

# From the Masthead

## SOUTH BAY CRUISING CLUB

February 2021

### ***FROM THE HELM***

*Charlie Margeson*

#### ***Fellow SBCC Members and Associates:***

February is always the toughest month of the year, at least for me. It's the end of winter and cabin fever tends to set in.

The good news is I have a few things keeping me busy. One of my more enjoyable activities as Commodore of the SBCC is working with our Committee Chairs on schedules for the upcoming season which we are now finalizing. The preliminary 2021 itineraries are presented in this Masthead issue so please take a look. I think you'll agree we have some great plans in store.

Covid update: The Board is still expecting Covid restrictions to be in place through June and we are being guardedly optimistic that easing will begin in July. If not, we will maintain restrictions as needed through 2021. All current plans for the upcoming season will include this flexibility for 2021.

I'm very pleased with how our PHRF Handicap update project is progressing. Ted has now received over 50 application updates so far, which is excellent. It's not difficult to fill out the new application and all SBCC boats should have the PHRF Handicap. We appreciate everyone's participation.

I'd like to mention an interesting and exciting trend I'm seeing in our latest Mastheads. We have quite a talent pool within our membership and their skills are now being shared more than ever within the pages of our Masthead issues. We have recently seen many excellent articles on boat maintenance, engine repowers, refrigeration and electronics installations. There are cruises and past adventures to read about. And what about the delicious recipes for on-board meals. My point is, there is much more to your SBCC membership than just our weekend RVs and races. There's a real knowledge base to tap

### ***Upcoming Events***

- **Our Fleet, Regatta and Hospitality Chairs are currently developing the calendar for 2021. View a tentative race schedule and the hospitality event schedule in this edition of the Masthead.**
- **2/22/21 at 7:30 — Zoom Board of Governors meeting**

into. Got a boat problem? Ask around the membership and chances are someone has experienced the same thing and can provide some good advice or suggestions. So reach out to your fellow members; I'm sure you'll be glad you did.

Lastly, I wanted to mention that *Shadow* is undergoing a deck and cabin top refit this winter so we have been pretty busy. It's only February but spring isn't far off. Wish us luck. Janie and I hope you all are staying healthy and getting through these "dog days" of winter. Remember, the days are getting longer which mean spring should be around the corner.



***Charlie Margeson***  
SBCC Commodore

[commodore@sbccsail.org](mailto:commodore@sbccsail.org)

**FROM THE FLEET CAPTAIN****Mara Liesegang**

OK, I get it. It's hard enough to know what I am doing tomorrow, much less on any given weekend sometime between May and October, other than I KNOW I want to be out on the water. So—pick one, and commit to hosting a rendezvous! Please shoot me an email, or give me call in the evening (before 9pm please) to let me know a few dates that might work for you and I can set you up! It is a lot of fun, we've got a system to be "Covid friendly," and, really, is there a better way to have a great weekend on the water than being with your SBCC friends? Help me fill up this schedule!

The two-week cruise had our first meeting via Zoom on Jan 13th. The plan is to use last year's plan. The fleet will head up to Narragansett Bay for the 4th of July. Tentative leave date is June 26th from Sore Thumb to Cormorant Point, to Block Island, to Newport, to Bristol, to Wickford, back to Block Island and back home. There may be another stop thrown in depending on weather. I am still looking for Cruise Leaders! Please let me know if you are interested! We will hold another meeting mid-February.

The one-week cruise is set to depart from Great River after the Blast, leaving either Sunday or Monday, August 22nd or 23rd. Yes, it is later than usual, and hopefully not so HOT!

Smooth sailing /)\_ /)\_ /)\_

**Mara Liesegang**  
Fleet Captain  
[Fleet@sbccsail.org](mailto:Fleet@sbccsail.org)

**FROM THE HOSPITALITY CHAIR****Scott Gesele**

Hopefully everyone is anticipating a GREAT start to 2021! While we're all anxious to get back to normal, we still have some tough realities to acknowledge. Due to the current status of COVID restrictions, we are continuing the virtual parties for the first half of the season. It is with hope that we will be back on course and in person by the summer. All party locations are just about finalized, so please pencil the dates of our hospitality events into your calendar:

**Spring Party:**

Saturday, April 17th at 1700, we'll begin a Zoom cocktail hour. The 2020 Holiday party used this format. It was great to see our local and out of town SBCC members!

**Commissioning Day:**

Monday, May 31st at 1200, we'll celebrate a virtual Commissioning Day. Tune in to see our flag officers at Bay Shore Yacht Club streaming the ceremonies and attend the general meeting.

**The Blast:**

Saturday, August 21st from 1130-1430. We're hoping to be getting back to normal! Whether by sea or by land, join us at Snapper Inn to help kick off our annual one-week cruise.

**Boatyard Party:**

Saturday, November 6th from 1200-1600. This annual event returns to Cooks boat yard in Bay Shore.

**Holiday Party:**

Saturday, December 11 from 1700-2100. Come celebrate the end of the 2021 season at Shandon Court in East Islip. Let's close out the year in style!

**Scott Gesele**  
Hospitality Chair  
[Hospitality@sbccsail.org](mailto:Hospitality@sbccsail.org)

**FROM THE YEARBOOK CHAIR****Jay Pizer**

One of the aspects of the Yearbook that our member's enjoy most, are the stories of members personal sailing adventures. I'm certain many of you have wonderful experiences that would be great to share. Please consider submitting your story for publication in this year's Yearbook. Time is of the essence so please do not hesitate. Send submissions to:

[jay@imaxproductions.com](mailto:jay@imaxproductions.com) Thank you!

**Jay Pizer**  
Yearbook Chair  
[Hospitality@sbccsail.org](mailto:Hospitality@sbccsail.org)

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

We would like to thank Ted Drossos for getting so many handicap ratings done. If you have not sent in your boat's information, please do so as soon as possible. We have updated the 2021 racing season. We still need to hear from Babylon and Bellport Yacht Clubs to give you information on a few more regattas. Stay safe and warm!

