finish. You will know when have enough coats on when all the grain is filled in and the finish is mirror smooth. That is the ideal finish you are looking for.

Through adding successive coats in following years I have noticed my finish gets better, filling in more of

TODD'S TIPS (continued)

the wood grain. Top coating any bright work should take place annually if exposed on the outside of your boat. Temperatures must be kept above 50 degrees F for finishes to dry. Sometimes I use a 500 Watt Halogen light near my work in the basement to keep surfaces warm. Another option is waiting until spring, but working outside has its issues with erratic temperatures, windblown dust, pollen, and bugs getting into the finish. Your finish will cloud and be ruined if it gets too cold before your work dries. Some on my dock like to do their brightwork in September once things cool off, and there are less particulates in the air. Recoat before you think you need it to keep the finish from being penetrated by the elements, it will save you from stripping it and starting over.



I read a lot online and also purchased Rebecca J. Whittman's book "Brightwork, The Art Of Refinishing" as a reference. This is what I have learned from six years of brightwork maintenance. Many SBCC members have been at this much longer, and it's always good to ask someone with more experience if you have questions. My work is not yet professional, but I have come a long way. When I first bought my boat and didn't know anything, I asked SBCC Member Jerry Holwell who owns a Grand Banks trawler with a lot of brightwork for a tip on maintaining mine. He instructed me to "sand with the grain", and this was my humble beginning.

Fair Winds, Todd

Todd McCarthy
Program Chair
program@sbccsail.org

WATER ALARM**Charlie Becker**

We were on our way to a weekend rendezvous on our boat, and had just passed under the bridge and were about a 1/4 of the way to the Babylon Cut when all of a sudden this alarm went off! We had NO IDEA what it was or where it was coming from. Engine gauges were good, radio, and GPS were silent, burglar alarm was off—what could it be? When I flew down into the cabin it hit me—THE BILGE WATER ALARM! I lifted a floor board and found WATER IN THE BILGE! To make the following three hour ordeal short, it turned out to be fresh water from a leaking cockpit shower connection in the stern that had burst. Since the water pressure switch was on, water slowly kept pumping into the bilge, and with the engine on, we never heard the pressure pump running. Of course, I had basically ripped the boat apart trying to find the source of the leak, not knowing it was FRESH WATER!

Lessons learned:

- Listen to Dan when he suggests something! (Keep reading)
- Don't leave the water pressure switch on when sailing or motoring.
- Make sure the battery is good in YOUR bilge water alarm—mine was!
- Know where all the bilge pump switches and hand pumps are (I was ready). I also discovered that one of my three electric pumps had a "flexible" hose that leaked!

I replaced all the "flexible" hoses with "solid" rubber hoses, as they should have been to reduce breakage and reduce flow resistance.

Note: The small 9 volt battery water alarm was purchased at the home center and needs no extra wiring or power. I also installed one in my basement by our water heater and furnace, which is what they are PRIMARILY sold for.

The idea to install this alarm followed a discussion with a fellow member, Dan Glinski, of the South Bay Cruising Club. He told me about a "water alarm" he had on his boat. Luckily I took his advice! I would also suggest you also take his advice. It did come in handy.

SCUTTLEBUTT

DJ Greco, Peg Daisley, Bob O'Brien

- Roger Daisley couldn't attend the November Zoom board meeting because he was helping out with the 35th annual "Christmas Boat Parade" of the Boca Ciega Yacht Club in St. Petersburg, FL. He said it was an awesome sight, and I especially like this picture with the lights saying "Buh-Bye 2020".



- Belle Baxter of Bradenton, Florida once again hosted a holiday get-together for SBCC-ers who have retired, or are wintering, on the Gulf Coast -- the "Gulf Coast chapter" of the SBCC. Adhering to all the COVID precautions, sailors arrived masked, brought their own food and chairs, and sat outside, about six feet apart, on a beautiful, balmy afternoon -- except for this brief moment when they gathered for a photo. Left to right: Helen and Ed Pshedesky, Peg and Roger Daisley, Belle Baxter, Gaspare Messina, Mike Janoska, Laurie Messina, and Cindy LaValle.



