

From the Masthead

SOUTH BAY CRUISING CLUB

November 2021

FROM THE HELM

Charlie Margeson

Fellow SBCC Members and Associates!

Fall is always a busy time for our Club and we have now completed our racing and cruising schedules for the season. October presented some challenging weekend weather this year. But with relatively mild temperatures, it actually was a good month for those last sails out on the Bay.

Our Regatta program had a busy month, with the Louis Orr Babylon YC Invitational race on Oct 3rd, our annual Discoverers Race with the Bay Shore YC on Oct 9th and our final Tuesday night race on Oct 12th to finish out the BSIR series for 2021. My thanks to Regatta Chairs Duncan and Barbara Burns for a great season this year. The Tuesday night BSIR race series this season had an average of 15 boats and 52 people for each race. I crewed this year in the BSIR and can attest to how well run this series is. Everyone chipped in to make it so successful. The camaraderie at the after-race party is also wonderful. Kudos to Ted Drossos and Gary Sebohian for continuing to make this series the best racing on the Bay!

Our Rendezvous schedule ended this month also. We had a great schedule but weekend storms limited participation. A big thank you to our Fleet Captain Mara Liesegang, for an excellent schedule and her mid-week email notices that kept our membership informed of the upcoming RV plans.

For our SBCC/BYC Discoverers Race and Fall Family weekend, the 30-knot East winds limited the race and RV participation. However for those who did race, it was quite an exciting experience. Also, a special thanks to Jeff Mattera (Fall Family Weekend captain) for valiantly taking the ferry over to Atlantique to be "on station" on Saturday. We saw Jeff heading over on the ferry while we were on Shadow awaiting the start of the Discoverers race. What a guy!

It's time to start getting the boats stripped down and ready for the haul-out if you haven't already done so. I just completed our official season shut-down, the final holding tank pump out! We got some good sailing and racing in this fall on *Shadow* and will probably grab a few more sails in before our final haul out. I hope you all enjoyed the Bay this fall also.

Keep in mind we still have some great SBCC events coming up: the Boatyard Party on Nov 6th with election of our new officers and the Holiday Party planned for Dec 11th. We have over 80 reservations already for the Boatyard Party, always a great event. So mark your calendars, get your reservations in and I look forward to catching up with you at the party this weekend.

See you this fall!

Charlie Margeson
SBCC Commodore
commodore@sbccsail.org



Upcoming Events

- November 6th—Boat Yard Party
- November 29th—Board of Governors Meeting
- December 11th—Holiday Party

BSIR RACE SERIES

Visit www.sbccracing.org for race write-ups

Race: BSIR Fall 3
 Committee Boat: Tortoise
 Course: 1

Date: October 5, 2021
 Captain: Wheeler
 Wind Direction: NE

Wind Speed: 5-7

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Squidward	269	Polansky
2	PHRF	Pandemonium	2224	Sebouhian
3	PHRF	Maggie Lee	11185	Christiansen
4	PHRF	Aleboat II	232	Winberry
5	PHRF	Merry Ann	220	Burns/Cook/LeMaitre
6	PHRF	Integrity	11	Figuroa
7	PHRF	Czech Mate	196	Dennerlein
8	PHRF	Derailed	217	Marko
9	PHRF	At Last	101	Anderson
10	PHRF	Jolly Mon	175	Ahern
11	PHRF	MoSun	17	Feldman
12	PHRF	Arbacia	230	Gathard
13	PHRF	Papillon	166	Loretta
14	PHRF	Espirit de Mer	888	Sidebottom



Race: BSIR Fall 4
 Committee Boat: Aleboat II
 Course: 2

Date: October 12, 2021
 Captain: Winberry
 Wind Direction: ESE

Wind Speed: 5-8 kts.

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Moonrise	446	Gutmann
2	PHRF	Merry Ann	220	Burns/Cook/LeMaitre
3	PHRF	Pandemonium	2224	Sebouhian
4	PHRF	Squidward	269	Polansky
5	PHRF	Jolly Mon	175	Ahern
6	PHRF	Integrity	11	Figuroa
7	PHRF	Maggie Lee	11185	Christiansen
8	PHRF	At Last	101	Anderson
9	PHRF	Derailed	217	Marko
10	PHRF	Czech Mate	196	Dennerlein
11	PHRF	Jubilee	354	Russo
12	PHRF	Arbacia	230	Gathard
13	PHRF	Mo'sun	17	Feldman
14	PHRF	Sweet Harmony II	5702	Martinich
15	PHRF	Snoopy	682	DeRuvo
16	PHRF	Galatea	177	Mirchel



BSIR Fall Race #2 scheduled for 9/28 was cancelled due to inclement weather.

FROM THE HANDICAP CHAIR**Ted Drossos and Gary Sebouhian**

The 2021 Bay Shore Invitational Race season is officially over. It was a pretty exciting season for a number of reasons. The most notable one was that the strict Covid-19 restrictions of last season were somewhat relaxed. The competition was fierce, interspersed with true sportsmanship and a great sense of humor when things didn't go exactly as expected. For the most part, we had some great sailing conditions with a few light-air races that challenged the skills and patience of the skippers and crew. Unfortunately, we had to cancel three races because of the threat of foul weather. We all know how wrong weather forecasts can be, and this season was no exception.