**2021 SBCC Tentative Race Schedule**

Date	Race	First Gun	Classes	Notes	Race Chair	Start Location	Courses
Sat May 22	Spring Race to Atlantique	1200	Pursuit	2, 3, 4, 8	E. Winberry	Bay Shore	
Mon May 31	Creepstakes Single Handed	1100	Reg/Pursuit	2,4		Bay Shore	1 thru 9
Tues June 1	Bay Shore Invitational Race (BSIR) Spring 1	1900	Pursuit	2,4,6,11,13	Drossos/Sebouhian	Bay Shore	1 thru 15
Thurs Jun 3	Babylon Twi Spring 1	1930	Reg	2,9,11		Babylon	1 thru 9
Tues June 8	Bay Shore Invitational Race (BSIR) Spring 2	1900	Pursuit	2,4,6,11,13	Drossos/Sebouhian	Bay Shore	1 thru 15
Thurs Jun 10	Babylon Twi Spring 2	1930	Reg	2,9,11		Babylon	1 thru 9
Tues June 15	Bay Shore Invitational Race (BSIR) Spring 3 Commodore's Cup Race 1	1900	Pursuit	2,4,6,11,13	Drossos/Sebouhian	Bay Shore	1 thru 15
Thurs Jun 17	Babylon Twi Spring 3	1930	Reg	2,9,11		Babylon	1 thru 9
Tues June 22	Bay Shore Invitational Race (BSIR) Spring 4	1900	Pursuit	2,4,6,11,13	Drossos/Sebouhian	Bay Shore	1 thru 15
Thurs Jun 24	Babylon Twi Spring 4	1930	Reg	2,9,11		Babylon	1 Thru 9
Tues June 29	Bay Shore Invitational Race (BSIR) Early Summer 1	1900	Pursuit	2,4,6,11,13	Drossos/Sebouhian	Bay Shore	1 thru 15
Thurs July 1	Babylon Early Summer 1	1930	Reg	2,9,11		Babylon	1 thru 9
Sat July 3	Babylon Invitational		Reg	3	BYC	Babylon	1 thru 9
Tues July 6	Bay Shore Invitational Race (BSIR) Early Summer 2	1900	Pursuit	2,4,6,11,13	Drossos/Sebouhian	Bay Shore	1 thru 15
Thurs July 8	Babylon Early Summer 2	1930	Reg	2,9,11		Babylon	1 thru 9
Tues July 13	Bay Shore Invitational Race (BSIR) Early Summer 3	1900	Pursuit	2,4,6,11,13	Drossos/Sebouhian	Bay Shore	1 thru 15
Thurs July 15	Babylon Early Summer 3	1930	Reg	2,9,11		Babylon	1 thru 9
Sun July 18	Bay Shore Yacht Club GSBYRA Invitational Regatta	1300	Pursuit	3,4,8	BSYC	Bay Shore	1 thru 15
Tues July 20	Bay Shore Invitational Race (BSIR) Early Summer 4	1900	Pursuit	2,4,6,11,13	Drossos/Sebouhian	Bay Shore	1 thru 15

**2021 SBCC Tentative Race Schedule (continued)**
*Duncan and Barbara Burns*

Thurs July 22	Babylon Early Summer 4	1930	Reg	2,9,11		Babylon	1 thru 9
Tues July 27	Bay Shore Invitational Race (BSIR) Mid Summer 1	1900	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs July 29	Babylon Commodore's Cup Race 2 Mid Summer 1	1930	Reg	2,9,11		Babylon	1 Thru 9
Tues Aug 3	Bay Shore Invitational Race (BSIR) Mid Summer 2	1900	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Aug 5	Babylon Mid Summer 2	1930	Reg	2,9,11		Babylon	1 Thru 9
Sat Aug 7	West Island Race	1200	Reg	2,9,12	Marko/ Davis	Bay Shore	West Is- land
Tues Aug 10	Bay Shore Invitational Race (BSIR) Mid Summer 3	1900	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Aug 12	Babylon Mid Summer 3	1930	Reg	2,9,11		Babylon	1 Thru 9
Tues Aug 17	Bay Shore Invitational Race (BSIR) Mid Summer 4	1900	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Aug 19	Babylon Mid Summer 4	1930	Reg	2,9,11		Babylon	1 Thru 9
Tues Aug 24	Bay Shore Invitational Race (BSIR) Late Summer 1	1830	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Aug 26	Babylon Late Summer 1	1900	Reg	2,9,11	0	Babylon	1 thru 9
Tues Aug 31	Bay Shore Invitational Race (BSIR) Late Summer 2	1830	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Sept 2	Babylon Late Summer 2	1900	Reg	2,9,11		Babylon	1 thru 9
Sat Sept 4	Bellport Invitational		Reg		Bellport Yacht Club	Bellport	
Sun Sept 5	GSBYRA Queen of the Bay		Reg		GSBYRA	Bellport	
Tues Sept 7	Bay Shore Invitational Race (BSIR) Late Summer 3	1830	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Sept 9	Babylon Late Summer 3	1830	Reg	2,9,11		Babylon	1 thru 9
Tues Sept 14	Bay Shore Invitational Race (BSIR) Late Summer 4	1830	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Sept 16	Babylon Late Summer 4	1830	Reg	2,9,11		Babylon	1 thru 9
Sat Sept 18	Mayor's Cup	1200	Reg	2		Long Is- land YC	
Tues Sept 21	Bay Shore Invitational Race (BSIR) Fall 1	1800	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Tues Sept 28	Bay Shore Invitational Race (BSIR) Fall 2	1800	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sun Oct 3	Louis Orr Invitational	1200	Reg	2,9,11	BYC	Babylon	1 thru 9
Tues Oct 5	Bay Shore Invitational Race (BSIR) Fall 3	1800	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sat Oct 9	Discoverer's BSYC and SBCC Race	1200	Pursuit	2,3,4,8	BSYC	Bay Shore	
Tues Oct 12	Bay Shore Invitational Race (BSIR) Fall 4	1800	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15

**FROM THE PROGRAM CHAIR****Todd McCarthy**

- I know we promised electrical seminars starting in January, but Dennis and Chad have been very busy and are working on them. We are expecting the first seminar now in mid-February. Thank you for your patience; stand by for updates.
- I came across this Webinar Series from the Salty Dawg Sailing Association. They're a very well run organization, sponsoring sailing rallies mostly on the US East Coast, all the way to the Caribbean. You can subscribe to their newsletter, which is very interesting, without joining. The first Webinar is Free!

