

From the Masthead

SOUTH BAY CRUISING CLUB

March 2021

FROM THE HELM

Charlie Margeson

Fellow SBCC Members and Associates:

Hello all. For me, this February certainly lived up to its reputation as one of my least favorite months. It wasn't just the grey, cloudy weather this year but the Covid lockdown sure made it worse. Outside of getting my taxes completed and some reading done it feels like I didn't get much else accomplished. The good news is that it's March (which came in like a lion this year) and hopefully spring will be right around the corner. Time to start working on that boat to-do list.

I'd like to let you all know about some recent Board member news updates for 2021.

- Joe Werkmeister has now assumed the full Corresponding Secretary Board position as of January 1, 2021. Last year he agreed to take the position with the assistance of outgoing Corresponding Secretary Peg Daisley acting in a shared role to help in his transition. Joe, a recent retiree, has really leaned into the position and expanded our already excellent Masthead newsletter with some new ideas. I also want to extend my thanks to Peg Daisley for her kind assistance with the transition.
- Heather Reed, Fleet Surgeon has recently taken a new position with the US Military and will relocate to a base in England for one year. Heather has kindly agreed to continue on in her position on the SBCC Board for 2021. Her input through the Covid crisis last year was quite valuable and I look forward to working with her again this coming season. It will be interesting to hear her perspective on boating from the other side of the "pond." Please join me in congratulating Heather on her new position.

Upcoming Events

- **3/29/21 at 7:30 — Zoom Board of Governors meeting**
- **March and April—Please sign up for one of the Creek Defender dates to help Save the Great South Bay! See page 6 in this edition for more information.**

SBCC 2021 Season Countdown

First RV—May 1

57 Days!

First Race—May 22nd

78 Days!

It's amazing to me that it's now been one year since the Corona virus pandemic hit the US (March 17th) and we are just now starting to pull through this. The outlook continues to improve and I'm optimistic that this will be a much more normal year for our club after June. So start making plans to get the boats in the water and let's enjoy this season. Together we can make this happen. Join a committee, sign up for an RV or volunteer to help in one of our activities this year. You will be helping us be one to the best clubs on the Bay. We certainly were last year, lets keep up our tradition!

See you on the Bay!

Respectfully,

Charlie Margeson
SBCC Commodore
commodore@sbccsail.org

FROM THE FLEET CAPTAIN**Mara Liesegang**

There are STILL 7 weekends with no RV hosts. **PLEASE** consider taking one.

1. May 8-9, 2. May 15-16, 3. May 29-30, 4. June 26-27, 5. July 10-11, 6. July 31-Aug 1, 7. October 16-17

As I said last month.....

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 is in need of a cruise captain. Anyone out there interested? The group will be heading to Naragansett Bay, departing on June 25/26th.

Smooth sailing /)_/)_/)_

Mara Liesegang
Fleet Captain
Fleet@sbccsail.org

FROM THE HOSPITALITY CHAIR**Scott Gesele**

We're off to a great start for 2021! All venues are finalized and we look forward to getting back to some sort of normalcy. Although this year's events once again had to be adjusted for the current health requirements, all Hospitality events will take place with the first two being virtual. Please mark these events in your calendar:

Spring Party (virtual) - Saturday, April 17 at 5:00 PM. Details and Zoom invitation to follow.

Commissioning Day (virtual) - Monday, May 31 at 12:00 PM. This will be the same format as last year. Details and Zoom invitation to follow.

The Blast- Saturday, August 21 at 11:30 at The Snapper Inn. This will start the one-week cruise!

Boat Yard Party- Saturday, November 6 at 12:00 PM at Long Island Yacht Sales (Cook's).

Holiday Party - Saturday, December 11 at 5:00 PM at Shandon Court in East Islip.

Scott Gesele
Hospitality Chair
Hospitality@sbccsail.org

FROM THE PROGRAM CHAIR**Todd McCarthy**

Roger Daisley alerted me to racing seminars held by North U. The following dates are still available:

Downwind - March 7
Mark Roundings - March 14
Starts - March 21

All classes are from 7:30-9:30pm EST

Visit their Website for more information and to sign up for a seminar:

<https://northu.com/types/live-webinars/>

Todd McCarthy
Program Chair
program@sbccsail.org

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

The regatta committee continues to prepare for the racing season to begin. Thanks to everyone who has submitted a new handicap form. Ted has informed us that there are only a few handicaps that still need to be turned in. If that's you, please get it in immediately! Thank you Ted for all your dedication to getting this tremendous undertaking done. Smooth sailing.

