From the Masthead

SOUTH BAY CRUISING CLUB

April 2021

FROM THE HELM

Charlie Margeson

Fellow SBCC Members and Associates!

Happy 70th Anniversary South Bay Cruising Club:

In honor of the South Bay Cruising Club's 70th anniversary this year, I spent some time in March reviewing some of our historical documents and old yearbooks currently safe-guarded by our esteemed Historian, Fred Liesegang. It was interesting to read about the genesis of our Club from the founders' perspectives. It seems there were three sailors concerned about the lack of camaraderie among the yachts anchored in the coves on weekends and wanted to form a club of cruisers to enjoy each other's company. So in 1951 they got a group of twelve to fifteen like-minded sailors together at the Babylon Yacht Club and on June 11, 1951 the South Bay Cruising Club was formed. Initial dues were $3 for boat owners and $1 for associate members. The slate of officers were by design, split between people from yacht clubs across the bay: Amityville, Sayville, Bay Shore, Babylon and Wet Pants. The first season consisted of "a couple of rendezvous" and the West Island Race.

It's a great story and as I read through the information and the yearbooks, I was struck by how the issues (good and bad) for our Club seemed to be the same throughout our 70 year history.

For example:

- The first serious meeting was over a bottle of bourbon and lasted until it was empty (some things never change!).
- Trying to get a group of people with different ideas and opinions to agree was always a challenge but always seemed to work out in the end.
- The racing contingent was the most work; handicapping the "hotshots and rule beaters" as stated in 1951. (Again, some things never change.)

Upcoming Events

- **4/17/21 at 5PM — Virtual Spring Party (See pg. 4 for the invitation)**
- **4/26/21 at 7:30 — Zoom Board of Governors meeting**
- **5/1/21—First RV of 2021**
- **5/22/21—First Race of 2021**
- **Please sign up for one of the remaining Creek Defender dates to help Save the Great South Bay! (See pg. 7)**

- Board meetings were held for many years at the LaGrange Inn in Bay Shore. Stories of the Board meetings and post meeting "discussions" at the bar were infamous. So were the parties at LaGrange!
- Concern about membership counts was a common theme.
- The friendships formed and camaraderie among the cruising members was and is a common thread throughout our history.

I thought I'd share this retrospective with you to give everyone a perspective of our history. My discussions with our past Commodores bear this out; the fun times and challenges seem to have been consistent year to year. It's good to know that our SBCC traditions continue.

April is now here! Let's get the covers off and some varnish work completed. It's time to get ready for the season.

See you on the Bay soon!

Charlie Margeson
SBCC Commodore
commodore@sbccsail.org

COMMODORE'S CORNER *Charlie Margeson*

In keeping with my April message, I wanted to share a Club history write-up from our 1970 SBCC Yearbook. I think its a great short summary of how our Club came to be. Enjoy!

The SBCC Story

1951: Comm. Bill Carl's 23-1/2' catboat *GRAND ISLAND*, built in 1933.

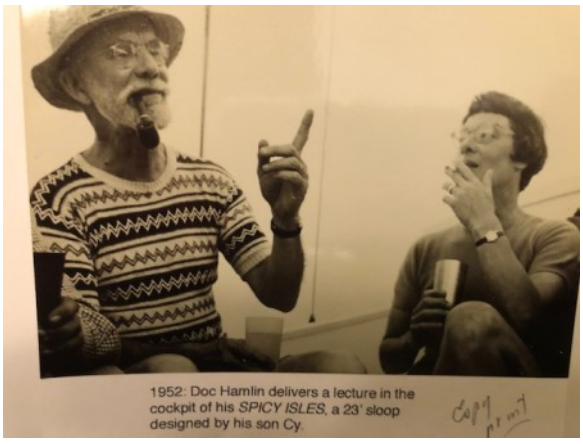
The saga of the South Bay Cruising Club, which has evinced much interest in other areas of the American Yachting world, had its start a quarter century ago in the dawn of the current boating boom. Great South Bay presented quite a different picture in those days, with relatively few power boats and only a handful of cruising sailboats, mostly early vintage. Overnight anchorages were more numerous and pleasant and some were downright isolated. The yacht clubs of the GSBYRA continued their pre-war emphasis on small one-design racing and usually ignored the interests of their cruising members.

The need for an organization of cruising skippers was imperative since their needs and problems differed substantially from their one-design brothers. No one man or event can be credited with the SBCC idea. It just seemed to evolve among the small impromptu fleets that anchored those nights at Smith Point, Whale Path and Connetquot River, thus serving as the beginning of our story.

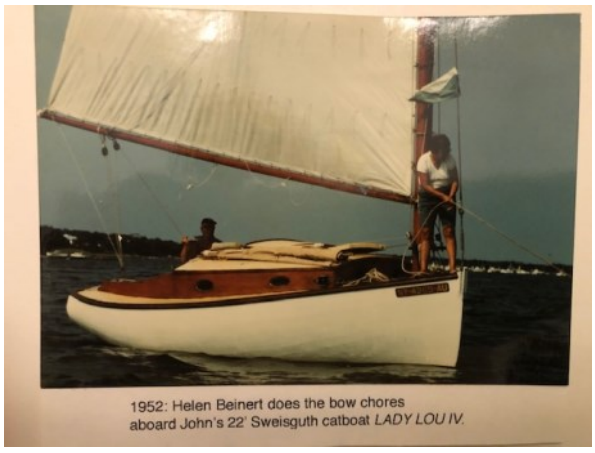
In the Spring of 1951 Ted Zimmerman, as temporary chairman, spread the first rumors and later convened the first meeting in a smoke-filled Babylon Yacht Club. Parliamentary procedure took a setback as 28 opinionated, cantankerous individuals each tried to force their own version of a cruising club. One skipper wanted to ban all "Establishment" trappings such as mailing lists, dues, flag officers, etc. Others were strongly in favor of building a clubhouse.