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### SALTY DAWG SAILING ASSOCIATION 2021 WEBINAR SERIES

For 2021 we have planned an exciting and informative webinar series, with new speakers, new topics, many of our popular speakers from years past, and a perfect mix of technical webinars by industry experts, as well as informative webinars by seasoned sailors. All webinars are free for Salty Dawg members, but you must register. Non-members can register for a nominal fee.

We have grouped our webinars into several series. The first is "Winter Series Part 1." You can register for all webinars in a group with one easy registration. Remember, these webinars are free for Salty Dawg members. Just another perk of membership. Each webinar is an amazing value. Doing all of them is a super investment in your blue water knowledge.

The cost for non-members is \$25 per group (i.e. Winter Series Part I) or \$12 per individual webinar. Please note that the cost for the 4 upcoming groups in 2021 is \$100, but membership in SDSA is just \$75! Membership has its perks.

#### Winter Webinar Series – Part I (Jan 21 to Feb 23)

All webinars start at 1600 Eastern Time.

They will be recorded and a link to view the recording sent to everyone who is registered

#### Cruising the Lesser Antilles – Free Webinar (but you must register)

Learn more about what cruising the Islands from Antigua to Grenada has to offer. Bob, SDSA board member and Port Captain for Antigua, will share thoughts on what a season cruising this region might look like. He will highlight must-see events and top places to visit in the Windward and Leeward islands. Bob Osborn: SDSA Antigua Port Officer, Salty Dawg Ocean Class Sailor. Tuesday, January 26, 2021 (Live) Recording of Cruising the Lesser Antilles

Click to Register - <https://events.r20.constantcontact.com/register/eventReg?oeidk=a07ehjb3khg679b52dc&oseq=&c=&ch=>

#### How is a Salty Dawg Rally Different? – Free Webinar (but you must register)

SDSA Board Member and Rally Director, Sheldon, will share information on how we run our rallies, what features are provided, why they appeal to old salts as well as those new to blue water sailing, and how these are different from most folk's perception of a "rally." The Salty Dawg Fall Rally is the most popular rally on the east coast of the US, by far. Sheldon Stuchell, SDSA Director of Rally Management and Ocean Class Sailor.

Thursday, January 28, 2021 16:00 (Live) Click to register for Recording: <http://events.constantcontact.com/register/event?llr=io6mzhyab&oeidk=a07ehjiz4a9aeee066e>

#### A Recommended Path for Developing Blue Water Skills

This webinar discusses the Salty Dawg guidance paper on this subject, providing the collective wisdom of experienced Salty Dawgs on how one might go from little to no sailing experience, all the way to being comfortable in the world of offshore sailing. The guidance is designed to allow anyone to enter at their current level of experience, and will describe a variety of experiences and pathways that are available. These will include discussions of particular classes, passagemaking and experience opportunities, webinars, and reference materials that are designed specifically to help you to achieve your blue water sailing goals.

Bennett Kashdan, SDSA Director and World Class Sailor; and Hank George, SDSA President and World Class Sailor.

Tuesday, Feb. 2, 2021

Click to register - <https://events.r20.constantcontact.com/register/eventReg?oeidk=a07ehiclwf375a4418c&oseq=&c=&ch=>

**Choosing Your Blue Water Yacht – Monohulls with noted Naval Architect Bob Perry**

How can you evaluate blue water and long-term cruising capabilities of boats you are considering? This webinar aims to help that decision process using generally accepted design parameters, ratios, and other qualitative factors that are most important to you. Noted naval architect Bob Perry will cover these questions in this most informative webinar.

Thursday, Feb. 4, 2021

Click to register - <https://events.r20.constantcontact.com/register/eventReg?oeidk=a07ehicn0lm830856fe&oseq=&c=&ch=>

**The Sailboat Purchase Process with Josh McLean, David Walters Yachts**

Purchasing a blue water boat is a sizeable financial transaction, and it needs to be done properly. The quality and condition of the vessel must be confirmed, and the funds transferred properly to protect you, the buyer. Issues of survey process, selecting a quality surveyor, buying from a private seller, using a buyer's broker, negotiation, contract process, protecting funds, custom's duty, shipment, and taking delivery are some of the topics to be considered.

Tuesday, Feb. 9, 2021

Click to register - <https://events.r20.constantcontact.com/register/eventReg?oeidk=a07ehigcn210c12784f&oseq=&c=&ch=>

**Selecting Your Blue Water Sail Inventory with Dave Flynn, Quantum Sails**

Taking your boat offshore is very different than coastal cruising. Which sails should you have and the priorities of a limited budget. Today's sails are made from a bewildering array of fabrics and it is important to choose the cut of the sail and materials to ensure long life and performance, especially in the conditions that you are likely to encounter on passage. Dave will demystify the process of choosing the right sails.

Thursday, Feb. 11, 2021

Click to register - <https://events.r20.constantcontact.com/register/eventReg?oeidk=a07ehigjg5ld8bc5baa&oseq=&c=&ch=>

**Satellite Communications at Sea with Jeff Thomassen, OCENS, Inc.**

Staying in touch is more important than ever and is changing every year. E-mail, Internet, Weather data, GRIB files, TV. Learn about the latest satellite technology available, how it can keep you safe and in touch wherever you go, and the newest technology available.