2021 SBCC Regatta Schedule

Date	Race	First Gun	Classes	Notes	Race Chair	Start Locale	Courses
Sat May 22	Spring Race to Atlantique	1200	Pursuit	2, 3, 4, 8	Eric 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
Friday June 11	Babylon Cup	1900	Reg	2, 9, 11	BYC	Babylon	
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
Saturday 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
Sunday 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

FROM THE REGATTA CAPTAINS**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
Saturday August 7	West Island Race	1200 Reg	2,9,12	Marko/Davis	Bay Shore	West Island
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		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
Saturday Sept 18	Mayor's Cup	1200 Reg	2		Long Island YC	
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
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 WEBMASTER**Richard Mourino**

Many members have donated documents and videos to provide information and guidance to our members.

On our website there is a **Table of Contents** that contains a lot of items that are too many to show on the website's title page these are just a few:

<https://sbccsail.org/home/table-of-contents/>

Cruising Guide
Cruising Captain's Guide Lines
Flag etiquette
Hurricane Tracking Web site
Long Island Magazine
Man Overboard Procedures
Medicine section
Photo and Video albums
Presentation videos
US Coast Guard Navigation Rules
VHF channels description
Yacht Maintenance check list

Hope they are helpful!

Rich Mourino
Webmaster
webmaster@sbccsail.org

FROM THE WELCOMING CHAIR**Michele Jaeger**

On February 22,2021 we were pleased to confirm Dennis Murphy and Brianne Vought as new members of the South Bay Cruising Club. It should be mentioned that they have purchased *Miss Liberty II* from our long loved member Nancy Sherman. As most of us know it is a fine Island Packet that is now berthed at Beaver Dam Creek in Bellport. Dennis is the dock master at the Pines in Fire Island and also has a Steiger craft power boat. He has a wealth of knowledge on anything from fiberglass repairs to engines and electronics. We have heard about his friendly character and are sure he will gladly share some of this expertise. Brianne and Dennis exemplify all the best characteristics that are reflected by SBCC members, and their passion for sailing make them perfect additions to our club. Although we still have limitations due to Covid, I am hopeful our new members will be able to meet many of our seasoned members and participate in our activities.

Michele Jaeger
Welcoming Chair
welcome@sbccsail.org

SAVE THE GREAT SOUTH BAY

Joe Werkmeister

Recently I decided that I wanted to do some volunteer work to pass some of my new found leisure time productively. (Yes, I'm loving retirement!) I thought that volunteering at the Save the Great South Bay organization would be a great way to support a local non-profit that obviously ties in well with my love of being on the water. I met with the Executive Director of STGSB, Robyn Silvestri, and learned about some of their initiatives. One of them is called "Creek Defenders." With this program they put together volunteers in the Spring, to go out to the various creeks along the South Shore to do some clean-up. I intend to partake in at least one of these clean up days. So, I thought to myself, why not try to get club members involved! As you can see below, there are twelve sites and nine dates in March and April dedicated to this clean up effort.

My goal is to have at least one SBCC member at each of these events!

Our members are located all along the areas detailed below, so why not consider joining in this effort and participate in the clean-up scheduled near your home town. I will be tracking our participation, so please email me jwerkjr@gmail.com when you decide to volunteer. Time is of the essence as the first date is not far off. I thank everyone in advance for considering volunteering. I'd love to be able to brag in the next issue that SBCC was 100% represented in this effort.

Note: Grab 'n Go gear packs with bags, pickers, disposable gloves, safety vests and a map of your designated clean up area are provided for all volunteers.

Volunteer at savethegreatsouthbay.org/volunteer

For info, call 646-827-0733 or email info@savethegreatsouthbay.org

03/14	Creek Defender Islip	Country Village Gully	9 AM -12 PM	Keep Islip Clean
03/20	Creek Def Massapequa	Massapequa Creek	1 PM - 3 PM	Tom Dempsey
03/27	Creek Def Bay Shore	Penataquit	9 AM -12 PM	Tom Kain
03/27	Creek Defender Sayville	Sans Souci Lakes	1 PM - 3 PM	James Bertsch

APRIL

04/03	Creek Def Lindy	Neguntatogue	9 AM -12 PM	Dave Schrader
04/03	Creek Def West Babylon	Santapogue	9 AM -12 PM	Christina Galante
04/10	Creek Def Amityville	Ketchams Creek	9 AM -12 PM	Dennis Siry
04/10	Creek Def West Islip (moved to this new date)	Sumpawams	1-4 PM	Andy Mirchel
04/17	Creek Def Babylon	Carlls River	9 AM -12 PM	Todd Shaw
04/18	Creek Def Blue Point		9 AM -12 PM	Jason Borowski
04/24	Creek Def Bellport	Beaverdam Creek	9 AM -12 PM	CEED
04/25	Creek Def Patchogue		9 AM -12 PM	James Acierno

Believe it or not, Spring will be here soon! Why not consider doing a little something this year to help the effort to restore the Bay. I received the following information from Robyn Silvestri at the Save the Great South Bay organization and felt it was an appropriate time to share it.