More moderate minds prevailed and the first slate was elected, headed by Commodore Bill Ward, and Ted Zimmerman "rated" our heterogeneous fleet for the first West Island Race. The years that followed were very successful when measured in terms of membership and fleet improvement. But this success did not seem to alter or dilute the basic ingredients of our Story. The same camaraderie of the old three boat rafts still prevailed at the thirty or forty boat rendezvous. Nowadays, it just takes longer for a new member to meet three-hundred members than it did with only thirty. Much of the credit for this "magic" must be assigned to the Club's founders. For them, fellowship was not something that needed to be prescribed in our By Laws—it was the sole reason for forming our Club.

The Story is also full of paradoxes. Our "open" membership policy, a relaxed and philosophical cruising attitude, a casual disregard for certain yachting amenities and flag etiquette, all seem incompatible with our efficient central administration that provides a unique year round social program, an extensive racing and cruising schedule, newsletters, yearbooks and cruising guides enough to rival the publishing output of many more prestigious clubs.



1952: Doc Hamlin delivers a lecture in the cockpit of his *SPICY ISLES*, a 23' sloop designed by his son Cy.



1952: Helen Beinert does the bow chores aboard John's 22' Sweisguth catboat *LADY LOU IV*.

FROM THE FLEET CAPTAIN *Mara Liesegang*

It feels like Spring is in the air! We are so excited to be getting ready to splash! We have cruise leaders and a nice RV lineup. I still have two holes in the calendar if anyone is interested. Memorial Day/Commissioning weekend, May 29-30 (WEST), and July 31-Aug 1 (EAST). You can choose the destination but need to be West or East as designated. I would LOVE to see some more of the newer members volunteer! It's lots of fun, it's easy-peasy, and a great way to get to know your fellow members.

Our first RV is in Lawrence Creek on May 1st! Get those boats in the water! I will send out my usual "This Weekend ~ Last Weekend" notices as we get closer. I aim for Wednesdays, but can't guarantee I will always make it. If you signed up for emails and are not getting my notes, please let me know and we will get it straightened out. See you on the water!

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

Mara Liesegang
Fleet Captain
Fleet@sbccsail.org

FROM THE HOSPITALITY CHAIR *Scott Gesele*

We're off to a great start for 2021 with one exciting update to my article in March's *Masthead*. Instead of Commissioning Day being a completely virtual event, we will now have a combination in-person and virtual event at the Bay Shore Yacht Club. The in-person format at Bay Shore Yacht Club will be scaled down from prior years to a two-hour cocktail hour with beverages and snacks outside while the Zoom feed will be running for those who may still not be comfortable gathering in larger groups and/or members who are not local. Please mark the 2021 Hospitality events in your calendar:

- **Spring Party** (virtual)**:** Sat., April 17 at 5:00 PM. See page 4 for Zoom invitation.
- **Commissioning Day** (combo; see above)**:** Mon., May 31 from 1:00 PM - 3:00 PM.
- **The Blast:** Sat., August 21 at 11:30 AM- 2:30 PM at The Snapper Inn. This will start the one-week cruise!
- **Boat Yard Party:** Sat., November 6 at 12:00-4:00 PM at Long Island Yacht Sales (Cook's).
- **Holiday Party:** Sat., December 11 at 5:00-9:00 PM at Shandon Court in East Islip.

Scott Gesele
Hospitality Chair
Hospitality@sbccsail.org

NEWS YOU CAN USE *Joe Werkmeister*

All spruced up with a fresh coat of paint, the GSB buoy has been re-deployed for a 12th season observing weather and water conditions south of West Sayville. Visit the following link to the buoy observations page:

https://www.somassbu.org/wx/pages/gsb.php

Visit this link for interesting information from the Great South Bay project.

http://po.msrc.sunysb.edu/GSB/old_inlet.htm

SOUTH BAY CRUISING CLUB

2021 Virtual Spring Cocktail Party

Saturday, April 17th
1700 Hours

Zoom Meeting:
https://us02web.zoom.us/j/87645086628
pwd=bHlMNnZ5NlNvelpZekhHYjB3Yjg2dz09

Meeting ID:
876 4508 6628

Passcode:
929453

New York Dial in:
1 (646) 558-8656

One tap mobile for New York
+16465588656,,87645086628#

There will be a General Meeting at approximately 1800 hours

FROM THE HANDICAP CHAIR *Ted Drossos/Gary Sebouhian*

To All BSIR Members:

It's getting close. Less than 2 months until the start of the BSIR 2021 season. Here is the 2021 BSIR schedule:

June 1 – August 17 19:00 (7:00 pm)

August 24 – September 14 18:30 (6:30 pm)

September 21 – October 12 18:00 (6:00 pm)

Once again there will not be a Skipper's Meeting prior to the season. Last season the meeting was cancelled for obvious reasons and again this season out of an abundance of caution. Everything worked fine last year and we believe this season should be no different. There are no changes to the BSIR this season that will affect the way the races are run.

Usually at the Skipper's Meeting the Committee Boat Sign-Up Sheet is available for skippers (not crew) to chose their committee boat assignment. In lieu of that, here is the procedure. Review the dates on the Committee Boat Sign-Up Sheet (see attached). Choose 3 dates and email your selections to sailboatracing@gmail.com. Do not enter your dates on the sign-up sheet, it is for reference only. On a first-in basis you will be assigned to be committee boat based on one of the dates you selected. Should there be conflicts, they will be addressed individually. Any open dates will be assigned at random. If you raced last season and did not have a committee boat assignment, or, had one and had to cancel, it is important that you choose one or one will be assigned to you. In order for the BSIR to work everyone who participates needs to contribute. Prior to the season, the Committee Boat Assignments will be published and also posted on the sbccracing.org website.