Tuesday, Feb. 16, 2021

Click to register - <https://events.r20.constantcontact.com/register/eventReg?oeidk=a07ehigjg7z0f97c93f&oseq=&c=&ch=>

**Outfitting Your Boat for Offshore Passages with Russ Owen, Salty Dawg World Class Sailor**

Pre-recorded and a must-see; watch at your leisure. Russ Owen is a Salty Dawg World Class sailor and circumnavigator. He covers essential systems and upgrades for safety and convenience for ocean passage making. From batteries, charging options, inverter hints, anchoring choices, Watermakers, dinghies, and much more...

Click to register - <https://events.r20.constantcontact.com/register/eventReg?oeidk=a07ehigjg8a7f6b3fb9&oseq=&c=&ch=>

**Rigging Fundamentals with Behan and Jamie Gifford, Sailing Totem**

Moving beyond a credit card solution:

1. Rigging basics: materials, terms, loads, tune
2. Common rigging faults and how to find them.
3. Pre-passage inspection

Thursday, Feb. 23, 2021

Click to register -

<https://events.r20.constantcontact.com/register/eventReg?oeidk=a07ehigjgbq8672f683&oseq=&c=&ch=>

**Ask the Experts, Q&A Session with Russ Owen, Bob Osborn and Jo Barnes; moderated by Hank George**

This interactive session will permit you to ask further questions related to the topics covered in the webinars in this segment, as well as other cruising related topics. A panel of experts will be available for this session.

Click to register - <https://events.r20.constantcontact.com/register/eventReg?oeidk=a07ehigjgdd63c652b2&oseq=&c=&ch=>

(Note: I realize that I have included seminars for dates that have passed. This was intentional for those who might benefit from knowing the types of seminars offered by Salty Dawg Sailing. I would also like to thank and recognize Barb Theisen of Salty Dawg Sailing for providing the files to me that I used in this edition of the Masthead. - JW)

**FROM THE WELCOMING CHAIR****Michele Jaeger**

At the last board meeting on January 25th, it was with pleasure that we welcomed two new full memberships. Greetings to Karen and Jamie Blumenthal and Dara Boyle and CJ Daveler.

The Blumenthals sail a Hunter named *Coe's Nest* out of Bellport. Jamie is a trustee at the Bellport Bay Yacht Club and both he and Karen are enthusiastic about sailing and cruising as members of the SBCC. We hope to meet their children Alicia and Zachary at some point, perhaps as prospective future sailors!

Dara and CJ sail a Pearson Wanderer named *Amblin* out of Babylon. It is interesting to note that they happily now own Mike Miligi's Pearson which transferred hands last summer. They have shown interest in participating in club activities and joining our Hospitality Committee.

How satisfying it is to still have new members join the SBCC throughout the most challenging of times. We look forward to more properly meeting and greeting our new members as things hopefully begin to normalize in 2021.

**Michele Jaeger**  
Welcoming Chair  
[welcome@sbccsail.org](mailto:welcome@sbccsail.org)

**WINTER OUTINGS ON LONG ISLAND**

This note from Todd that was published in the January Masthead spurred a host of suggestions from other SBCC members, for winter outings on Long Island. Since Todd got the ball rolling with this note, I feel it's worth repeating, followed by the suggestions of others.

"I wanted to let everyone know since Pam and I went there yesterday that **Bayard Cutting Arboretum 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 specimen 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 for winter** and hours are **Tuesday to Sunday from 10am to 4pm, closed on Mondays**. The mansion of Bayard Cutting is not open however, you can go online to read all about him and the arboretum by going on their website. So come on out for a nice winters walk in a beautiful location! With people looking for things to do during the pandemic, this is the perfect little getaway!"

Todd McCarthy also suggested that another great place to get outside and social distance is a walk at **Sunken Meadow State Park**. It's a nice drive up the Sagtikos Parkway, and entry is currently free. There are beautiful views of the Long Island Sound and surroundings from the 3/4 mile boardwalk. There is also a nice nature trail crossing over wetlands and through wooded areas. The drive to the golf course offers some nice views also. Also, Heckscher State Park has nice Great South Bay views, bike and walking paths, and dog walking trails. Bayard, Heckscher, and Connetquot are all close together. It's good to visit one at a time. Enjoy!

Timmi O'Brian suggested an outing to **Wertheim National Wildlife Refuge** in Shirley. She recommends it as "Another great spot to hike/walk. Mostly wide, level trails with viewing platforms out to the Carmens River. Lots of birds and even some eagles to spot! One of our favorite places; you feel like you're in a secluded forest."

Another nice outing in **Connetquot State Park** was suggested by JP. It is a stone's throw from Bayard and has a lot of history with the Sportsman Club, a beautiful lake, a nice walk to the fish hatchery, and miles of wooded trails. Additionally, the park presents an excellent opportunity for bird watching in the winter. Watch for ticks. In colder weather they are less active but still present. With regards the Sportsman Club, Mark Romaine highlighted the tour held on the first and third Sunday of each month. Masks and reservations are required. Call 631-581-1072 to make a reservation.

Suggested by Lisa Donatelli, further west, there is a dog friendly, 1.75 mile trail along lower Hempstead Harbor at **Bar Beach Park** (town of North Hempstead.) Across the water is the Town of Oyster Bay beach and in season there's a great restaurant for spectacular sunsets. No dogs are permitted there, but just outside the park there is a long sidewalk along a gorgeous stretch of the Harbor that's dog and stroller friendly. **Welwyn Preserve** near the top of Glen Cove isn't technically dog friendly but I've seen dogs on leash off season. This site offers gorgeous wooded trails.