What makes the BSIR so successful is YOU, each and every one of you.

To the skippers, your commitment to race every Tuesday night and host new crew members make it possible to get so many boats on the starting line each week. To the regular crew, you are so important to each racing team because you make it possible for the boats you sail on to race competitively. To the people who come to the boatyard before the race, thank you for your willingness to crew for anyone who is shorthanded. You make it possible to get more boats out racing each week. To the cooks and bakers, thank you for sharing your cuisine with everyone who attends the after-race get-togethers. To Bill Cook and Glenn LeMaitre, thank you for allowing us to use Long Island Yacht Sales as the BSIR clubhouse and allowing racers to pick up and drop off crew from your marina. Thank you to Eric Winberry for keeping the sbccracing.org website up to date with all of the BSIR related files and race results.

Here is some interesting statistical data from this season's racing results:

28 boats raced at least one time this season.

15 boats was the average number of boats that raced each week.

52 was the average number of people who participated each week.

9 different boats had a first place finish. (That's 32% of the fleet)

17 races were run this season. (53% of the races were won by different boats)

5 boats finished first for the very first time.

16 different boats placed at least one time in the top five positions. (That's 57% of the fleet)

0 protests went to a formal protest hearing.

1 new lighted buoy made it easy to find the finish line in the dark for the final two races. Thank you, Bill Wheeler, for your donation.

1 Really nice barbecue grill replaced the thoroughly used one. Thank you, Mike Jeshiva, for your donation. (steaks included)

1 experienced sailor got the yellow buoy anchor rode wrapped in his prop while placing it to create the starting line. Thank you for the pre-race entertainment. Don't want to name the person but there was "Pandemonium" on the boat that night. Thank you, James Dennerlein, for being not only the committee boat but also serving as both the starting and finishing yellow buoy for that race.

The intent of the BSIR has always been about having some friendly competition. The very close racing has also spawned some incredible stories and anecdotes that are shared at the after-race gatherings. Most importantly it fostered many new friendships where the camaraderie is off the charts. Thank you all for being such an essential part of the BSIR venue. Your efforts are sincerely appreciated and helped make another great season possible.

If you are not already a member of the South Bay Cruising Club, please consider joining. Your membership will go a long way to help support the Bay Shore Invitational Races. It's the best bargain on Long Island.

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

BSIR FALL RACE SERIES RESULTS Visit www.sbccracing.org for race write-ups

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Squidward	269	Evan Polansky
2	PHRF	Merry Ann	220	Cook/Burns/LeMaitre
3	PHRF	Pandemonium	2224	Gary Sebouhian
4	PHRF	Jolly Mon	175	Dennis Ahern
5	PHRF	Aleboat	232	Eric Winberry
6	PHRF	Moonrise	446	Robert Gutmann
7	PHRF	Maggie Lee	11185	Lee Christiansen
8	PHRF	Integrity	11	Bob Figueroa
9	PHRF	Tortoise	40014	Bill Wheeler
10 *	PHRF	Czech Mate	196	Chris Dennerlein
11 *	PHRF	Derailed	217	Matt Marko
12 *	PHRF	At Last	101	Eddie Anderson
13	PHRF	Mo'Sun	17	Lenny Feldman
14	PHRF	Arbacia	230	Jim Gathard
15	PHRF	Sweet Harmony II	5702	Justin Martinich
16	PHRF	Jubilee	354	Rebecka Russo
17	PHRF	Snoopy	682	Dave DeRuvo
18	PHRF	Papillon	166	Nick Loretta
19	PHRF	Espirit de Mer	888	Jean Sidebottom
20	PHRF	Galatea	177	Andrew Mirchel



Fall BSIR Series winner, *Squidward*, captained by Evan Polansky

* There was a three-way tie for tenth place. (Czech Mate, Derailed and At Last) The tie breaking method explained in the SBCC Yearbook breaks ties.

FROM THE HOSPITALITY CHAIR
Scott Gesele

The Boat Yard Party is this Saturday! Joe Werkmeister and Susan Moran are the party hosts and have this event well under control for a noon start on November 6 at Cooks Boatyard (Long Island Yacht Sales). They decided to revisit the Oktoberfest theme and our own Salty Dogs will be playing, so it's shaping up to be a great day! We're bringing back our chili and dessert contests, along with Salty Sam and the 50/50 raffle. For those attending, I look forward to seeing you Saturday!

Please mark your calendar for the final hospitality event of the year. The Holiday Party will be on December 11 at Shandon Court in East Islip, starting at 5:00 PM. Stephanie and Jay Pizer are the party hosts and should have the invitation out in mid-November. More details to follow.

Let's finish the year on a high note!

Scott Gesele
Hospitality Chair
Hospitality@sbccsail.org

DISCOVERER'S RACE**Charlie Margeson**

The Discoverers Race is a race steeped in SBCC tradition. It began in 1966 as a Club race and over the years has become a good-natured race between the South Bay Cruising Club and the Bay Shore Yacht Club. It is held in early October each year and recently changed to a Pursuit start with the goal being to get both racers and cruisers together for a fun race from Bay Shore to Atlantique. There is an after-race party on the dock at Atlantique which is always a good time. Both clubs provide food and refreshments and the party ends with the awards ceremony. The BSYC also awards their own Ray G Terry Perpetual trophy. Regatta Chairs from both clubs work together to make this an exciting event.