If you have not completed your Handicap Rating form please do so as soon as possible so the handicaps can be updated before the start of the season.

Updates will continue to be sent as the 2021 season approaches.

We are looking forward to a great season in 2021 and a safe season as well.

Ted Drossos/Gary Sebouhian
Handicap Chair
handicap@sbccsail.org

FROM THE REGATTA CAPTAINS *Duncan and Barbara Burns*

Please access the SBCC Racing website www.sbccracing.org to view the entire race schedule for 2021. Posted below are the two races scheduled for May. We look forward to an awesome racing season!

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

Duncan and Barbara Burns
Regatta Captains
regatta@sbccsail.org

FROM THE MEMBERSHIP CHAIR *Pam McCarthy*

MEMBERSHIP DOES HAVE ITS PRIVILEGES!

Did you know that one of the privileges of being an SBCC member is the ability to visit other yacht clubs, use their facilities and stay at their location? SBCC is a member of the **YACHTING CLUB OF AMERICA** (YCA). What does this mean to you? It's called reciprocal privileges. Many of our members including my husband and myself have been to many clubs during our sailing travels that provide hot showers, restrooms, ice, dining, launch service and moorings or dockage. Of course, some services require a fee. However, you cannot stay there unless you are a member of another YCA club.

There is a list of yacht clubs that are members of the YCA which you can view online. (There is also a book you can purchase with these listings.) **On Page 1 of our YEARBOOK**, you will see the **email address, username and password**. Go to **www.ycaol.com** and the **Yachting Club of America** will come up. Where it says "MEMBERS ONLY", just put in our username which is **club1040,** then our password: **y100446c.** Then by state you will see a listing of yacht clubs.

This past summer of 2020 the two-week cruise visited the Shelter Island Yacht Club once again. This is a favorite for many of us. It's a beautiful scenic harbor with fantastic food at a lovely restaurant, and a mooring spot in clean water, which is always a pleasure to swim in. The ferry which is close by, can take you over to Greenport. **You should always have your SBCC membership card with you since some clubs do ask for it.** You will be getting your 2022 cards with your yearbooks this spring.

Todd and I have also visited Bristol YC, Rhode Island, Edgartown YC, Martha's Vineyard, Center Island YC, Bronx, Richmond County YC, Staten Island as well as Atlantic Highlands YC in New Jersey. I know there are some members who will also drive to these clubs to have a nice dinner in a beautiful location. So you don't need to sail there which is another option. We hope this year as *Bleu Moon* goes farther north we can visit some more yacht clubs along our way up to Maine.

If you have visited any other yacht clubs, please let me know and maybe we can provide some info on that particular club to our members in our Masthead. I know a lot of our members will have stories to share! Thanks so much.

Pam McCarthy
Membership Chair
membership@sbccsail.org

FROM THE WELCOMING CHAIR *Michele Jaeger*

Confirmation of two new memberships took place on March 29, 2021. Please welcome a returning member, Frederick (Fred) Cornman. Fred was a club member for 24 years and left in 2008 to care for his dear wife during her illness. Fred sails a Tanzer 31 named *Emerald Seas*, berthed at Bergen Point Yacht Basin in West Babylon. He was a respected and active member of the SBCC for many years and is looking forward to crew for added excitement and meet many new members as well. So happy to have him onboard once again.

With pleasure we greet Corinne and Brandon Roig. They sail *Stowe Aways*, an Island Packet 37 berthed in Babylon Village. Brandon was introduced to our club when he offered to crew on a trip moving *Synergy*, Mark Aiossa's boat, from the Great South Bay to her new moorings in Atlantic Highlands. He was found to be an enthusiastic and passionate sailor but also a truly terrific guy. He has a loving young family and we welcome Corinne, Avery and Conor into our SBCC family as well. Brandon has shown an interest in both cruising and racing and I know he and his family will be a positive asset to our club.

Michele Jaeger
Welcoming Chair
welcome@sbccsail.org

SAVE THE GREAT SOUTH BAY - CREEK DEFENDER *Joe Werkmeister*

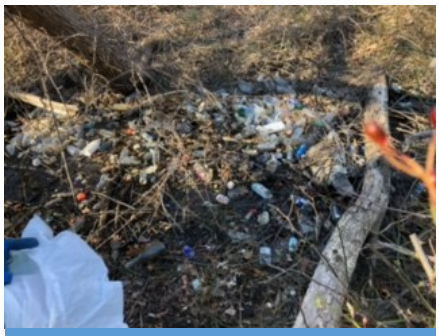
I am very happy to report that SBCC members have volunteered to participate in clean-up efforts at all of the sites set up by "Save the Great South Bay." It has become apparent after just a few weeks, that this program is of vital importance in the effort to restore the Bay to what it once was. I would like to extend my personal "Thank You" to those who participated in the March events: East Islip—Yours truly, Massapequa—Jay and Stephanie Pizer, and Bay Shore—Roger Daisley. I look forward to participating in the April events and look forward to meeting up with all of our volunteers. Once again I would like to ask others to consider volunteering. To do so, visit savethegreatsouthbay.org/volunteer, and then email me (jwerkjr@gmail.com) to let me know that you have signed up.

Country Village Gully — East Islip — March 14th

Joe Werkmeister and STGSB Executive Director, Robyn Silvestri

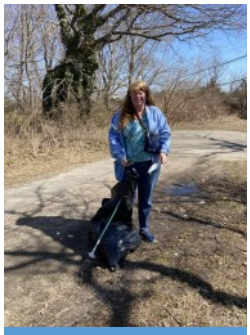
The East Islip clean –up crew

Staggering numbers



One of many locations of numerous plastic bottles

Massapequa Creek — Massapequa — March 20th



Stephanie Pizer ready for some action

Jay Pizer participated as well but was too busy picking up trash to stop for a photo shoot!