Tom and Joyce Gotard suggested an outing to **Jones Beach West End** to see Snowy Owls and the Energy and Nature Center. If you haven't seen a Snowy Owl in the wild, they are pretty impressive to see. Bring binoculars. Bob VanTassel provided an update regarding the Jones Beach Nature Center. It is currently closed for Covid Testing, but the seal watch at Lot 10 is open.

## RISING TIDE SEA TRIALS / MAIDEN VOYAGE

Stephanie Pizer

Prior to purchasing *Rising Tide*, Jay and I, along with Chris and Sandy Carlberg, took a road trip to Maine to take our new prospective boat out for sea trials.



Launching *Larkspur* for sea trials.



Stephanie at the helm during the sea trial.



Jay enjoying the sea trial.



Dinner with Chris and Sandy Carlberg who came to Maine to go on the sea trial with us. Great road trip together!

**RISING TIDE SEA TRIALS / MAIDEN VOYAGE**

**Stephanie Pizer**

On 12/15/18, Jay and I headed up to Maine with our crew to bring home our new to us sailboat, *Larkspur*. She was to be renamed *Rising Tide* at a ceremony on the Great South Bay. We rented a large SUV to transport the crew from Long Island to Maine. Upon arriving, we checked into our hotel, did some last minute grocery shopping (Jay and I had already provisioned it in late November) and had dinner. The next day, the guys headed out on the boat and Mara and I headed back home in the rental SUV.



The crew on the drive up to Maine.



After dinner in Harpswell. The sailing crew leaving in the morning: Jay Pizer, Fred Liesegang, Glenn Reed and friend Robert in from NJ. Driving crew: Stephanie Pizer and Mara Liesegang who had to drive the huge rental SUV back from Maine.



A cove in Harpswell, Maine.



Time to unload the gear. We had things stuffed into every square inch of space.



The crew heading out to the boat.

# RISING TIDE SEA TRIALS / MAIDEN VOYAGE

Stephanie Pizer



The boat had to be moved out to a mooring since they removed all the floating docks for the winter. This is the crew boarding the boat for the trip home on 12/16/18.



Fred checking the chart for the trip out of Harpswell.



When we drove up to Maine on 12/15, the weather forecast was great. When we all woke up in our hotel rooms the next morning, the forecast was for storms and high winds. They stopped in Portland for a few days as *Larkspur* braved a snowy afternoon.



Dinner in Portland.



Treated to a fabulous sunrise on the way home.



Renaming *Rising Tide* with friends!

## HOW DO YOU KNOW WHEN IT'S TIME!

*Jim and Trudy Persson*

How do you know when it's time to sell the boat and make a change? Trudy and I enjoyed our little trawler *Alexa Grace* for seven years. Trips on the Erie Canal, the Rideau and Trent/Severn waterways, up as far as Georgian Bay in Ontario, three winters in Florida cruising the East and West coasts, and through the mighty Lake Ontario. We have hauled her up and down the East coast, to the East end of Long Island's North and South forks. We have made most of the trips we had planned; the one exception being the Chesapeake—we never got there.



Then in April of 2019, near Annapolis, on the way home from Florida to New York, I heard a “pop” like a balloon bursting. A car pulled next to me and the driver kind of pointed to my trailer; I knew exactly what was happening—a blowout! Trailer guys call today's tires “China bombs.” We were lucky enough to have a wide concrete shoulder that we were able to stop on.

I put the emergency flashers on, got out the jack and spare, and started to work. A state trooper arrived and put his cruiser behind my boat to alert oncoming cars of our situation. This guy was spit polished: his belt buckle, shoes, buttons, and everything on his uniform glowed. He was starched, ironed, his gig line was squared away (military term meaning your shirt buttons, belt buckle, and pants zipper are precisely lined up), and probably had a manicure before work. He asked if I needed help. I kind of looked him up and down and said “no thanks, I got it.” I changed the tire, threw the blown one in the back of the boat, and took off. We hadn't gone another five miles, when we came to an old, long bridge over the Chesapeake. One side was closed for construction, so the cars were passing each other head on very closely. I thought to myself how lucky we were to have the flat where we did. I also thought to myself “you know, you're not 42 years old anymore and probably shouldn't be changing tires on the side of the highway!”

A few weeks went by and we were headed to a rendezvous in Great River. The wind was blowing hard from the East, and we took a pounding all the way there. We dropped the hook, and started to rock and roll so badly we could barely stand. None of the other SBCC members were able to launch and climb into their dinghies due to the conditions. After about twenty minutes we decided to pull the anchor and head back to Bay Shore. We got pounded again all the way to the marina and I could tell Trudy had just about had it—with the boat and with me! I won't tell how I knew because this a family publication, but boy the air was BLUE all the way home!

She went home and I sat on the boat for a while and suddenly thought, “maybe it's time.” We have no real desire to trailer her anywhere else, and probably shouldn't be doing so anyway. Hauling a 25-foot boat through New York City was an adventure each time we did it (think Cross Bronx, George Washington Bridge, tractor trailers at 4 AM) - maybe we needed different adventures.

## HOW DO YOU KNOW WHEN IT'S TIME!

Jim and Trudy Persson

Then later during the summer, we stayed at Atlantic for a few days and the grandkids all came. They had to come one at a time as there wasn't room for more than three to sleep. So as one got off the ferry, another got on and went home. They all had a great time, and I thought "gee, wouldn't it be nice if we had more room."

So we put *Alexa Grace* up for sale, and started browsing other boats. We drove all the way to Boston one day and looked at 29-foot Phoenix sport fish. It was a really nice boat and within our budget, but it had old twin diesels—really old. Weeks went by and I must have sent out info packets and pictures to thirty-five or forty people, all the while browsing boats for sale myself. People came from Maine, Upstate New York, Florida and Indiana. One guy called and wanted our boat to cruise the Pacific Northwest and Alaska. Finally a guy flew in from Jacksonville, Florida. He had been researching Rosboroughs, had a surveyor lined up, and bought it on the spot. He asked me to haul it to Florida for him when we went down in October and offered to pay me for the service. I was seeing dollar signs, when Trudy (always the prudent one) said "It's not your boat anymore. What if we have an accident, or someone steals something on the way down." So the buyer arranged for a commercial hauler to come and get the boat. Proves what I've known for a long time: women are definitely smarter than men!