- The Christy Collection is now available on line through her daughter Donna. Christy Edwards and her husband Tom Potter were members of the club for a few years before they both passed. Her paintings of Long Island are beautiful, and one of her paintings was the cover of the SBCC yearbook last year. You can find them at <http://thechristycollection.com>

- On Monday, December 28th, Todd McCarthy, Commodore Charlie Margeson and Jay Pizer went out for a great sail in the bay aboard *Rising Tide*. The weather was in the 50s, nice and sunny with a 12 to 15 knot breeze out of the southwest. They left Amityville and sailed down to Babylon, staying out for about 1.5 hours. It was a nice day and get together with everyone adhering to mask wearing and distancing. They then followed their outing with a pizza lunch. It's always great to take advantage of some warm winter days as well as sharing good times with friends in the club.
- Bob O'Brien's *Kyla Marie* was featured on the cover of the Catboat Association's Fall Bulletin.

Catboat Association Bulletin



No. 183



Fall 2020

ON THE COVER

Kyla Marie'. A Chebacco 20 lapstrake cat yawl designed by Phil Bolger, sailing on the Great South Bay of Long Island during a pursuit race sponsored by the Wet Pants Sailing Association (WPSA). At the helm is Jack Whitney; Bob O'Brien, the builder and owner, is seated in the cockpit. *Kyla Marie* is very competitive in stronger winds. She was featured in the article "Building the *Kyla Marie*" in the winter 2019 Bulletin, No. 178.

Photo by WPSA member Matthew Pagels.

1/12/21 “From Shore to Shore”: Exploring Boat Building on Long Island

A “From Shore to Shore” exhibit, focusing on boat builders and boatyards of Long Island, will be on display at the [Sayville Library](https://www.sayvillelibrary.org) starting January 2021. The exhibit features boat builders, both professional and amateur, dedicated to preserving the craft of earlier generations. Some of the featured boat builders include Howard Pickerell, Paul Ketcham, the Scopinich family, Alan Steiger, Donn Costanzo, the Bayles Boat Shop workers, and the Harter brothers. Boatyards include Davison’s Boatyard, the Hanff Boatyard and Knutson’s Boatyard. On January 12, 2021, at 7 pm, Nancy Solomon, director of Long Island Traditions and curator of the exhibit, will give a Zoom-based presentation on the research and creation of the exhibit, and the current situation of some of the boatyards and boat builders who are featured. The presentation will include historic photographs and video. The program is free via the Sayville Library, but online registration is required. Registration is open now until January 11, 2021.

Register here: <https://www.sayvillelibrary.org/events/online-shore-shore-exploring-boat-building-long-island>



For those interested, access Long Island Traditions at the following link—<https://longislandtraditions.org/>

ON THE LIGHTER SIDE!

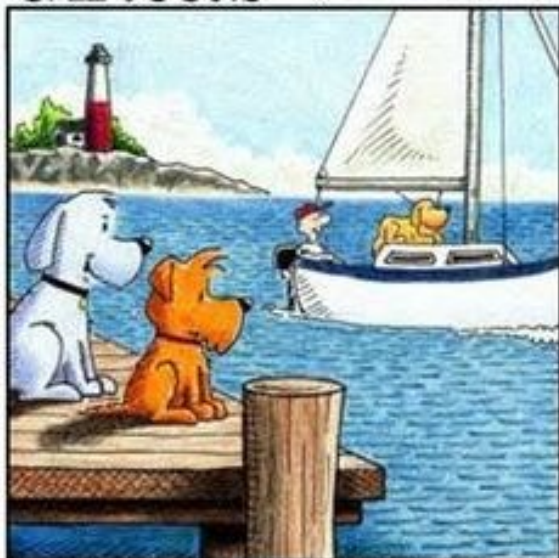


Not everywhere is accessible by sled!
 My apologies to whomever sent me this photo.
 I lost track so can not give the credit due!



"You don't want to be doing it like that."

SAILTOONS by Michael Malzone



HE SAYS IT'S LIKE HANGING YOUR HEAD
 OUT THE CAR WINDOW BUT MUCH BETTER!

Nautical Tidbits

Joe Werkmeister

Get Some Tattoos

Because early sailors believed strongly in the power of symbols and omens, they often tattooed specific images on their body to bring good luck or to repel misfortune. Seafarers often had a tattoo of a nautical star or compass rose that was believed to help guide them home.

Sailors also tattooed pictures of roosters or pigs on their feet to protect them from drowning. Many early sailors could not swim, and they believed that the gods would have mercy on them during a shipwreck if they saw the images of animals on their feet. The gods would see the roosters or pigs and scoop the sailors from the water to place them safely back on land.

This superstition may have developed due to the fact that after a shipwreck, lighter livestock like roosters and hens would often survive because their crates would float in the ocean.

A THANK YOU NOTE!