The Massapequa clean-up crew

Two hours worth of trash accumulation

Penataquit Creek — Bay Shore — March 27th

Roger Daisley appears to be having a lot of fun!

Remaining Creek Defender Dates

4/10—Ketcham's Creek—Amityville (9AM-12PM)

4/10—Sumpwams Creek—West islip (1PM-4PM)

4/11—Pattersquash Creek—Mastic Beach (9AM-12PM)

4/17—Carlls River—Babylon (9AM-12PM)

4/17—Sans Souci Lakes—Sayville (Time TBD)

4/18—Location TBD—Blue Point (9AM-12PM)

4/24—Beaver Dam Creek—Bellport (9AM-12PM)

4/25—Patchogue River—Patchogue (9AM-12PM)

INTERNSHIP OPPORTUNITY *Pam McCarthy*

I saw something in the Town of Islip newsletter that might interest members with children or grandchildren. Summer Internships for high school and college students to work at the Town of Islip Shellfish Facility. This facility helps to restore shellfish in the Great South Bay. They are looking for students who want to study marine biology. Information is included for where to send a resume.

WE'RE OFFERING SUMMER INTERNSHIPS!

Help us on our mission to restore the shellfish population of the Great South Bay!

The Town of Islip shellfish restoration team is looking for summer interns who would like to gain experience in the aquaculture field. Learn all about our operation and the procedures we carry out to produce over 30 million clams and oysters from start to finish.

We are looking for hardworking, college students and junior or senior high school students that have a passion for marine science, resource sustainability, and don't mind getting dirty! Send us your resume and a cover letter discussing your future goals in the marine science field!

Town of Islip

Angie M. Carpenter
Supervisor

TOWN BOARD
Trish Bergin
John C. Cochrane, Jr.
Mary Kate Mullen
James P. O'Connor

Town of Islip Shellfish Culture Facility

Looking for College Students and Junior & Senior High School Students

*** For College Credit or Volunteer Hours***

TOI SHELLFISH CULTURE FACILITY
333 Bayview Ave
East Islip, NY
11730
Send resume and cover letter to:
cschect@islipny.gov

REFRIGERATION INSTALLATION — PART 2 *Fred Liesegang*

In January, the box arrived with the refrigeration system! I opened it up, looked at all the pieces, and my first thoughts was "OMG, what have I gotten myself into!" Over the next several weeks, I found out exactly what I had gotten myself into, and, as it turns out, not so bad.

First I had to prepare the rest of the boat. I took out the 200 AH battery pack and put in a 450 AH battery pack so we would have more than a weekend available to run the unit. Next I had to move the on-board battery charger. It was mounted on the bulkhead in the cockpit locker. The charger has lights on it displaying useful information that I could never see. So it got moved to the quarter berth area, out of plain sight, but easy to get to and read. For the compressor, the cockpit locker works well, since I do not have to look at it very often, and I can service it fairly easily once I get myself in the locker.

I read the directions a few times, then set about mounting the parts. Sea Frost needed to know how long to make the refrigerant lines, so I had to confirm and measure my layout before placing the order. The lines came pre-charged, and attached to the freezer bin. I drilled holes for the lines to run through in the ice box, and various bulkheads in the head compartment. Mara, Kristin and I carefully pushed and pulled the copper lines from the box out to the cockpit locker trying our best not to damage anything.

Once the lines were run, I mounted the compressor unit on the bulkhead with the brackets supplied. I mounted a new fuse panel near the batteries, and ran the power wire to the compressor from it. The control panel was then mounted on the boats electrical panels. Attached to the control was an aluminum tube that gets attached to the freezer bin itself, which tells the control how cold the bin is. Now that the freezer bin was attached to everything it needed to be, I could mount it. Sea Frost supplied these cool (no pun intended, honest!) little fasteners called Welnuts. They are nuts embedded in rubber, so as they are being tightened, they expand, keeping them in place, and sealing the hole. The bin was bolted to the shelf in the ice box on the outboard side, and a shelf bracket on the inboard side. Mara wanted the biggest freezer bin we could fit, and I think we succeeded.

Once the major work was done, I wired the compressor controls, and ran a cooling air duct to a cool but dry area below the cockpit locker floor where the fuel and waste tanks live. It was 55 degrees on the day that was the moment of truth. I turned it on and waited. I put a thermometer in the freezer bin and ice box floor. Before too long the freezer showed 18 degrees and falling, ice box was 42 degrees and falling, so I was pretty happy! This unit has an adjustable speed control for the compressor, and I quickly found out how useful it is. I had the battery charger running in the background. I looked at the voltages in the batteries, and with the compressor running 100%, the charger could barely keep up. Once I turned it down, the voltages began to rise again. I have not yet upgraded the battery charger, so I knew this was a possibility. Thanks to Dennis Krug and John Chadwick, I now know what to do! Thank you, guys!

This project, like most things, took longer than I thought it would. But, it was not that hard to do. Once I did all the planning, it went well. The kit is as fool-proof as it can be. We are anxious to see how it performs in August!

The unit mounts up and away so it stays protected from things and occupies essentially unusable space. I was crooked, the unit is not!

The freezer bins are available in different sizes, but the height stays the same. We got lucky that it fits in this box just right. The strut ***just*** clears the ice trays.

This space on the panel was formerly for a speaker switch that was not hooked up. So out with the old, in with the new!

Fred Liesegang
Historian
historian@sbccsail.org

TODD'S TIPS

Todd McCarthy

Hoses—The Good The Bad and The Ugly

Hoses are a mainstay of all boats both power and sail. Almost all boat systems involve plumbing: the head, engine raw water and cooling systems, domestic water and gray water systems, bilge, shower, and wash down pumps, refrigeration and air conditioning drains, and more.