All this while I had my eyes on a 30-foot Mainship Pilot. I called the broker to find out where it was and lo and behold it was on the hard at Glen's boatyard in Islip. We made a ridiculously low offer, they countered with an offer which fit, and two days after depositing the check for *Alexa Grace* we were writing one for the Mainship. When I put the money in the bank from our sale I told Trudy "well, we're flush." Two days later I told her "well, we're busted again!"



Alexa Grace with the pretty face.. the one I name my boats after.

How fortunate we were! We were able to sell the Rosborough and buy the Mainship, all the while not knowing that Covid was on the way. Although the summer season was affected in many ways, we were able to enjoy our new boat, do a few rendezvous and part of the one week cruise, and have more than one grandkid at a time.

And since the Mainship is up on the hard for the winter, we had to purchase a nice little 17-foot Twin Vee catamaran to play with here in Stuart. You can't be in Florida without a boat—right?

Jim and Trudy Persson

S/V *Alexa Grace II*

## Refrigeration Installation: Part One

Fred Liesegang

When Mara and I were looking at boats, refrigeration was high on the list of wants. As things turned out, the boat we wound up with only had an ice box. The boat that became *Dust in the Wind* had enough positive attributes to outweigh this omission. So we set out to make this upgrade. To do it right opens up many cans of worms. Looking back I am glad the boat did not have refrigeration, as it allowed us to make it the way we wanted, with modern equipment. This article will cover the planning phase; once the installation is done I will cover the actual install.

A boat is a system of systems. When you alter, add, or subtract anything, there is a ripple effect across the whole boat. Refrigeration is more like a tsunami! One of the first things we wanted to find out was how good was the box itself? Size-wise it was pretty good, one of the boat's positive virtues that made it appealing to us. But it was hard to tell how good the insulation was. During the one-week cruise last summer, it was time to find out. We put about 100 lbs of ice in at the beginning of the cruise, and nine days later we still had some of the original ice in the box! There were a few blocks added later in the cruise, kindly brought to us by the Geseles before the second rendezvous, thinking we would have needed it. I am sure the extra ice helped, but it was good to see some of the original ice still there after a hot week. With that information, we decided the box did not require further insulation.

One early consideration is an electric vs. engine-driven system. Running the engine to cool the fridge makes sense for many, since the engine has to be run for segments of a cruise anyway. I really do not want to run the engine for anything except moving the boat. With electric, there is the possibility of having to run the engine to charge the batteries to run the refrigeration, but not mandatory with adequate charging and storage capacity.

Which brings us to the electrical requirements. All the kits I found use the same Danfoss compressor, and all have electronic controls for it. So the electrical consumption will be similar across the board. *Dust in the Wind* had two 12V 100Ah batteries for the house bank and a third for the engine start. This seems borderline for a long weekend, let alone anything longer. So this had to be upgraded. After measuring the existing battery compartment, it turned out that four 6v golf cart batteries, 225 Ah each would fit, giving us a 12V, 450 Ah battery bank. That will be much better! The compartment itself will be fiberglassed this spring to make it a properly sealed battery box. It is already vented to the outside. The current alternator and battery charger are now severely undersized, so they will have to be upgraded soon. The existing charger is also in a bad spot, being in the lazarette, so it has to come out anyway. Like I said, tsunami!

Boat wiring is notoriously whacky, but Pearson did a pretty good job. However, two previous owners, 30 years, and being "yard maintained" have taken its toll. All the battery cables will have to get redone anyway, due to the altered configuration. There is a two-bank battery isolator in the mix, but research shows that as being obsolete; a battery combiner is the way to go. The wires that go out of the battery compartment do not look that good, so those will be attended to. Now that we were getting the surrounding aspects covered, it was time to pick out the actual unit. There are many options out there, with different approaches. Another consideration is air-cooled vs. water-cooled. Our boat has a cored bottom, so I will not drill holes through it. I know it can be done, and I know how to do it, but I won't risk compromising the hull in any way. One brand uses the water tanks as cooling sources, which sounded pretty good, but then I thought you may need to keep some water in the tank at all times for it to work, which reduces usable capacity. So that left air-cooled. At the top of the list was Adler-Barbour, since they were recommended by several people whose opinions I have great respect for.



**Refrigeration Installation: Part One****Fred Liesegang**

There were over a half dozen that I read about. I settled on Sea Frost, mainly because of Volkswagens. I will explain! Many years ago, I was into cars: building and hot-rodding. The first I had were VWs, air-cooled VWs. The engineers at VW were very particular about how the cooling air was routed through the engine. For whatever reason that info came to my mind looking at how the compressors are configured. The Sea Frost has the compressor in a box with the air ducted through it. The box also protects the compressor and condenser core. It was also available with a very nice and solid freezer bin, and ice cube trays mounted outside the box preserving space for important things, like ice cream! Over the next few weeks, depending on weather, I will finish the electrical and do the actual install. I will report back in another article!

**Fred Liesegang**

Historian

[historian@sbccsail.org](mailto:historian@sbccsail.org)**TODD'S TIPS****Todd McCarthy****Spring Prep: How To Wash Your Boat When There Is No Water Available**

I like to launch my boat early and many times I might be working outside on a warm spring day but the water has not been turned on where you store your boat. It is essential to clean your boat before waxing or polishing. Instead of washing the whole boat at once, even if water is available, it's usually dripping wet and will delay your work until the boat dries.

I like to use a 2-gallon pump sprayer and fill it at home with a boat soap mixed in. I spray lightly, and clean a section at a time and dry with a cloth towel or microfiber.