Bay Friendly Yards: The Three Essential Elements

Long Island invented the suburban lawn. Fields of green with ornamental bushes brought in from all over the world. All manner of care was required -- watering, fertilizing, pesticides -- so that these exotics and plants from other climates could survive here. But this search for artificial "perfection" came with a heavy price, especially for local wildlife and the ecosystem services provided by our bays. Local waters, tainted in part by lawn runoff, are on their way to becoming lifeless. Populations of insects, including many pollinators, as well as crustaceans, mollusks, birds, fish, amphibians, and reptiles, have been decimated. It's time to move from the 1950s to a future we want for our local environment, for the Great South Bay.

What is a bay friendly yard? They are lawns, *or simply sections of your yard*, with a composition of native trees, bushes, shrubs and grasses that create the local ecosystems necessary to support local birds and insects, particularly pollinators such as bees and butterflies. They are rich, colorful landscapes that can look meadow-like or be more manicured, but require little extra water, and no chemical or pesticides, because they belong here. In addition, the complex, intertwined root systems of the native plantings, and the rich bi-ome they create through leaf litter and soil accretion, means cleaner water for a healthier bay.

How does one create a yard that is bay friendly? By incorporating these three essential elements:

#1 Habitat Restoration

There is no tract of land too small to make a difference, and it can have either a natural or more manicured look. Examples of habitat restoration include: Identification and removal of invasive species, planting of native plant species, or reducing lawn area. What you plant depends on your soil type - inland yards tend to have drier soils, coastal waters naturally tend to have damper soils.

#2 Stormwater Management

Stormwater runoff, and the damaging nutrients and chemicals that it contains, continue to degrade the Great South Bay. A bay friendly yard is one that endeavors to maintain stormwater onsite. Techniques include the use of rain barrels, rain gardens, permeable pavers/pavement, and planting native plants that require little to no additional irrigation.

#3 Local Stewardship

We prefer the term stewardship to yard maintenance. An obvious step one can take is to eliminate the wasteful and damaging practice of the application of pesticides or fertilizers. Instead, try mulching your leaves in the fall and allowing them to fertilize your yard over the winter. Mow less often and use a mulching blade where you can—every two weeks is fine, and your lawn won't grow out of control. Continuous monitoring and removal of invasive plants also constitutes good stewardship.

Joe Werkmeister

Corresponding Secretary

corresponding.secretary@sbccsail.org

SAILING EDUCATION OPPORTUNITY*Submitted by Mara Liesegang*

To whom it may concern:

As a member of the sailing, ocean research or tall ship communities, we want to make you aware of a valuable opportunity for young people currently taking time off before college or a semester off from college.

This spring, SEA Semester is offering [Pacific Odyssey](#), an 8-week educational program specifically designed for gap students, on shore in southern California and at sea aboard the sailing research vessel SSV *Robert C. Seamans*. We are currently accepting applications.

Pacific Odyssey is a multi-disciplinary program designed to prepare students for success in college and beyond by delivering a life-changing sea voyage of scientific discovery, academic rigor, personal growth and dynamic leadership development that are the hallmarks of SEA Semester.

The voyage traverses the western seaboard of the United States off California as students explore both near-coastal environments as well as further offshore within the Northern Pacific Subtropical Gyre.

Students become working members of the crew, steering by compass and by the stars, setting and striking sails, and plotting the ship's position using modern technology and traditional celestial navigation tools. They also conduct oceanographic research, gathering real-time data that contributes to a global understanding of our oceans.

The program begins on April 19th with a 16-day pre-boarding quarantine at an educational science camp in southern California. The 41-day cruise track, out of San Diego concludes on June 14th.

During the ongoing pandemic SEA Semester continues to offer programming that is consistent with our history of well-managed risk and experiential education. Please also see our [sample risk and mitigation plan](#) for information about program operations during this time.

Do you know of any gap year students who might benefit by this unique and challenging experience? If so, we encourage you to share this information with them!

For more information about Pacific Odyssey, and to apply, please go to: https://www.sea.edu/voyages/pacific_odyssey_spring2021. If you have any questions, please let us know.