We had some challenging winds for this year's Discoverers Race on Saturday, Oct 9th. As predicted, the morning brought East winds of 15 – 20 knots. By the 12:00 noon start time the winds had built to 25 knots from the ESE and reefing both main and headsails were the order of the day. The first leg from Bay Shore to Crazy Charlie was very exciting with crews on the rails and plenty of spray.

It was then an upwind beat to the second mark, always interesting in the narrow channels of Fire Island. Even with the best navigating it's hard to avoid shallow spots. We found one bouncing across a small 2.5 foot sandbar just east of Crazy Charlie! It was a few long tacks to the second mark and then dead upwind to the finish. Ugh! All boats worked hard to get to the finish line, aptly manned by Bill Wheeler and his crew as Race Committee. See the race results below.

We had 9 boats participate this year. Two boats unfortunately did not finish. One had equipment damage and one ran aground. After the race we all headed into Atlantique for some well-deserved beers and lunch. The awards ceremony was well received and the fleet began packing up around 3:30 pm. With winds around 25-30 knots, we all had a great run home too. I watched Eric Winberry and crew fly through Dickersons channel in *Aleboat II* and we sailed *Shadow* home in a record 1 hour 40 minutes, with just a reefed genoa!

**Shadow**

I want to thank Bill Wheeler and crew for negotiating our stay for racers at Atlantique, for providing an excellent Race Committee, for the nice pictures and the 5' hero's for the party. Much thanks also to Duncan and Barbara Burns for the refreshments and manning the BBQ for much needed hamburgers, hotdogs and knishes. And finally, to BSYC Commodore, Matt Rainis, for working with us again this year for this much anticipated event.

My family and I have sailed *Shadow* in the Discoverers Race since 2012 and it's now become a family tradition to race each year. It's always such an enjoyable race but it's the camaraderie between the SBCC and Bay Shore YC racers that is the real prize. I'm already looking forward to next years race!

Charlie Margeson

SBCC Commodore

commodore@sbccsail.org

DISCOVERER'S RACE (THE RACERS)

Photos by Bill Wheeler



Bertha



Aleboat



Meryann



Shadow



MoSun and Arbacia



Pandemonium



Sweet Harmony

DISCOVERER'S RACE (THE AFTER PARTY) *Photos by Bill Wheeler and Ruth Gaines*



FROM THE FLEET CAPTAIN

Mara Liesegang

Great River RV—"Oktoberfest" - October 2nd-3rd

Glen and Janice Bernichon hosted this traditional Fall RV. German food was a plenty! Hot Potato Salad, Kraut and Kielbasa, an array of sausages, deviled eggs, and of course, pretzels, just to name a few! There were even oysters! Moon pies, cheesecake, maple and pumpkin spice cookies and the sweetest pineapple ever for dessert! Some German music in the background. What a great time! There were 9 boats that spent the night! *Fair Winds, Dust in the Wind, Eagle's Wings, Espirit de Mer, Kailani, Kariana, Phoebe Rose, Rising Tide, and Shadow.* *Lady Ann* came for the day. Several boats arrived on Friday and were treated to watching the St. Anthony's rowing teams practice on Saturday morning.



RV hosts, Janice and Glen Bernichon



Looks like SBCC had the River to themselves!



The St. Anthony's rowing team practicing on Saturday morning.



Seems Todd and Fred have something in common! However, Scott was available for rescue without having to "swim for it." The humor was not lost though, as he brought the dinghy back to us with his teeth!

Scott gets the "Duber" Award ("Dinghy Uber") for shuffling all those without dinghies, as well as run-away dinghies, back and forth! Thank you!



FROM THE FLEET CAPTAIN**Mara Liesegang****Atlantique RV—"Fall Family Weekend" - October 9th-10th**

A GOLD MEDAL to Jeff Mattera for taking the ferry to Atlantique "just in case" any cruisers chose to deal with the consistent east wind and expected rain on Sunday. It was cold, dreary and windy. When it was obvious there would be no one showing, he walked over to Ocean Beach and took a ferry home from there.

**Season Wrap Up**

I have to say, I've had a lot of fun during these challenging years. This season was a little light, but I feel we've all been in "Covid-out" mode. When no one was able to do much else, we had a lot of boats attending last summer in our dinghy circles, socially distanced, etc. I think people wanted to get out and do other things this year because they finally could! I'm hoping things even back out next year. Hurricanes, Tropical Storms, and just plain *nasty* weather effected *both* cruises and several RV's as well.

RV's are a lot of fun and a great way to meet new friends, learn about others' boating adventures, ideas, and so forth. If you have not joined in at an RV, think about it for next year.

Part of my obligation as Fleet Captain is to publish the list of attendees for RV's and cruises so that if anyone feels they have been miscounted, there is an opportunity to correct the situation. Please look through the list. If I have missed you in some way, please let me know!

Rendezvous Attendance: We had a total of 24 boats attend at least 1 RV. The following 8 boats attended a minimum of 4 RV's. Those with *'s attended 8 or more.