Changing hoses is not hard to do, involving simply removing the old hose and replacing it with the same type new hose. The biggest problem is usually removing the old hoses. It's always good practice to plan your job out and order the materials you will need ahead of time before you start the project.

Engine hose replacement requires a bit more expertise and understanding of both the raw (salt water) water cooling system and the closed engine cooling loop filled with antifreeze. The raw water hoses to the engine will be wire reinforced. The other cooling hoses will just be reinforced rubber hose. Some hoses must be ordered from the engine manufacturer, while some are generic rubber hose. Before I replaced my engine I changed all the hoses on the original engine, and never had an issue for six seasons.

For domestic (fresh water) pressurized water systems, be sure to turn off the pump and depressurize the system by opening up the sink valves and running the water until there is no pressure, before removing any hoses. These hoses vary from reinforced Tygon tubing to Pex type tubing, and vinyl drinking water approved hoses.

If changing hoses on the head system and holding tank, be sure to rinse fresh water through before you begin to clean out waste remaining in hoses. These hoses can be either white sanitation hose or wire reinforced sanitation hoses. You will know when to change them when there is an odor coming from the hoses. If you have odor coming from new hoses, it's recommended to flush with fresh water more often than salt. If trying to conserve your fresh water flush with salt and rinse with fresh water at the end of the day.

Without getting deeper into these systems I wanted to discuss methods of removing old hoses. On my present boat I have gone through all the systems and replaced all plumbing, most of which was old and tired and neglected. Through trial and error, I have assembled some of the tools I use while changing hoses. For the plumbing work, I have a tool from Snap On, recommended by an engine mechanic, which I liked so much I bought two of them. It's really just a large angled pick. I use it to pry under the hose. I then try to squirt dish detergent into the opening and work it around the hose until it becomes loose. I have also bent an inexpensive flat bladed screwdriver and made a hook to get under hoses to loosen them. I use a heat gun also to soften the rubber first to be able to pry under it.

Wire reinforced hoses present their own challenges. They are usually thicker rubber and the wire makes them much harder to loosen up. You will also need a stainless steel wire cutter to cut the new hoses. I use a sheet rock knife to cut hoses wetted with water or dish detergent and get smooth cuts.

TODD'S TIPS (continued) *Todd McCarthy*

Clamp styles, left to right

Perforated, AWAB Gear, "T"

When I first purchased my boat, the exhaust hoses were so crusty and stiff I used a Sawzall to cut them out, and then worked on loosening the ends. This year I had good luck during my engine repower project to loosen 2" wire reinforced hoses with a pipe wrench, after heating with a heat gun, prying underneath and dish detergent. I find the pipe wrench has larger jaws that grip the hose better and was gentler than say a pump plier would be.

Wire reinforced hoses should be used anywhere below the waterline. I use non perforated hose clamps AWAB Style gear clamps for most of my hose connections. I have found perforated clamps, while less expensive can corrode easily and snap at the edge of the perforation and cause the hose to leak. It's hard to tell when this happens and takes some detective work to find. If you plan your jobs ahead you can usually get the better clamps discounted through various vendors online. Exhaust hoses require another type of clamp called a "T" Clamp. It has a wider band and a threaded nut to tighten the clamp. Double clamp all your exhaust hoses also, and reverse the second clamp from the first. When purchasing hose, I always buy a little extra for that custom fit.

Be sure to double clamp all the connections below the waterline also for safety, and reverse the second clamp from the first for optimum sealing effect. These clamps and hose connections are all that's keeping your boat afloat and should be inspected regularly for signs of leakage, or deterioration like cracking or bulging. If you can't do the work yourself, have a marine mechanic or knowledgeable friend check over your boat and make recommendations. You don't have to do everything at once; prioritize your projects. Preventative maintenance will save you a lot of aggravation from unexpected breakdowns, enhance the reliability of your boat, increase your pride of ownership, and make your time on the water more enjoyable! I'll see you out there!

Todd McCarthy
Program Chair
program@sbccsail.org

SAILING INSTRUCTOR OPPORTUNITY *Ted Drossos*

The Babylon Yacht Club is seeking a qualified Head Sailing Instructor and Sailing Instructors for their Junior Sailing Program.

Head Instructor key responsibilities include: supervising the sailing instructors, maintaining a safe, competitive, and fun environment for the sailors and assisting with parent communication and regatta management.

Sailing Instructors will assist the Head Instructor and coach 8-16 year-olds in the fundamentals of sailing and racing. Ideal candidates must be able to effectively coach and motivate sailors to perform well during lessons and possess a passion for sailing. Applicants must have a US Sailing Level 1 Sailing Instructor Certification, US Safe Powerboat Handling Certification, CPR and First Aid.

First year applicants are expected to complete this training prior to the start of the program.

Please submit a cover letter and resume to: Juniors@babylonyachtclub.com

A DAY IN THE LIFE OF A BOATER *Jim Persson/Joe Werkmeister*

Over the past week or so Jim Persson and I have been corresponding via email regarding some of his "antics" buying and selling boats. I found his ventures to be amusing and with his permission decided to attempt to write a story for the Masthead's new column, "A Day in the Life of a Boater." I realize it's a stretch, but since I received zero responses to my recent email about my newly suggested column, I figured this would suffice. (Now, I realize it wasn't long ago that I sent that email, so I'll cut everyone a break for April, but I will anxiously await story ideas dropping into my in-box!)