I wanted to take a little *Masthead* space to thank all of the members who responded to my inquiry soliciting help with my upcoming windlass installation. I received no less than a dozen replies via email plus a couple of telephone calls. All of the replies had something of value to offer and brought things to mind I had not considered. I do extensive research whenever I undertake a project like this, whether it be on the boat or my home. I expected that I had covered all my bases but thought, "what the heck, let me reach out to club members" who have lots more experience than I do on matters of sailing and sail boats. Frankly, I was quite surprised with the volume of suggestions, offers to help, etc. What a tremendous resource and what of a wealth of experience our club members offer to us less experienced sailors!

Joe Werkmeister

Corresponding Secretary

corresponding.secretary@sbccsail.org

Fried Rice—Italian Style

Flori Grotolli

I have a love-hate relationship with Chinese fried rice. While I love fried rice to the point that I sometimes crave it, I do not like the aftertaste it leaves me with. And every fried rice I've ever had at a restaurant has been over cooked and mushy.

After much research, I decided to 'Italianize' Chinese fried rice (Claudio is still laughing!) I made a simple vegetable fried rice that can be enhanced with any protein you love; shrimp, pork, chicken. However, in the end I managed to keep the rice from becoming too soft and there was no aftertaste. A wok is not necessary. A deep non-stick skillet will do. See what you think.

Ingredients:

- 4 cups white rice that has been boiled the day before and refrigerated (any rice will work just be careful not to make it too soft)
- 3 tbsp butter
- 3 tbsp olive oil
- 1/2 cup white onion, chopped small
- 1 large garlic clove
- 8 oz. mushrooms, sliced
- A handful of snow peas (optional)
- 1/2 cup frozen peas, with or without carrots
- 1/2 cup frozen string beans, cut in half or smaller
- 1 egg, beaten and with a pinch of salt
- Soy sauce to taste

Preheat your skillet for a few seconds on medium high. Add 2 tbsp of butter, 2 tbsp of olive oil, chopped onion and garlic clove. Stir and allow onion to become translucent. Add the mushrooms and continue cooking on medium high heat for several minutes, until mushrooms begin to brown. If using, add the snow peas and allow to cook for several minutes. Then toss into the skillet all the frozen veggies and fold them into the mixture. Lower the heat and allow the frozen vegetables to cook well.

Once veggies are all cooked, slide them to the side of the skillet and cook the egg until scrambled well.



When the egg is cooked, remove the egg and veggie mixture and place to the side, keeping it warm. Go back to your skillet and, on medium high heat, add the remaining butter and oil. Once butter is melted, add the rice and toss to coat evenly. At this point, you want the rice to toast in the butter but you are stirring it so it doesn't become sticky or too soft. After a couple of minutes, drizzle the soy sauce over the rice and toss to coat. Put the veggie mixture back into the skillet with the rice. Stir until all ingredients are well blended and taste to adjust the soy sauce to your liking.








Remove and serve hot.



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







While the Holidays have come and gone, the sales continue !





In addition, we have also added a new feature for embroidery work. Now you can personalize your shirts and jackets with your boats name and/or sail number under the Club Logo for a small additional fee. Please check the Ship Store web page <https://sbccsail.org/home/purchase-items/> for the great closeout sales and details.

	<p><u>Burgee</u> Price \$26.00</p>	<p>\$</p>
	<p><u>Decals</u> These are the perfect way to show your pride in the Club on your vehicle. Price \$1.00</p>	<p>\$</p>
 *	<p><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</p>	<p>\$</p>
 *	<p><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</p>	<p>\$</p>
 *	<p><u>Sun Visor</u> Perfect for those who want to reduce sun glare without a full hat. Price \$10.00</p>	<p>\$</p>
	<p><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.</p>	<p>\$</p>
 *	<p><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</p>	<p>\$</p>
		<p>\$</p>

FROM THE SHIP'S STORE

Glen Bernichon

 <p style="text-align: right;">*</p>	<p><u>Nylon Windbreaker</u></p> <p>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</p> <p>Price \$38.00 (2XL add \$2.50) In stock items—Closeout discounted price of \$25</p>	<p>\$</p>
 <p style="text-align: right;">*</p>	<p><u>Shirts: Full Zipper Sweatshirt</u></p> <p>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.</p> <p>Price \$43.00 (2XL add \$2.50)</p>	<p>\$</p>
	<p><u>Long Sleeve Shirt (No hood only)</u></p> <p>Light Weight Long sleeve T-Shirt, Graphic on back designed by our own Roger Ramsdell. Color Heather Gray Very limited supply—Order now</p> <p>* I must have 30 member orders to place an order for this item</p> <p>Price \$17.00</p>	<p>\$</p>
 <p style="text-align: right;">*</p>	<p><u>Tote Bag</u></p> <p>Double Handled Tote Bag, 4-gallon capacity, Sturdy 100% cotton canvas, perfect for heading to stores while cruising</p> <p>Order now—Very limited supply</p> <p>Price \$25.00</p>	<p>\$</p>
	<p>Logo for the Polo shirts shown on the following page.</p> <p>Logo # 1</p> <p>The S.B.C.C. can be any color to complement the color of the article.</p> <p>The burgee is Kelly green and white.</p>	
	<p>Logo for the Polo shirts shown on the following page.</p> <p>Logo # 2</p> <p>Kelly green lettering matching the lower portion of the burgee. The burgee is as shown.</p>	