*Bleu Moon **, *Eagle's Wings*, *Kailani **, *Margaret Gale*, *Dust in the Wind **, *Fun Sway*, *Polaris **, *Rising Tide **

One-Week Bay Cruise: 21 boats attended some portion of the one week cruise, lead by Scott and Wendy Gesele. The following 15 boats attended at least 50% of the cruise.

Alexa Grace, *Dust in the Wind*, *Kailani*, *Aquae Sulis*, *Eagle's Wings*, *Margaret Gale*, *Bleu Moon*, *Esprit DeMer*, *Phoebe Rose*, *Cambria*, *Free Spirit*, *Polaris*, *Compass Rosie*, *Fun Sway*, *Sail Smith*

Two-Week Cruise: 3 Boats completed the entire two week cruise, lead by Jay and Stephanie Pizer.

Rising Tide, *Cambria* and *Kailani*

Bleu Moon and *Eagle's Wings* were on an unofficial cruise!

It's been a pleasure!

Mara Liesegang
Fleet Captain
Fleet@sbccsail.org

FROM THE MEMBERSHIP CHAIR**Pam McCarthy****WHERE DID 2021 GO? HERE COMES 2022!**

The 2022 dues notices are being sent out and if you have not gotten one yet it's in the mail! Another year has gone by and again it went way too fast! How can we slow this train down? Or Boat I guess I should say? I think it's because we are all having so much fun sailing/boating with SBCC. We are still maintaining the dues discount if you pay by Dec. 31st, 2021. Dues for Regular members will be \$150 and for Senior/Associate/Junior members will be \$75. So please pay by that date to receive this discount. After that time it's \$160 and \$80, respectively. I also wanted to mention the optional \$7 donation to GSBYRA, Great South Bay Yacht Racing Association. This is a great cause that get kids out racing and sailing on our bay. At the Blast this August, Rob Gutmann spoke about this group and his involvement. He stated that it's so awesome to see so many kids out sailing and fantastic to see the smiles on their faces when they win an award. So please help if you can since this is the future of SBCC and sailing on the Great South Bay.

I wanted to say thank you to all the new members as well as our existing members who joined in this year on cruises, RV's, racing and parties. Meeting so many people and socializing with like-minded sailors/boaters is what it's all about. I wanted to mention that in this club there are so many committees. The club is only as good as your involvement in one of these areas. When I first became a member I joined Hospitality. Through that area I have met so many wonderful people. Joining in is what makes the club great and function. If you have not got involved yet, feel like you want to do more, feel like your talents could help us, or don't know where to get started in the club, think about joining a committee, even if you have been a member for many years, it's never too late to participate. My advice is GET INVOLVED! I always tell new members that the club is a wealth of knowledge too. If one person does not know the answer, another will or we will put you in touch with someone who really knows his/her stuff. So ASK QUESTIONS if you need some advice!

I had mentioned that with your Regular membership you have reciprocal privileges with participating Yacht Clubs. Also you get a discount with a Boat US membership towing policy. If you look at Page 1 of your year-book you will find the info on how to access this information with emails, passwords and discount codes.

If you have any questions about your SBCC membership, please do not hesitate to contact me via email at pmccarthy58@verizon.net.

I want to thank each and every one of you for your continued membership and support of SBCC. Without your dues and involvement, this club would not exist. Also if you know of anyone that would like to join, please send them my way!!

Fair Winds in 2022

Pam McCarthy
MembershipChair
membership@sbccsail.org

An Island of Off-the-Grid Homes, Just 50 Miles From Times Square

This article, submitted by Membership Chair, Pam McCarthy, was printed in the NY Times on October 5th. It is an excellent look into the lives of the residents of Oak Island, one of SBCC's favorite anchorages.

On Oak Island, where "doing it yourself" is basically the only option, residents have their own version of Brigadoon. When evening comes, it is fatigue that pulls the blanket of darkness over the homes of Oak Island. Most lights wink out by 10 p.m. The habit is a holdover from the days of candles and kerosene lamps, before solar panels and lithium batteries lighted this mile-long island on Long Island's southern shore, near Fire Island.

Self-sufficiency is tiring. There is no public electricity on [Oak Island](#), no public water, no trash collection, no postal or emergency services. There is not a single store or restaurant. A boardwalk connects the houses. Step off it and you might trudge through briars and poison ivy.

"If you come over here, you have to be a very hearty soul," said Marie Liddle, 81, who closed up her house after Labor Day, marking her 80th summer on the island. "You have to be able to do almost everything by yourself."

There are 52 houses here, two less than federal and state restrictions allow. This ensures a single row of homes and the preservation of a pristine barrier beach meadow. Each home comes with two docks, including one across a narrow channel on Jones Beach Island, where residents have a key to a gated parking lot off Ocean Parkway. There are a couple of houses on the island currently on the market — each for less than \$500,000.

Because everything arrives by boat, construction and furnishing decisions must be "deliberate and modest," said Betty Rexrode, 55, a Manhattanite who bought a vine-snarled, 19th century cottage here for \$287,000 in 2006 with Michael Chirigos, 56, her husband and partner in [Rexrode Chirigos Architects](#), based in Manhattan. They liked being a world apart but just about 50 miles from Times Square.