The story begins with this email from Jim: "On March 20th, at 2:30, for the hell of it, I put my little 17 foot Twin Vee power cat on Craigslist for $1000 more than I paid for it two years ago. I must have had 25 calls and texts; all afternoon and night. This morning a guy came at 9am, took a quick ride and gave me a deposit for the full amount. Holy crap! Now I have to start looking for something else! I'll take the boat $ and the $ that Joe Biden gave me and have a look around! Lol"

Jim subsequently related this story to me: "Several years ago I had a similar experience. I had purchased an old Chincateague work boat, rewired it and fixed it up. I had it at Captain Bill's and this older guy approached me and asked me if I was going to sell the boat how much would I ask. I wasn't planning to sell it, but I told him $3500. A week goes by and he comes and says "I got the money." I said "for what?" He says, "for the boat." I thought to myself, "OKAY, so I guess I'm selling it"- lol. After receiving this email from Jim I asked if he would be ok relaying his "antics" as I referred to them, to our members in the Masthead. He graciously agreed, granting me full editing privileges, primarily, "Because then I can tell Trudy I'm smarter than her—I've been published!"

The story picks up as follow: "So after selling our little boat the search was on! We drove 175 miles one way to see a boat in Deland, Florida. It looked real nice in the pictures. The guy told me he was a collector; cars, boats, etc. I expected old cars, maybe hot rods. What I found was a scene from Deliverance. An old run down trailer out in the sticks, the "collector cars" were rusty junkers covered with blue tarps. As we pulled up Trudy said, "I'm not getting out of the car." I went around back, saw the boat, and was out of there. The guy says "wait, I want to fire up the engine." I told him that's okay and we left. I already missed out on two possible boats, but it seems that if the boat is halfway decent, the first guy there buys it. Yesterday I saw a 19 foot Osprey on Craigslist, similar to a Carolina skiff. It's a 1994, but someone has restored it and it is the cleanest used boat I've ever seen. I plopped down a deposit, refundable based on the sea trial (Sunday morning) and if all goes well we'll be "bust" again. Buying it just in time to use for a couple of weeks, then put it in the carport for the summer."

Look closely at the windshield of the little boat and you'll see the name: leaf 1-4-TNG..which means "leave one for the next guy." That's the motto my grandsons and I use when fishing.

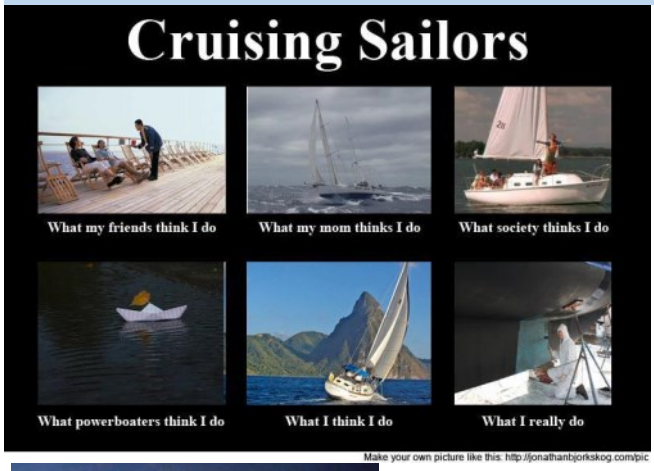
Note: The sea trial went well and Jim is the proud owner of the 19' Osprey!

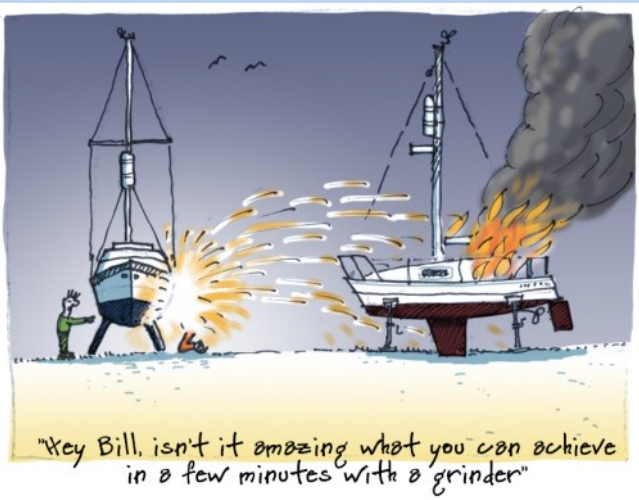
Nautical Tidbits *Joe Werkmeister*

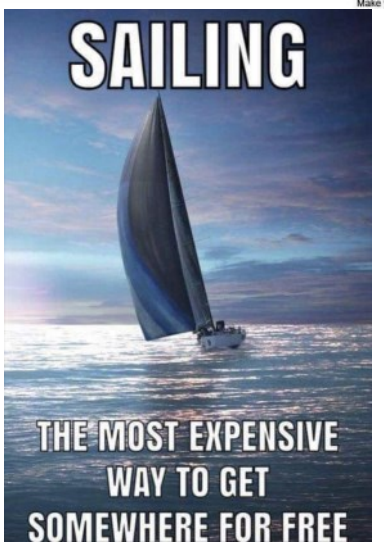
The Evils of the Banana

Bananas are a mainstay of most cultures and are the world's most popular fruit. However, these deliciously yellow treats have no place at sea. Since the 1700s, it has been widely believed that having a banana on board was an omen of disaster. In the early 1700s, during the height of the Spain's South Atlantic and Caribbean trading empire, it was observed that nearly every ship that disappeared at sea and did not make its destination was carrying a cargo of bananas. This gave rise to the belief that hauling bananas was a dangerous prospect. There are other documented origins to this superstition as well. Another explanation for the banana superstition is that the fastest sailing ships used to carry bananas from the tropics to U.S. ports along the East Coast to land the bananas before they could spoil, Chahoc said. *The banana boats were so fast that fishermen never caught anything while trolling for fish from them*, and that's where the superstition got started. Another theory is that bananas carried aboard slave ships fermented and gave off methane gas, which would be trapped below deck. Anyone in the hold, including cargoes of imprisoned humanity, would succumb to the poisoned air, and anyone trying to climb down into the hold to help them would fall prey to the dangerous gas. Finally, one of the better known dangers of bananas at sea, is that a species of spider with a lethal bite likes to hide in bunches of bananas. Crewmen suddenly dying of spider bites after bananas are brought aboard certainly would be considered a bad omen resulting in the cargo being tossed into the sea. Any of these scenarios could be the reason behind fishermen's mistrust of the yellow fruit, possibly all of them. Whatever the case may be, it is best that you don't attempt to bring any bananas on board your next seafaring excursion, just to be safe.