Best regards,
Kimberly

**Kimberly Gniadek**

Admissions Coordinator
SEA Semester Alumna C-195
Sea Education Association
P.O. Box 6 • Woods Hole, MA 02543
t: 508.444.1925
c: 774.766.9107
www.sea.edu | #SEASemester



[Schedule an Advising Appointment](#)

A DAY IN THE LIFE OF A BOATER

Joe Werkmeister

Those wishing to engage in the fantastic boating life style often pick up magazines displaying gorgeous boats, captained and crewed by gorgeous men and women, and are drawn to the amazing days that await them on the water. Rarely do they consider that the boating lifestyle is not all fancy boats, beautiful sunshine, calm waters, and endless parties. They do not consider the fact that a boat is a labor of love regardless of the boat style, the price range or the waters they intend to boat in. They do not consider the days when they may very well declare to themselves, "What the hell have I gotten myself into?" Many harrowing adventures have been told by sailors braving long distances through horrible weather and huge seas that may or may not have one fearing for their life. My story is far less intriguing but none the less, offers a short story of a day in the life of a boater.

The day was June 6th, 2020. Our first Covid RV was scheduled in Great River. Having joined SBCC in 2018 I had only had the opportunity to attend one RV. I worked in retail and most weeks worked Saturday and/or Sunday. My opportunities to overnight were limited to vacation weeks. Plus, I was a new sailor trying to build my confidence, so was a little reluctant to venture off to "distant" locations like Hemlock Cove or Oak Island Lead. I had volunteered to host an RV in Great River at the end of June and was very nervous as I had only ventured into the River in a power boat and never had to worry about the shallows. So, on this day, I decided to sail single-handed over to the RV to get a lay of the land so that I'd be comfortable knowing where to anchor when I hosted my Rv. Once clearing the shallow finger a bit South West of my creek, I tacked over close to Watch Hill and tacked back straight all the way to the mouth of the Connetquot River. Fortunately for me, as I approached the mouth of the river from the East, I noticed what I thought to be *Shadow*, captained by our Commodore, Charlie Margeson, approaching from the West. I decided to wait to confirm my thought in the hopes that I could motor in behind *Shadow* and surely avoid any shallow water. Sure enough, *Shadow* led me in (under sail, of course - lol) and I was able to comfortably motor around and say "hi" to the few members having already anchored for the RV. Having enjoyed a pleasant sail to Great River, having successfully navigated to the anchoring location and having the pleasant experience of in my small way, participating in an RV, I happily motored away anticipating a pleasant sail back to my home port. Shortly thereafter, my mood changed considerably!

As I approached the entrance buoy to the River, my high temperature alarm went off! While this was "alarming," a quick assessment of the wind and current indicated to me that I could drift out of the River and

clear across the Bay before running into further trouble. So, I remained calm, shut down the engine and decided to raise sail. I had plenty of room to sail out of the river into deeper waters where I figured I could assess the overheating situation. As I attempted to raise the main, the halyard got caught up on the steaming light half way up the mast. My attempts to free it were fruitless. Continuing to remain calm, I thought to myself how brilliant I was to have added a spare halyard to both the forward and aft side of the mast when I had it un-stepped over the Winter. Rather than fight with the stuck halyard, I decided to leave it and utilize the spare. No sooner had I untied the bowline that was securing it to the rail, it got wrapped around the shrouds and spreader. My efforts to free that halyard were also fruitless! So much for my brilliance! I decided to give another go at freeing the original halyard and after numerous attempts, had success.

My plan at this point was to settle the boat down under sail and engage my newly installed auto pilot to allow me to go below to try to determine the cause of the overheating. A flaw in my plan soon surfaced. Despite having successfully commissioned the auto pilot, and having worked it through it's paces successfully on several other occasions, it decided that today of all days it was going to act up. Each time I engaged the pilot, the boat unexpectedly turned about 10 degrees to port. I had no idea why this was happening so decided I would not trust it and would deal with that at a later time. (I have since recommissioned it and it has been working flawlessly.) At about this time, the winds began to pick up considerably. I decided to reef the main and furl in the jib a bit. The jib did not want to cooperate when partially furled and was overpowering the boat when fully engaged, so I furled it completely and decided to sail back with just the main. After having got kicked about pretty good by the increasing wind and waves while attempting to find a comfortable sail set, in approximately 20 knots of wind, I was making about 7 knots and the boat was handling quite well under the main alone. I actually thought to myself that I was proud of how I'd reacted to the various situations I'd been presented with and began to enjoy a nice comfortable sail. Shortly thereafter, it became considerably less comfortable.