Recreation naturally revolves around the water on Oak Island. It is a rite of passage for children to be able to swim without a life vest across the narrow channel to Jones Beach Island and back. Credit...Tom Sibley for The New York Times

An Island of Off-the-Grid Homes, Just 50 Miles From Times Square

“As architects, we wanted to push the extent of self-sufficiency and off-the-grid living,” Ms. Rexrode said. When they cleared the weeds, they discovered beach plum and wild cherries. They learned to dig clams and catch crabs. In two years, they installed a bathroom inside to replace one in an outdoor shed. Their first solar panel, hooked to a boat battery, powered a 12-volt pump for an electric water turbine that supplied instant hot water. Propane fed the gas lamps.

Now six solar panels supply 100 percent of their electricity and their house is a lightly furnished aerie with a Jura cappuccino maker. Their son, Philip, 17, has a room with a Wi-Fi hot spot and a desk, while their daughter Helen, 19, prefers one just big enough for a full bed, books in the eaves, and a window on the bay. She calls it “The Nest.”

“‘Work Island,’ instead of Oak Island, that’s what some of us call it,” said JoAnne Ellis, with a short laugh. Ms. Ellis, 68, a retired public school art teacher has owned a circa 1883, three- bedroom home here for 23 years. She illustrated a diary of the work done by her husband, Scott Waddell, 72, a retired high-rise construction manager, who carted 600 bags of concrete to create a basement, and installed fixtures with salvaged parts, like a granite sink from the first Bergdorf Goodman’s. The couple’s rewards include a widow’s walk with 360 degree views and a great blue heron perched outside the kitchen for the last four summers.

The town of Babylon owns the island; homeowners pay a \$1,800 fee to lease their land, which is added to the town’s annual taxes. Homeowners also pay an annual fee of \$2,500 to the Great South Bay Isles Association for maintenance of community property, such as a repair to the floating docks off the parking lot. The association’s directors are elected by and composed of island homeowners. The lease, expected to be automatically renewed in 2065, limits occupancy to seasonal summer use.



The Babylon Fire Department services the island. Geography necessitates that its homeowners be “first responders.” Residents rely on a pump truck in the island firehouse. Credit...Tom Sibley for The New York Times

An Island of Off-the-Grid Homes, Just 50 Miles From Times Square

Some islanders bring their own drinking water and rely on rainwater funneled from the rooftop, routed into pipes and collected in cisterns. A battery-operated pump then draws this water to sinks, toilets, and showers. Some, like Ms. Ellis and Mr. Waddell, installed wells whose cost was shared with three other homes. (The drilling rigs have to be small enough to fit on a barge.) Energy from solar panels and batteries powers televisions and sound systems, and power tools. Wi-Fi is accessed through cellphones.

“Most people today spend a lot of money modernizing and fixing up the house,” said Tom Morris, who still collects rainwater at the home he’s had since 1959. “They don’t look like the old shacks they used to be.”

The vinyl-covered bungalow belonging to Mr. Morris and his wife, Elaine, is one of eight houses on the island’s east end, where the boardwalk ends and there are open sky views of the Great South Bay and the mint-green Great South Bay Bridge. Mr. Morris was a *Newsday* reporter and editor for 42 years. The name of his first boat was “Copy Boy.” Today, “Lady Catherine,” a 23-foot runabout, ferries the couple to the island.

“We stay until the fall but sometimes the water gets rough and there is no windshield, so it’s a choppy ride,” said Mr. Morris, of Dix Hills, N.Y. He is 92. He thinks it’s time to sell. In Mr. Morris’s book, [Islands of Content](#), he recounts how in 1879, Henry Livingston, who founded the [South Side Signal](#), built the island’s first home, kicking off its iteration as a summer isle. Before it became a summer place, the only structures were oyster shacks. More than a century and a half later, many of Oak Island’s homeowners participate in the [billion oyster project](#) raising shellfish in the bay to help restore the oyster reef.

In 2012, Hurricane Sandy washed down three houses on the east side and severely damaged many more. Fires are the island’s biggest threat. Two neighboring homes burned to the ground in a winter lightning storm in 2018, when no one was on the island. The island is serviced by the Babylon Fire Department and an



Betty Rexrode, a Manhattan architect, is one of several Oak Island homeowners who raise shellfish in the Great South Bay, continuing a centuries old tradition. Each oyster filters about 50 gallons of water daily. Credit...Tom Sibley for The New York Times

An Island of Off-the-Grid Homes, Just 50 Miles From Times Square

operational pump truck is housed mid-island and can be pushed down the boardwalk or loaded onto a boat to reach a fire, but its “first responders” are those nearest the blaze. The island includes three [automated external defibrillators](#). To reach the closest hospital takes between 20 and 40 minutes, including a boat and car ride. Each household has an air horn to signify a fire or medical emergency.

Leisure activities naturally revolve around the water: fishing, clamming, and sailing are favorite pastimes. Cocktail hour is cherished. Ms. Rexrode, the great-granddaughter of Pennsylvania farmers, is one of the few on the island who successfully maintains a garden, sharing her harvest with neighbors. Based on anecdotes from islanders, that kind of generosity is reflexive here.

“You see someone with a full boat, you go and help unload,” Ms. Liddle said. “If a boat is submerged, you pull it out, bail it out. You don’t say anything, you just do it.”