ON THE LIGHTER SIDE!







FUN FOIL BBQ PACKETS *Flori Grotolli*

Easter was fast approaching and I still hadn't decided what to serve my family. Then I heard that the weather would be beautiful; so I decided to barbecue.
I would make individual foil packets that would cook quickly and retain all the juices of the meat or fish. They were fast to put together and delicious—and something different. I prepared them in the morning and cooked them when we were ready to eat. No mess, no fuss—just delicious.
I made mine with haddock, but the same exact recipe can be used to make sausage, chicken, turkey and other meats.

Ingredients:

- One haddock filet per person (approx. 6" square pieces)
- Ripe Campare or Plum tomatoes sliced thick
- Red onion sliced thick
- Several large garlic cloves sliced thin
- Two wedges of a medium potato per filet
- Butter
- Olive oil
- White wine
- 1/2 teaspoon fresh squeezed lemon juice per filet
- Salt, pepper, parsley

Cut approximately 10" by 10" squares of aluminum foil, one per person being served. Rub butter on the face of the foil and place one haddock filet at the center of the sheet.

Directly on the haddock, place one or two slices of garlic, one or two slices of red onion, and two tomato slices. Place the two potato wedges on the sides of the haddock, one per side. Salt and pepper all to taste. Sprinkle with parsley. Splash a little white wine, add 1/2 teaspoon of lemon juice, and drizzle olive oil over fish and potatoes evenly.

Crimp closed the foil all around, well enough so no condiments or juices leak out. Those juices are what will cook the potato wedges, allowing them to absorb all the flavors of the fish and the condiments. At the center of the packet, leave a small 'chimney' open so the vapors escape.

Turn the BBQ on to 500 degrees and allow to heat for ten minutes. Lower the BBQ to about 400 degrees, place packets on the top rack instead of directly on the grill for approximately 7 minutes. Keep the BBQ cover closed. This will help the potato cook but will not thoroughly cook the fish. Subsequently, move the foil packets directly onto the grill and cook fish for another 4 to 5 minutes or until thoroughly cooked. Check that the potato wedges have cooked but do not allow fish to become overly cooked and dry.

For sausages or other meats, substitute the parsley with rosemary and follow the same recipe as above.

Salmon, steak, chicken or shrimp....the recipe is the same...the outcome is fabulous! Enjoy!

Flori Grottoli
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.

	Burgee **Price $26.00**	$_____
	Decals These are the perfect way to show your pride in the Club on your vehicle. **Price $1.00**	$_____
*	**Baseball Cap** Available in Nautical Red, Deck Blue. Size is fully adjustable. These hats are in stock and can be ordered. **Price $18.00**	$_____
*	**Closeout Sale—Bucket Hat** 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**	$_____
*	**Sun Visor** Perfect for those who want to reduce sun glare without a full hat. **Price $10.00**	$_____
	Folding Can Hugger Space saving can holder— helps to keep that drink cold for the RV. Order now—Limited supply **Price $1.00**.	$_____
*	**Socks: SBCC Socks** 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—for sale at events only. Send email to storekeeper to verify availability. **Price $18.00**	$_____

FROM THE SHIP'S STORE Glen Bernichon

*	**Closeout Sale—Nylon Windbreaker** 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 at full price Choice of logo on new orders **Price ~~$38.00~~–$25.00** (2XL add $2.50)	$_____
*	**Shirts: Full Zipper Sweatshirt** Sweatshirt with hood: Quality, thick & soft, by J-America, 80% cotton, 20% polyester, washes nicely. Available in Navy Currently only XL and 2XL in stock. S to 2XL may be ordered. **Price $43.00** (2XL add $2.50)	$_____
	Long Sleeve Shirt (No hood only) Limited Edition Light Weight Long sleeve T-Shirt, Graphic on back designed by our own Roger Ramsdell. Color Heather Gray Very limited supply—Order now	$_____
*	**Tote Bag** Double Handled Tote Bag, 4-gallon capacity, Sturdy 100% cotton canvas, perfect for heading to stores while cruising Supply Limited—for sale at events only. Send email to storekeeper to verify availability. **Price $25.00**	$_____
	Logo for the Polo shirts shown on the following page. Logo # 1 **Either black or white lettering with your name or boat name under the logo.** The burgee is Kelly green and white.	
	Logo for the Polo shirts shown on the following page. Logo # 2 **Either black or white lettering with your name or boat name under the logo.**	

FROM THE SHIP'S STORE Glen Bernichon

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 with Logo

* 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

Logo #1 _____ Logo #2_____

Your name or boat name: _____

Price $14.00

$_____

Women's Cotton Tee Shirt with Logo

* 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

Logo #1 _____ Logo #2_____

Your name or boat name: _____

Price $15.00

$_____

FROM THE SHIP'S STORE Glen Bernichon

Men's Polo Shirt with Logo

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.