When cleaning the hull, I set up my ladder, spray the area I want to clean, wipe it dry, and proceed to wax that section before moving the ladder. This saves time and effort and keeps me working in one place and finishing an area before moving to the next section. When I finish the hull, I do the same on the cabin top and cockpit, working a section at a time. Even if water is available, you will be self-sufficient, and not waste time running hoses or fighting to use a hose when others are also working on their boats.

I concentrate on the areas I want to wax/polish on the hull and topsides. A 1.5 or 2-gallon sprayer will last the whole spring when working on your boat, and is a convenient portable water source. I usually just leave the sprayer on the boat in the spring and use it when needed to clean an area I'm preparing to wax next.

To really clean your decks they will need a good hosing when the boat is ready to be launched. By then, the water is usually turned on. While working on the boat in the spring, and launching you will track dirt from the yard on board, so I often do a final cleaning when tied up at my dock.

**Todd McCarthy**

Program Chair

[program@sbccsail.org](mailto:program@sbccsail.org)**COMMODORE'S CORNER****Charlie Margeson**

Here's a very useful item all Great South Bay sailors should know. I was recently speaking to Bob Forman, one of SBCC's longest and most knowledgeable members. He said a few years ago he and a few members went out and accurately measured the actual Robert Moses Bridge clearance. They went out on a perfectly clear, calm Winter morning and dropped a line with a weight from the center span at high tide. The final clearance was 62'. The only current SBCC club boat that has issue with the clearance is Bob VanTassels *Margaret Gale* whose mast extends 64' above the water-line.

**Charlie Margeson**

SBCC Commodore

[commodore@sbccsail.org](mailto:commodore@sbccsail.org)

**SCUTTLEBUTT**

**Pam McCarthy**

Todd McCarthy, Steve Morgan and Charlie Margeson of the "Salty Dogs" band got together for a practice. If you don't know, Charlie fought a table saw a week before Thanksgiving and lost. Looks like he is doing much better and is going for PT for his hand. Getting together to play with club friends made the day even more special! Looks like the Boys are Back in Town!



**ON THE LIGHTER SIDE!**



'Sometimes, Mike, sailing is only a little bit better than work.'



'And stop calling it a family holiday!!'

**Nautical Tidbits**

**Joe Werkmeister**

**Don't Sail on Fridays**

Some superstitious seafarers avoid sailing on certain days to protect against bad luck. Friday has historically been considered a bad day for setting sail because it is the day that Jesus Christ was crucified. Thursdays are also believed to be unlucky sailing days because it is the day of Thor, the god of thunder and storms.

Other [unlucky days for sailing](#) based on biblical history include:

- The first Monday in April, which is the day that Cain killed his brother Abel
- The second Monday in August, which is the day that Sodom and Gomorrah were destroyed
- December 31, which is the day that Judas Iscariot committed suicide

Many seafarers avoided setting sail on these days, and the most superstitious sailors only set sail on Sundays, which were regarded as a lucky day for sailing.



Courtesy of [www.americanboating.org](http://www.americanboating.org)

**"How rude of me, I've been talking about my boat all night. I haven't given you a chance to talk about it."**

## ***Pasta e Ceci (Chickpeas)***

***Flori Grotoli***

It's so cold outside today—barely 30 degrees at noon! Honestly folks, I'm getting too old for this! LOL So since I can't travel to warmer destinations, I make myself a bowl of warm comfort food, that has the benefit of being healthy for me. Pasta e Ceci is a rustic Italian soup, hearty and easy to make. Quick, simple, warm, healthy? That's for me!

### Ingredients (Serves 4)

- 1 clove of garlic, slightly crushed
- 1/2 red onion (finely chopped)
- 2 oz. pancetta, cubed (optional)
- 1 sprig of fresh rosemary (or dry rosemary)
- Olive oil (enough to cover the bottom of the pot)
- 1/2 large can of crushed tomatoes
- 1 large can of chickpeas
- 200g (7 oz.) ditalini pasta
- Small pot of broth or enough to cover the chickpeas (made with chicken or vegetable bouillon)
- Salt
- Hot pepper flakes (optional)

### **Directions**

Start your small pot of broth. Allow to boil then reduce heat.

Sauté the onion and garlic clove in olive oil with a sprig of rosemary, and if using, the chopped pancetta. If you don't have fresh rosemary, wait until you start to cook the chickpeas to add dried rosemary.

When the garlic turns golden in color, add the tomato and simmer for a few minutes, until you have a sauce.

Add the can of ceci, well drained and rinsed, and allow them to absorb the flavors of the tomato sauce—at least 10 to 12 minutes.

Ladle broth to cover the chickpeas and simmer for another 10 minutes.



Start a pot of boiling water to cook the pasta in. Salt to taste. Once water is boiling, add pasta and cook a little more than al dente (slightly underdone) - the pasta will finish cooking with the chickpeas later.

While pasta is cooking, you will need to thicken the soup. I take my hand mixer and put it right into the pot. I crush about 1/4 of the chickpeas and then stir the pot until it is evenly creamy. You can also achieve this with a fork, by crushing some of the chickpeas against the side of the pot. They will 'melt' into the liquid and thicken the soup. When pasta is ready, drain and add to chickpeas (reserve some of the pasta water).

Simmer for about 5 minutes.

When the pasta is cooked al dente, turn off the heat (add a bit more of the pasta water if you think your soup is too thick). Cover the pot and allow it to rest for 3-5 minutes. Serve with a drizzle of olive oil or a good grinding of black or hot pepper—or both.

Enjoy and stay warm!