Technically Mid-Atlantic, there is a touch of New England reserve here, a kind of Yankee perseverance where descriptions of taking up the boardwalk each summer to prevent frost heave and carting over refrigerators in a skiff are relayed with quiet pride. Many of the homeowners, like Ms. Liddle, who lives in Albany, originally come from nearby Babylon. Others have winter homes in warmer climates.

The homeowners diverge when it comes to income, professions and politics. However, according to some residents who said controversy is sidestepped, the island leans conservative.

“We agree to disagree, then we talk about something else that will make us much happier,” Ms. Ellis said. There is a shared distaste for showiness and pretense.

“It would be ludicrous to try to be pretentious on Oak Island because you can’t go anywhere once you are here,” said Alanna Heiss, the founder of [MoMA PS1](#). She and her husband, Fred Sherman, a litigator, scanned the classifieds of newspapers for many years before finding their vintage cottage. “You can only socialize through friendship,” Ms. Heiss added.

Ms. Liddle, the island’s unofficial social director, plans covered dish suppers, where you bring enough to feed your own family and four other people. Games include potato spoon races. There is a sailing race and a book club.

“You’ll always be an outsider if you didn’t grow up coming here,” said Ms. Rexrode. Not so for their children, who began summering here as toddlers. When they’re on the island, they surf at nearby Gilgo Beach and sail, but they also put up solar panels and install decking. Their 17-year-old son, Philip, returns for autumn duck hunting with his father. And when their city friends visit?

“They are a little stunned but then they think it is cool,” said Philip Chirigos.

Houses here don’t often come up for sale because “people keep them in the family,” said Lisbeth English, an associate agent with Netter Real Estate in West Islip. She is the listing agent of [24 Oak Street](#), a two-bedroom built in 1914, on the market for \$249,880.

A red shingled house is under contract for above its asking price of \$399,000, said Matthew Arnold, an agent at Netter. And Listing Pro has a [four-bedroom, two-bath house](#) listed on the island for \$485,999.

After 16 summers, Mr. Sherman and Ms. Heiss are ready to sell their house. They paid \$220,000 for it and spent \$100,000 on renovations, including the addition of a screened-in porch where the couple enjoys bird watching.

Both he and his wife speak of Oak Island with a wistfulness. Seeing the necklace of houses from Ocean Parkway “is like a glimpse of ‘Brigadoon,’” Ms. Heiss said. “Everybody can see it but they can’t get there.

TODD'S TIPS #13 DESIGNING YOUR NAV STATION**Todd McCarthy**

The planning behind my recent Helm Instrumentation project was first choosing what instrumentation I was going to install. I wanted to replace my wind instruments and depth indicator, and upgrade my autopilot controls, incorporating my existing chart plotter or multi function display (MFD) unit. I chose B&G Triton2 display units for their multi-function digital readouts and B&G Autopilot Controller, based functionality, reputation for durability, function, and excellent support. The B&G Triton 2 wind direction display takes the place of two of my old Simrad analog dial instruments, one with 0-180 deg wind angle and one with 0-50 degree range. I also have one of the Triton 2 displays which is dedicated to my auto pilot display. So now I have wind angle, auto pilot and depth in three instruments instead of four. The Triton displays are also multi-function and you can scroll through several pre-programmed information screens or custom program the display you choose. The autopilot controller is unique as it has not only a magnetic compass heading function but can be also set to follow a prescribed wind angle. B&G is the only company I know of with this function.

Navpod sells all types of angle guards that will mount to your helm binnacle. Luckily, the previous owner had installed a tall Navpod angle guard with room for two pods stacked on top of each other. The problem was I couldn't see over the upper instrumentation pod. With the flexibility of the B&G Triton 2 displays, I was able to condense all my instrumentation into three displays and install in a smaller Navpod for my top pod giving me a better sight line at the helm.

The angle guards require some skill to install, holes for the instrumentation wiring and holes have to be drilled and tapped to mount the Nav Pods. I used a Ryobi 18Volt cordless drill, Milwaukee hole saws to drill the larger holes for the wiring, and 13/64" drill and a 1/4-20 tap for the mounting screws. Pretty basic metal shop skills. Drilling the larger holes in the stainless steel tubing did kill my 3/4" hole saw, but for \$10 it was easily replaced. When drilling stainless steel, Cobalt drill bits are recommended.



I also chose uncut Navpods because I was initially unsure how I was going to proceed. I was thinking of keeping my old Simrad AP-11 autopilot controller. The cutouts for the B&G Triton displays are pretty much square, the old Simrad autopilot controller was a round hole. In the end I just replaced everything with new. You can buy a pre-cut pod, but I did save \$100 by cutting it myself. It wasn't really about the money, I just wanted the flexibility to go either way for the instruments I wanted to install. Projects are like this, modifications are often made along the way.

Taping over the Navpod face with blue masking tape, I traced out the instrument mounting templates. The Navpods were easy to cut with an oscillating saw for the straight cuts, and 1/2" drill in the corners for the corner radius cuts. The corner radiuses are very important to get right as the mounting screws for the B&G Triton 2 Display go in the corners. If you cut a true square the mounting screws will have no meat to screw into.