I noticed a storm brewing in the West and decided that my first objective was to try to out run it and get closer to home. I'd worry about the engine issue later. Unfortunately, the storm had other ideas. Approximately 20 minutes later I found myself 25-35 knot winds, pouring rain and hail. I keep a cheap set of rain gear on board, but dared not leave the helm to retrieve it so got completely drenched. The conditions worsened to the point that I felt I had better let someone know where I

A DAY IN THE LIFE OF A BOATER (continued)**Joe Werkmeister**

was and what was going on. I attempted to call my wife and after numerous attempts at dialing (wet screens are not conducive to finger touches) finally was able to get the call through. I advised her that I was fine and not to worry, but I was in a pretty severe storm (for me, at least) and wanted someone to know just in case. I told her I would call her back in an hour. Then, my main sail suddenly dropped half way down the mast! I looked up startled, and noticed the halyard swinging freely in the wind. I attempted to pull the sail the rest of the way down but it became lodged between two shrouds and wouldn't budge. I decided to let it be and unfurled the jib. Seemingly, as quickly as the storm arrived, it departed. I was soon presented with much diminished winds and beautiful sunshine. I called Christina back and let her know I'd made it through. I was just about dry when the second wave hit! This second wave did not have the mental impact on me that the first had. I realized that it too would be short-lived and that despite being drenched once again, I would be fine. I did not call Christina for the second round of fun.

Once the storm passed, I returned my attention back to the engine problem. I decided that I'd sail as close as I dared to the entrance to Mud Creek, furl the jib and restart the motor. I expected that by then it would have cooled sufficiently. Based upon how long I had motored in the Connetquot River before over-heating I thought I had a pretty good shot at making it to my slip before over-heating again. I entered Mud Creek and set my sights on determining an alternate landing spot in the event I did overheat before reaching my slip. Sure enough, half way from the mouth to my slip the alarm sounded. Fortunately, I was able to identify an empty slip and was able to motor into it. To enter my slip would have required several time consuming maneuvers. Having safely settled into my temporary slip I was able to free the main sail, square away the boat and set my sights on the engine issue. Fortunately, or unfortunately, depending on how you look at it, I was able to quickly determine the cause of the problem. The lower hose from the sea water pump had come off the pump! At this point I could have kicked myself in the head! Why, you might wonder?

Well, over the previous Winter I had taken on many boat projects. One of the minor tasks was replacing the Phillips head screws on the face plate of my water pump. They had become stretched out over time and I wanted to replace them with hex head screws. So, I took the pump to Lowes and attempted to find new screws. Fast forward to spring, it was time to reinstall the water pump. A search of all the places I could have possibly put the pump over the Winter yielded no pump. It was then that I realized I had left it sitting on a

shelf in Lowes as I unsuccessfully searched for screws. Of course, Lowes did not have it in their lost and found. \$650 later I had myself a new water pump, complete with hex head screws. Now, to get to why I wanted to kick myself in the head! On my first outing after being launched, I motored over to Weeks Yacht Yard to have my mast stepped. On the way over, my brother noticed water on the floor of the galley. A quick look at the engine while he steered the boat revealed the upper water pump hose had come off. Obviously, I must have forgotten to tighten the clamp when I installed the pump. Crisis averted. After arriving at Weeks, I decided to check for any other loose hose clamps. I found none. Yes, I found none, but did not see the lower pump hose which was quite well hidden. This as it turned out was the source of my latest over-heating problem. I re-installed the hose, tightened up the clamp, started the engine and successfully motored over to my slip. Despite the adventures of the day, all had ended well and I did not have any mechanical issues requiring the expertise (and corresponding cost) of my mechanic.

Out of all that, I walked away with a few new or reinforced pointers:

1. I always wear my life jacket when single-handed. I was very happy I did that day.
2. Despite having read zillions of times about filing a float plan, I never told anyone that I was out for a sail that day. I had mentioned to my wife earlier in the week that I may sail to the River but never confirmed with her that day.
3. I should have given Christina specific instructions as to what to do if I had not called back within the stated hour. She's a bright woman and would have done the right thing but I should not have left that up to her.
4. Perhaps I should have anchored outside the Connetquot River to assess the problem of the over-heating. I would have discovered the issue then and could have motored home.
5. I think I need better foul weather gear!

But, as I said, "All's well that ends well!"