	<p><u>Men's Polo Shirt</u></p> <p>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.</p> <p>Price \$21.00</p>	<p>\$ _____</p>
	<p><u>Women's Polo Shirt</u></p> <p>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</p> <p>Price \$21.00</p>	<p>\$ _____</p>
	<p><u>UV Protected Long Sleeve Polo Shirt</u></p> <p>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</p> <p>Price \$37.00</p>	<p>\$ _____</p>
	<p><u>Men's UV Protected Long Sleeve Polo Shirt</u></p> <p>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 \$2.50) Available in: Carbon, Royal Blue, Classic Red, Classic Navy, Burgundy, White, Black</p> <p>Price \$37.00</p>	<p>\$ _____</p>



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 January 25th. 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

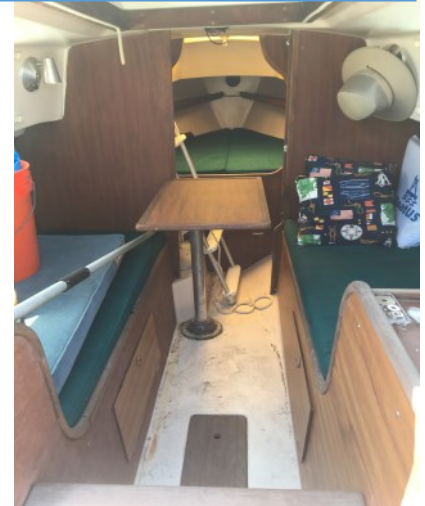
This boat is in great shape at a great price and Winter storage is paid for!



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 LOCKER

Contact 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 VENGENGE 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**

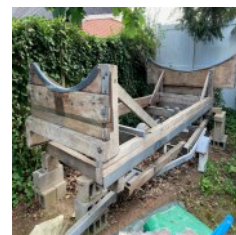


Galvanized iron cleats
Only 2 8" remain **\$3** each

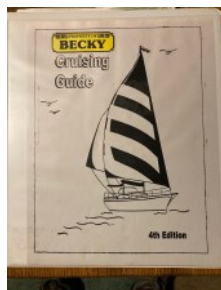


2 oars 49"x1 1/4" dia. Both for **\$5**

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

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

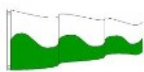
Fleet Captain—Mara Liesegang
 Regatta Captains—Duncan & Barbara Burns
 Fleet Surgeon—Heather Reed
 Fleet Chaplain—Rick Simpson
 Corresponding Secretary—Joe Werkmeister

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
 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	Loop Bridge 516-578-5903 or VHF 13	Shinnecock Canal Tobay Marina 516-679-3911
Atlantique, Fire Island Marina 631-583-8610	Meadowbrook Bridge 516-578-5903 or VHF 13	TowBoatU.S. 631-666-5380 VHF Ch16
Bay Shore Marina Snack Bar Gas Dock 631-665-1184	Ocean Beach Marina 631-583-5153	Wantagh Bridge / Sloop Channel 516-242-2637 or VHF 13
Captree Bridge 631-433-3919	Pump-out in Patchogue or Moriches Pump-out boat at VHF 73	Westhampton Beach Yacht Marina 631-288-9496
Captree Marina Fuel Dock 631-587-3430	Railroad Bridge/Channel Bridge 516-889-9169 or VHF 13	Watch Hill: 631-597-6455
Davis Park 631-597-9090	Robert Moses State Park Boat Basin 631-321-3515	
Fire Island Pines Marina 631-597-9581	Sailor’s Haven 631-597-6171	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
Jackson’s Marina, Cormorant Point 631-728-4220	Seaview Marina 631- 583-9380	
Long Beach Bridge 516-571-7785 or VHF 13	Shinnecock Canal Lock Tender 631-852-8291	
	Shinnecock Canal Slip RSVPs 631-854-4952	