TODD'S TIPS #13 DESIGNING YOUR NAV STATION

Todd McCarthy

Installing a new wired B&G WS310 Wind Sensor was another hurdle to get over. I spent about 5 hours at the top of the mast trying to install it and snake the wiring down the mast. I had the help of my wife Pam, Jeff Matera, former SBCC member Tom Grell, who works as an electrician, and some of my dock mates. They were watching the spectacle unfold and pitched in. Thank you to all! We spent from 10am until almost 8pm to finish that part of the job, and saved a big chunk of money not having to pull my mast, a big whew!

I have been out testing my installation and debugging as needed, and am very happy with the results. The final part of the install is a new Speed/Depth/Temp transducer which will integrate via my NMEA 2K Network. I will complete this when I haul out for the winter.

Super Tip:

During this project I was trying to buy new a Garmin GMS-10 Network Expander to share my radar on two MFD's. This item was on backorder all summer, so I went on eBay to see if I could find one. I found a New Old Stock unit and purchased it from a company called Max Marine Electronics. I also noticed they sold used instruments and electronics. I contacted them and sold my 10 yr old Garmin MFD, and 20 yr old wind instrument that was still working and my old auto pilot AP-11 controller for \$350. So before you trash old electronics give them a call first. The company is Max Marine Electronics, Pompano Beach Florida, 754-220-6565. I took pictures of what I had, they gave me a price for \$350, I shipped to them for evaluation and received a check in the mail for the agreed amount, happy days !



Todd McCarthy
Program Chair
program@sbccsail.org

THE MAKING OF A MASTER**Submitted by Fred Liesegang**

Fred subscribes to “Scuttlebutt Sailing News” and shared this article which, to quote Fred, “For Mara and I, sums up many of our sailing days.” Are you a passenger or a Master?

Anyone interested in receiving this free publication on either a daily or weekly basis may sign up at this link:

[Subscribe to Scuttlebutt Sailing News >> Scuttlebutt Sailing News \(sailingscuttlebutt.com\)](https://www.sailingscuttlebutt.com)

H.A. Callahan (Nov. 7, 1889 – Nov. 25, 1965), a Lieutenant Commander in the United States Navy and an author on sailing, describes the traits which heighten our connection to sailing [in this excerpt](#) from his 1950 book, [Sailing Technique](#):

The Mate, stretched comfortably on the sun-baked deck, raised her head from the cushion, and gave me the long, appraising look that meant she was going to say something very nice or else that she was going to give me Hell. I felt it coming. Yet I did not quite know what it was. She had already remarked that the older and funnier and bonier I looked, the less clothes I seemed to wear. So that wasn't it.

“Why don't you relax and enjoy the sail?” (So it was that one.) “You've trimmed and started your sheets twenty times in the last ten minutes. We aren't racing. We aren't going anywhere. Yet you're hunched up over that tiller trying to squeeze the last ounce of speed out of the boat.”

I grinned. I gave her the answer that was as familiar to her as her complaint to me.

“When you ride your horse, do you ride him or do you

let him carry you as a passenger?”

That struck 'tween wind and water. When she rides, she rides, forcing her mount to perfect gaits, collecting him, getting him up to the bits, breathing her will into him by niceties of hands and seat and aids. The passenger on a horse is anathema to her.

I think it is because I am never content to be a passenger in my own boat, that sailing has been my constant delight for more than half a century. The passenger can enjoy fully the tang of the air, the benignity of the sunlight, the refreshment of the spray, and the glory of the motion. He can feast his eyes and his soul on the abundant beauty that is inseparable from sailing.

But if he is only a passenger, these things will some day pall. He will want a change of scene. He will spend his vacation in the mountains or take up golf. Many sailors remain passengers to the end of their sailing careers.

It does not matter that they hold the helm, give the orders and pay the bills. If they are content with less than perfection, or if they lack the perception that tells when their boat is giving less than her best, they are passengers. They never become the Master.

NAUTICAL TIDBITS**Joe Werkmeister****What's the origin of the phrase “Shiver me timbers”?**

The first appearance of the phrase in print is in Frederick Marryat's *Jacob Faithful*, 1834:

"I won't thrash you Tom. Shiver my timbers if I do."

One meaning of shiver, which is now largely forgotten, is “to break into pieces”. That meaning originated at least as early as the 14th century and is recorded in several Old English texts. A more recent citation, which makes that meaning clear, is James Froude's *Caesar; a sketch*, 1879:

"As he crossed the hall, his statue fell, and shivered on the stones."

So, the sailor's oath *shiver my timbers*, is synonymous with *let my boat break into pieces*. The question is whether any real sailor used the term or whether it was just a literary invention.

MY HARDWORKING PUMPKIN**Flori Grotoli**

In order to satisfy my seasonal craving for pumpkin, I choose a pumpkin that can do triple duty; it has to be part of my Halloween decor, then it has to serve as a main dish, and finally it has to become a dessert.

This year's pumpkin made it's first appearance on October 31st and looked like this:



I then cut it up to make Roasted Pumpkin with Honey and Gorgonzola.