Joe Werkmeister

Corresponding Secretary

corresponding.secretary@sbccsail.org

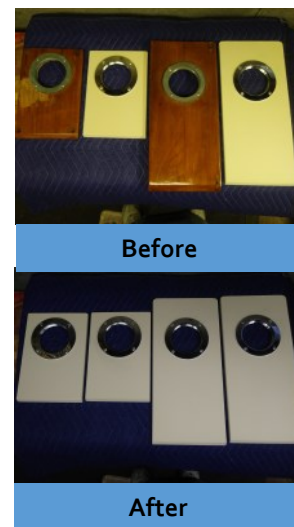
I Love Teak...but

I love the look of brightwork on a classic sailing yacht. All older sailboats and powerboats have acres of teak to maintain. Even some newer boats like to add teak accents for that nautical look. If you have one of the older boats, brightwork maintenance can become a chore. I wrote in a previous article about finishing my companionway boards. Well now the truth, as much as I like the look of it, I would rather be sailing than refinishing all my teak "Bright" annually.

To combat this maintenance ritual, I have replaced some teak accent pieces with Sea Board. Sea Board is identical to Starboard, made by a different manufacturer. The reason I like Sea Board is it comes in "Sand" shade color, whereas Starboard is only black or white. Seaboard also comes in other colors including gray.

One of my projects was replacing the dorad box covers, and trim in the cockpit starboard engine control compartment and the port side matching compartment near the helm. I bought a sheet .500 (1/2") 54 x 24 thick sand color Seaboard at <https://www.eplastics.com/sheets/hdpe/seaboard-starboard>. The website is very easy to use and shows examples of each option to choose from. It cuts like wood and sands like wood. To get a smooth edge just go with finer and finer sandpaper 120, 220, 360, maroon Scotchbrite (600 grit) to (green Scotchbrite 1000 grit). I purchased the Scotchbrite online in bulk, and sandpaper at Big Box Stores. I am really happy how this came out and like the "modern look" and low (no) maintenance!

Another area I struggled with was my teak toe and rub rail. I prided myself on keeping it refinished bright, and it looked beautiful finished, but every year moisture would seep in amidships about 5-6 feet long, where some water pooled and darkened the finish. This section needed to be stripped every year and refinished on port and starboard decks. I tried to seal where the water was coming in with epoxy, but it never really worked. I got tired of this routine so



I decided to totally strip the rails that had several coats of Cetol. I lightly sanded and refinished with a product called "Sempco." It's a teak sealer that comes in different shades of wood color. Yes, I refinish my teak annually, but it's a much simpler process. It dries quickly and you can apply a few coats in a day session and be done with it. Use a good brush with a knife edge, the Sempco is watery and a little goes a long way. It also cleans up easy with mineral spirits or paint thinner. I now love seeing water run down my deck now and along the toe rail and out the scuppers, without a worry of the finish lifting. The only other alternative is to let it go natural gray and clean periodically. I have my pride and try to keep *Bleu Moon* in as Bristol shape I can.

Brightwork is a touchy subject, especially among sail boaters who want that "traditional look" and feel it's sacrilegious not to finish it "Bright." Many spend the time and find the work "therapy" and "relaxing," and the finished product is very rewarding.

The only teak I finish bright now is the companionway teak and trim. I can get a few seasons on my companionway boards also because it's protected by the dodger and out of the sun most of the time, but I must confess, I do like the look of it finished bright also.

Replacing some teak accent pieces, and using the Sempco on the toe rails and hand rails, has made my maintenance routine a lot easier. You have to decide for yourself what you can live with, yes my boat sparkled when all the bright work was finished, but was a lot of work. I would rather be sailing!

A Cup of Joe

The nickname for coffee came about due to the reforms initiated in 1913 by Josephus Daniels, then secretary of the United States Navy under President Woodrow Wilson. One such reform was the elimination of the officers' wine mess, a policy received less than enthusiastically by many. Since that time a cup of the strongest drink allowed on board U.S. naval ships has been referred to as "a cup of Joe."

Dungaree

Webster's Dictionary once defined dungaree as "a coarse kind of fabric worn by the poorer class of people and also used for tents and sail." While we probably couldn't picture our favorite pair of jeans hanging from the yardarm, discarded sailcloth (which was not dyed blue, nor was as well-woven as today's fabric) was often utilized by sailors to make items such as work clothes and hammocks. In fact, it was standard practice for captains in both the American and British navies to exaggerate the amount of sail lost during a battle in order to provide the crew with material. The cloth was called dungaree (from the Hindi word dungri), and the name became synonymous with the clothes themselves.

ON THE LIGHTER SIDE!



How lucky that down in Florida the dolphins are not required to wear masks! (Submitted by DJ Greco)



"Hello Boy! What's that you've got there?"



ST. PATTY'S DAY RECIPE**Flori Grotolli**

When I think of St. Patrick's Day, the first thing that comes to mind is corned beef and cabbage, and maybe a green-colored dessert. But traditional Irish dishes have so much more to offer. Yes, there are plenty of meat and potatoes dishes, but Ireland also has some of the best, wild caught salmon in the world. The Grilled Irish Salmon recipe I'm suggesting here is from Chef George Hirsch, that I have made my own (sorry George, it's only a little deviation...I couldn't help myself).