Logo #1 _____ Logo #2 _____

Your name or boat name: _____

$_____

Women's Polo Shirt with Logo

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

Logo #1 _____ Logo #2_____

Your name or boat name: _____

Price $21.00

$_____

UV Protected Long Sleeve Polo Shirt with Logo

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

Logo #1 _____ Logo #2_____

Your name or boat name: _____

Price $37.00

$_____

Men's UV Protected Long Sleeve Polo Shirt with Logo

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

Logo #1 _____ Logo #2 _____

Your name or boat name: _____

Price $37.00

$_____

FROM THE SHIP'S STORE — Glen Bernichon

Closeout Sale—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)

Price ~~$43.00~~ $35.00

Special order available Price $43.00

Logo choice: #1_____ #2_____

Your Name or Boat Name: _____

$_____

***** Special Order*** 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. Logo: #1 _____ Logo #2 _____

Your name or boat name _____

Price $43.00

$_____

Closeout Sale—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

Price $5.00

$_____

Check #_____ **TOTAL ORDER: $_____**

Member Name: _____

The deadline for placing embroidery item orders is April 23rd. 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.

SALTY SAM Peg Daisley

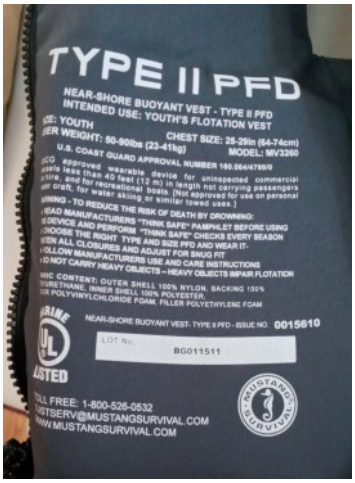
Pop-Up "Salty Sam" Sale!
All Proceeds Go to the SBCC!

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)

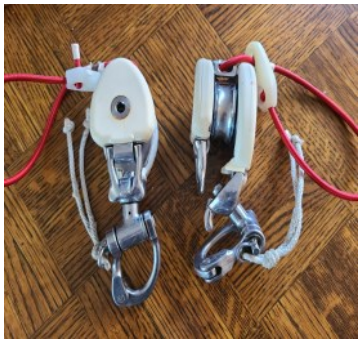
Premium 3 strand anchor rode, stainless steel thimble on one end and eye splice on the other end.

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

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.



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.

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.

Pair, Barient 22 Two Speed Winches—$350

Aluminum Anodized drum

Fully operational, regularly cleaned & lubed.

No Excessive wear — Includes Sunbrella winch covers

Barient Winch Replacement Delrin Bearings (4) $80

For aluminum drums 1 7/8" inside diameter
(fits Barient 24 and possibly 22?)

LaBella's Locker

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

Garmin GPSMAP 741XS GPS—LIKE NEW!

7" Chartplotter/Sounder. $600

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**

3 - 5/8" WestMarine "SuperBlue"

Nylon Lines $110

Good Condition. All ends heat sealed and whipped.
2 - 5/8" x 60'
1 - 5/8" x 52'

Davis EchoMaster Deluxe Radar Reflector—$60

Includes storage case and all

hanging hardware.

Aluminum anodized

Like new, never used.

Dockline Chafe Guard 3/8"-5/8" x 18" (pair)

2 sets - never used - $12/pair each

6 sets - lightly used - $8/pair each

Taylor Made Chafe Guard - CG58.18
Polyester UV safe textile cover, closed -cell foam inner cushion
Prevent wear and tear on your mooring and dock lines -Easily fit through chocks, will not split or rot in the sun
Polyester textile, NOT PVC, vinyl or rubber.

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.

4 - 3/4"x60' New England Ropes Premium 3-Strand Nylon Lines $240

Excellent Condition, only used a few times. All ends heat sealed and whipped.

Premium 3-Strand Nylon is a long-wearing, flexible and easy-to-handle rope that has greater strength and better abrasion resistance than all other 3-strand nylon lines.

RIGGING LOCKER

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

1999 PROLINE WALK AROUND CUDDYCABIN—$9000

150 HP Mercury outboard with new powerhead
High performance stainless steel VENGENCE 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

Highfield CL 340 PVC—$8500

- 11'5 hard bottom 2017
- Tohatsu 20 MFS20 4 stroke 2017
- Load Rite 14f800W 2017

Contact:

Eileen Collini

631-786-5266

1977 Cape Dory 25 Masthead Sloop

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

$2500

Also available:

Mercury 4hp

Outboard engine $500

Contact: Jack Corcoran

(631) 766-3764

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

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

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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

Atlantique, Fire Island Marina
631-583-8610

Bay Shore Marina Snack Bar Gas Dock
631-665-1184

Captree Bridge
631-433-3919

Captree Marina Fuel Dock
631-587-3430

Davis Park
631-597-9090

Fire Island Pines Marina
631-597-9581

Jackson's Marina, Cormorant Point
631-728-4220

Long Beach Bridge
516-571-7785 or VHF 13

Loop Bridge
516-578-5903 or VHF 13

Meadowbrook Bridge
516-578-5903 or VHF 13

Ocean Beach Marina
631-583-5153

Pump-out in Patchogue or Moriches
Pump-out boat at VHF 73

Railroad Bridge/Channel Bridge
516-889-9169 or VHF 13

Robert Moses State Park Boat Basin
631-321-3515

Sailor's Haven
631-597-6171

Seaview Marina
631- 583-9380

Shinnecock Canal Lock Tender
631-852-8291

Shinnecock Canal Slip RSVPs
631-854-4952

Shinnecock Canal
Tobay Marina
516-679-3911

TowBoatU.S.
631-666-5380
VHF Ch16

Wantagh Bridge / Sloop Channel
516-242-2637 or VHF 13

Westhampton Beach Yacht Marina
631-288-9496

Watch Hill: 631-597-6455

Note that contact information for all yacht clubs and sailing associations on the Great South Bay can be found in the annual GSBYRA yearbook and on the GSBYRA web site at:
http://gsbyra.org/contacts.htm