Recipe

- 2 lbs of pumpkin, seeded and cut into 1" thick slices
- 1 large red onion, cut into 8 wedges
- 3 tbsp. olive oil
- 1 tbsp. white balsamic vinegar
- 3 tbsp. honey
- coarse salt
- 1/3 cup crumbled Gorgonzola (or you can use feta)

Preheat oven at 400 degrees. Cover an oven pan with parchment paper and arrange the pumpkin slices and the onion wedges evenly around. Drizzle with a little olive oil. Loosen the honey by putting it in the microwave for a few seconds, then whisk in the vinegar and the 3 tablespoons of olive oil. Pour the marinade evenly over the ingredients in the pan.

Bake for 25 minutes or until the pumpkin is fork tender and the onions are caramelized.

While still hot, top with the cheese crumbles.

Eat warm or at room temperature....and enjoy!

All I need to make now are the Pumpkin Pies...I'll do that this weekend!

Flori Grotoli

S/V Floriana

cavalieri@mindspring.com

Rigging Locker

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

All of the items on this page are being offered for free by Charlie Becker. He may be contacted at bcbecker12@msn.com.



2 Barent 16 winches, single speed



Danforth 13# anchor with 15" flukes for boats 21'-32'



6" anchor swivel, galvanized snap hook



20 AMP-125 volt twist lock adapter to regular ground plug



ONLY the 2 oars available - 49"x1 1/4" dia. (disassemble for storage)



Edson compass fluid - approximately 2 oz. (used to remove air bubble in compass)

Rigging Locker

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

Items listed on this page are for sale by Rich LaBella.

Contact: Rich LaBella labellar@optonline.net

Davis EchoMaster Deluxe Radar Reflector—\$60

Includes storage case and all hanging hardware.

Aluminum anodized Like new, never used.



Barient Super-HD 11" winch handle

Good condition \$60

Davis Merriman 11" Locking winch handle



3 - 5/8" West Marine "SuperBlue" Nylon Lines \$110

Good Condition. All ends heat sealed and whipped.

2 - 5/8" x 60' 1 - 5/8" x 52'



Barient Winch Replacement Delrin Bearings (4) \$80

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



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



Pair, Barient 22 Two Speed Winches—\$350

Aluminum Anodized drum

Fully operational, regularly cleaned & lubed.

No Excessive wear — Includes Sunbrella winch



RIGGING LOCKERContact for placing ads: Joe Werkmeister masthead@sbccsail.org**Schaefer Genoa Blocks**

Fits 1 1/4" track—Like new

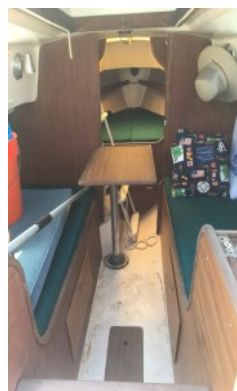
\$450.00 for the pair

Contact:**Fred Liesegang: 516-567-3567****Arcadia FOR SALE****Bristol 41.1 Center Cockpit**









For info call Bob Sheppard at: 631 219 4699 or
631 472 0099












**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**

Ship's Store**Glen Bernichon storekeeper@sbccsail.org**

Item	Description
	<p>Please go to the Ships Store on the Website to order the items and for the full item details— (Options, Colors, Sizes and Price.)</p> <p>For Items listed as Special Order click on the title for the spec sheet on the item.</p>
	<p>Decals</p>
	<p>Hats: Baseball Type</p>
	<p>Hats: Sun Visor</p>
	<p>Hugger: Folding Type</p>
	<p>Shirts: T-Shirts Long Sleeve WITHOUT HOODIE Color Heather Gray Limited Stock</p>
	<p>Socks: SBCC Socks</p>
	<p>Tote Bag Special Order</p>
	<p><u>*SPECIAL ORDER ** Jackets: Wind Breaker 8925</u></p>

	<p><u>*SPECIAL ORDER ** Shirts: Men's Crew Shirt PC61</u></p>
	<p><u>*SPECIAL ORDER ** Shirts: Men's Long Sleeve Polo Shirt 85111</u></p>
	<p><u>*SPECIAL ORDER ** Shirts: Men's Mock Turtleneck 8510</u></p>
	<p><u>*SPECIAL ORDER ** Shirts: Men's Polo Shirt 437</u></p>
	<p><u>*SPECIAL ORDER ** Shirts: Men's V Neck Shirt PC54V</u></p>
	<p><u>*SPECIAL ORDER ** Shirts: Woman's Crew Shirt LPC61</u></p>
	<p><u>*SPECIAL ORDER ** Shirts: Woman's V Neck LPC54V</u></p>
	<p><u>*SPECIAL ORDER ** Shirts: Women's Long Sleeve Polo Shirt 75111</u></p>
	<p><u>*SPECIAL ORDER ** Shirts: Women's Polo Shirt 437W</u></p>
	<p><u>*SPECIAL ORDER ** Sweat Shirt: Crew Neck JA8446</u></p>
	<p><u>*SPECIAL ORDER ** Sweatshirt: Zipper Hooded JA8821</u></p>

SBCC OFFICERS, GOVERNORS, COMMITTEE CHAIRS, 2020-2021

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 Vice Commodore—Jeff Frederick
 Rear Commodore—Stephanie Pizer
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 Recording Secretary—Wendy Gesele

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 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

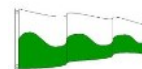
Shinnecock Canal
 Tobay Marina
 516-679-3911

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>