GRILLED IRISH SALMON**Ingredients:**

- 2 tablespoons honey
- 1/4 cup cider vinegar
- 1/4 cup real Irish whiskey
- 2 teaspoons chopped fresh sage
- 1-1/2 teaspoons grated lemon zest
- 2 tablespoons vegetable oil
- 1 tablespoon of butter
- salt & freshly ground black pepper
- 4 salmon fillets

Directions:

- Mix together honey, vinegar, whiskey, sage, lemon zest, oil, salt and pepper. Pour over salmon and marinate 1 hour on the counter, or 4 hours refrigerated.
- Remove salmon from marinade and place on a well oiled and very hot grill pan, skin up. Let salmon develop grill lines on face, 3 to 4 minutes, then turn onto skin side.
- Grill for 10 to 12 minutes, basting once or twice with the marinade, until salmon is golden and white juices are just beginning to appear.
- When fully cooked, remove from pan and place in a warm oven to keep from cooling.
- Pour marinade juices into a small pan, add a pat of butter and allow to reduce until it thickens into a gravy (to make it even thicker, you can add 1/4 teaspoon of corn starch or flour)
- Drizzle gravy over salmon and serve hot.



SLIGO GLAZED POTATOES

This potato side dish came from a cookbook given to me by Peggy Van Tassel called *Elegant Irish Cooking*, by Chef Noel Cullen. Sligo Glazed Potatoes are easy to make and delicious.

Ingredients:

- 1 cup milk
- 1/2 cup cream
- 2 pounds peeled and thin sliced potatoes, rinsed well
- 1 cup cheddar cheese
- 3 cloves garlic, crushed
- 1/2 teaspoon salt
- 1/2 teaspoon freshly ground black pepper

Directions:

- Preheat oven to 350 degrees.
- In a large saucepan, combine milk and cream. Bring to a delicate boil. Add potatoes and simmer, 6 minutes.
- Remove from heat. Add cheese, garlic, salt and pepper.
- Pour mixture in a 8 x 8 inch casserole dish.
- Bake for 1 to 1-1/2 hours or until potatoes are soft and casserole is browned on top.
- Serve hot.



Irish Blessings:

“May the dreams you hold dearest be those which come true, and the kindness you spread keep returning to you.”

And then there’s “May your anchors be tight, your Cork be loose, your Rum be spiced, and your compass be true!”

Flori Grotoli

S/V *Floriana*








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><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>

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>	

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><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 March 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.

**Pop-Up “Salty Sam” Sale!
All Proceeds Go to the SBCC!**

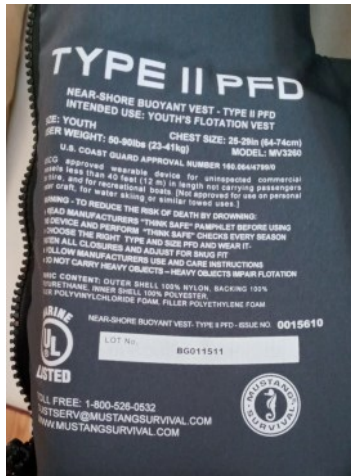
First and best offer for the following **foul weather gear and children’s PFD jackets**. All proceeds to go the SBCC. We just want to find a good home for this equipment!

Contact **Roger Daisley** with your interest:
hrdaisley@gmail.com

917-692-6955



Men’s Small Yellow West Marine Foul Weather Jacket. In good condition.
Men’s XL Yellow West Marine Foul Weather Jacket and bibs. In good condition.



Youth Type II PFD (50-90 lbs). Barely used, though has some moisture spots.

Child USB Approved Kidder life vest (30-50 lbs.)

LaBella's Locker Contact for placing ads: Joe Werkmeister masthead@sbccsail.org

All of the items listed on this page and the following page are for sale by Rich LaBella.

Contact: Rich LaBella labellar@optonline.net

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.



Barient 24 Two Speed Winch and Extra "parts" winch— \$200

Aluminum Anodized drum

Fully operational, cleaned & lubed., No Excessive wear

Second winch has corroded drum, and some other issues, but great to keep around for spare parts - Barient is no longer around so if you need parts you have to get them shipped from Australia.



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.



Pair, Barient 22 Two Speed Winches—\$350

Aluminum Anodized drum

Fully operational, regularly cleaned & lubed.

No Excessive wear

Includes Sunbrella winch covers



ShurFlo Blaster 3.5gpm Washdown Pump System - \$95.