**Flori Grotoli**  
S/V Floriana

[cavalieri@mindspring.com](mailto:cavalieri@mindspring.com)

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







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

**FROM THE SHIP'S STORE**

**Glen Bernichon**

 <p style="text-align: right;">*</p>	<p><b><u>Nylon Windbreaker</u></b></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><b>Price \$38.00</b> (2XL add \$2.50)  <b>In stock items—Closeout discounted price of \$25</b></p>	<p>\$ _____</p>
 <p style="text-align: right;">*</p>	<p><b><u>Shirts: Full Zipper Sweatshirt</u></b></p> <p>Sweatshirt with hood: Quality, thick &amp; 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><b>Price \$43.00</b> (2XL add \$2.50)</p>	<p>\$ _____</p>
	<p><b><u>Long Sleeve Shirt (No hood only)</u></b></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><b>Price \$17.00</b></p>	<p>\$ _____</p>
 <p style="text-align: right;">*</p>	<p><b><u>Tote Bag</u></b></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><b>Price \$25.00</b></p>	<p>\$ _____</p>
	<p><b>Logo for the Polo shirts shown on the following page.</b></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><b>Logo for the Polo shirts shown on the following page.</b></p> <p>Logo # 2</p> <p>Kelly green lettering matching the lower portion of the burgee. The burgee is as shown.</p>	

**New Items! Personalize your shirts and jackets with your boats name and/or sail number under the Club Logo for a small additional fee.**



**Men's Cotton Tee Shirt**

**\* Special Order \***

A Gildan 6.0 oz cotton crew neck tee shirt. Sizes: Small, Medium, Large, X-Large, (2XL add \$3.00) Available in: Light Blue, Carolina Blue, Navy, Red, Sand, Royal, Ash Grey, Charcoal, White, Black

**Price \$14.00**

\$ \_\_\_\_\_







**Women's Cotton Tee Shirt**

**\* Special Order \***

A Gildan 5.3 oz cotton V-neck tee shirt. Sizes: Small, Medium, Large, X-Large, (2XL add \$3.00) Available in: Sapphire Blue, Royal, Navy, Coral Silk, Red, Sport Grey, Charcoal, White, Black

**Price \$15.00**

\$ \_\_\_\_\_

	<p><b><u>Men's Polo Shirt</u></b></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><b>Price \$21.00</b></p>	<p>\$ _____</p>
	<p><b><u>Women's Polo Shirt</u></b></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><b>Price \$21.00</b></p>	<p>\$ _____</p>
	<p><b><u>UV Protected Long Sleeve Polo Shirt</u></b></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><b>Price \$37.00</b></p>	<p>\$ _____</p>
	<p><b><u>Men's UV Protected Long Sleeve Polo Shirt</u></b></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><b>Price \$37.00</b></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 February 22nd.** 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](mailto:Storekeeper@sbccsail.org).

# RIGGING LOCKER

Contact for placing ads: Joe Werkmeister [masthead@sbccsail.org](mailto:masthead@sbccsail.org)

**Arcadia for sale:**

**Bristol 41.1 Center Cockpit**

**For info call Bob Sheppard at:**

**631 219 4699 or 631 472 0099**



**1986 272 O'Day Sailboat \$7000—Excellent condition at a great price!**

- 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
- Winter storage paid in full



**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.
- In the water at 48 East Creek on Shore Drive in Babylon Village



**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](mailto: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](mailto:novak34@optimum.net)  
 631-793-4717

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

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

Contact: Jeff Mattera 631-431-1350 [jmmattera@yahoo.com](mailto:jmmattera@yahoo.com)



Fabric: CSM/PVC  
 Color: Gray/White  
 LOA: 8'2" / 250 cm  
 Beam: 4'9" / 145 cm  
 Inside length: 5' / 153 cm  
 Tube Diameter: 15" / 351 mm  
 Load Capacity: 750 lbs. / 340 kg  
 Maximum engine weight: 66 lbs. / 30 kg  
 Maximum horsepower: 5

Coleman 8.6' Inflatable Dinghy with  
 hard bottom and cover.

**Best offer.**

3.5 HP Nissan motor.

**Best offer**

**Contact:**  
**Sandy Carlberg**  
**631-838-1476**



Trac Portable Washdown Pump with  
 accessories \$45.

# RIGGING LOCKER

Contact for placing ads: Joe Werkmeister [masthead@sbccsail.org](mailto: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](mailto: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**



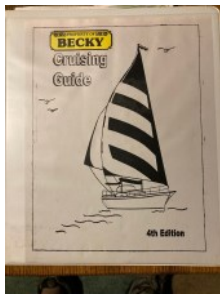
Galvanized iron cleats  
Only 2 8" remain **\$3** each



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



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.

Used at most six times. Stored off the boat. Pristine condition.



## Nicro Marine (Ronstan) Snatch Block MOD 6741 9/16" Line with Trunnion Shackle

Heavy Duty SS Sheave and Needle Bearings—\$260/pair

Snatch blocks are a tough and reliable solution for rail sheeting, temporary leads and line deflection. Simple and quick to deploy, they can be easily opened when the load is released. Soft, resilient white cheeks reduce clatter and protect gelcoat and painted surfaces. Attachment point provided with shock cord hanger attached. The trunnion snap shackle provides a universal joint that provides full articulation in any direction.



Contact: Rich LaBella [labellar@optonline.net](mailto:labellar@optonline.net)

## Dock Space Wanted

### 2021 Season and Beyond

- 42' minimum length required
- Partial side boarding access required
- Able to accommodate 4'9" draft
- Preferred area is Lindenhurst to Bay Shore but will consider locations outside of this area.
- All offers or suggestions welcome

Contact: Rich Troy

[t4oyman@gmail.com](mailto:t4oyman@gmail.com)

516-455-0028

**SBCC OFFICERS, GOVERNORS, COMMITTEE CHAIRS, 2020-2021**

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 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

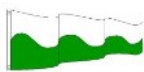
**COMMITTEE CHAIRS**

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](http://www.sbccsail.org)  
 Racing Website: [www.sbccracing.org](http://www.sbccracing.org)  
 Questions for the Board: [corsec@sbccsail.org](mailto: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: <a href="http://gsbyra.org/contacts.htm">http://gsbyra.org/contacts.htm</a>
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	