Ready to use pump wired & mounted on platform so you can simply bring it up on deck, drop the weighted strainer intake overboard, plug in to 12v and blast the Great River anchorage muck off your anchor before it comes on deck.

These rugged, self-priming pumps deliver 6' of lift, can run dry without damage, and won't overheat with extended use. Seamless motor shells are E-coated and have O-ring protected end-caps. Ignition and thermal protection. Sealed switches. Includes a pistol grip plastic spray nozzle, intake & output hoses, 12v extension cord and fittings.



LaBella's Locker

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

Garmin GPSMAP 741XS GPS—LIKE NEW!

7" Chartplotter/Sounder. \$850

Includes extra power cable for second/home installation.

BlueChart g2 US Coastal & LakeVü HD Charts. Built-in ClearVü and 1kW CHIRP

Sonar, Touchscreen (with "pinch to zoom"), NEMA 2000 support, Wireless and Bluetooth Connetivity,

Bracket and Flush Bulkhead mount.



Barient Super-HD 11" winch handle

Good condition \$60

Davis Merriman 11" Locking winch handle

Good condition \$40



Racor 220R Primary and Secondary Diesel Fuel Filter/Water Separators—New

Racor 220R Diesel Fuel Filter Housing W/ R24P Spin on Cartridge Water Separator \$90

Racor 220R Diesel Fuel Filter Housing W/ R24S Spin on Cartridge Water Separator \$90

R24P Replacement Element \$20

Spare gasket set



Davis EchoMaster Deluxe Radar Reflector—\$60

Includes storage case and all hanging hardware.

Aluminum anodized

Like new, never used.



Davis EchoMaster—\$30

Assembled, used



Lands End Bosun's Chair \$55

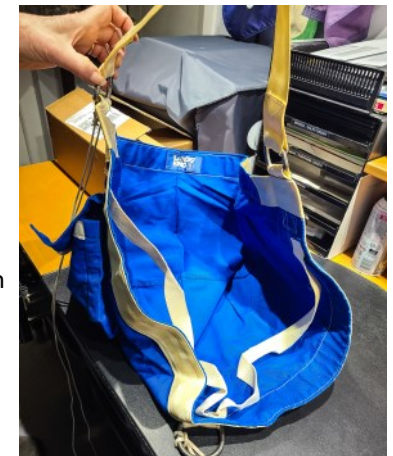
Like New (no wear, dirt or marks)

Heavy duty fabric seat.

Hoist and Downhaul heavy duty Webbing with D rings.

Leg straps, Two large pockets with velcro closures for tools.

Very comfortable and secure bosun's chair. Soft seat, so no board or straps to dig into your legs. Canvas is double-stitched.



Ship's Gangplank with NonSkid \$30

6' x 11" x 2" DougFir, Varnished

Good, stable, secure gangplank with fiddles attached.

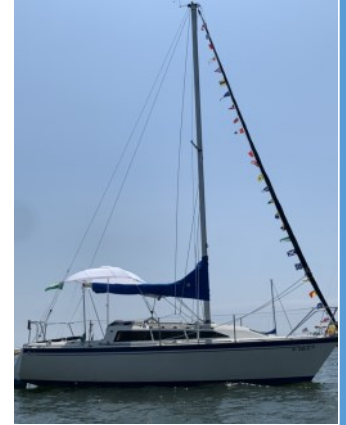


RIGGING LOCKER

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

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

150 HP Mercury outboard with new powerhead
 High performance stainless steel 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, approximately 3-4 years old

Contact: Jeff Mattera 631-431-1350 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



RIGGING LOCKER

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

Arcadia for sale:

Bristol 41.1 Center Cockpit

For info call Bob Sheppard at:

631 219 4699 or 631 472 0099



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)

Mantus 25 lb. Anchor

Asking \$150.00

Use only twice as it did not fit the roller on my boat
since I have an internal anchor roller.

Holds very well and can be taken apart for storage. The
dark marks by the bolts is grease.

Contact: Richard Mourino

richard.mourino@gmail.com



Coleman 8.6' Inflatable Dinghy with
hard bottom and cover.

Best offer.

3.5 HP Nissan motor.

Best offer



Trac Portable Washdown Pump with
accessories \$45.

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

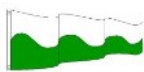
COMMITTEE CHAIRS

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	
Jackson’s Marina, Cormorant Point 631-728-4220	Seaview Marina 631- 583-9380	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
Long Beach Bridge 516-571-7785 or VHF 13	Shinnecock Canal Lock Tender 631-852-8291	
	Shinnecock Canal Slip RSVPs 631-854-4952	