



From the Masthead

SOUTH BAY CRUISING CLUB

June 2022

FROM THE HELM

Jeff Frederick

Fellow SBCC Members and Associates!

The SBCC Commissioning Day party was greeted with nearly perfect weather: bright sunshine, moderate temps, and a nice 12-15 knot southerly breeze; perfect conditions for the Creepstakes Race, and perfect conditions for a party! We had a very nice turn-out, and the BSYC's indoor-outdoor arrangement made for a wonderful time. Our Fleet Chaplain started the day off by blessing the fleet, and we bowed our heads in remembrance of those club members and friends we've lost in the past year. We also handed out the Sheila Daytz Award for the most rendezvous attended to Scott and Wendy Ge-sele on *Kailani* (second year in a row), followed by the Ken Kondor Award for the most rendezvous and races attended to Jay and Stephanie Pizer on *Rising Tide* (third year in a row). Congratulations to all!

The weather has turned decidedly summer-like, and it is clearly time to start finishing up the spring list. I've been "troubleshooting" my faulty refrigerator this spring, and by troubleshooting, I mean getting really sweaty and yelling at it. It's such a simple mechanism—compressor and coils all seem to be operational, but the switch and dial (thermostat) that sit inside the unit seem to have corroded after 20 years of use. So, it seemed like the candidate for replacement. I ordered the new part from eBay (never my first choice) and it arrived 3 days later. (Wow!) All I needed to do now was crawl into my top loading fridge, get under the "freezer" which houses the coils, and attach the thermo-couple to the bottom of it. LOL! What transpired was the complete removal of the unit, because I am not 3'2" and 26 lbs. Needless to say, after threatening to throw the whole thing into the ocean (once) and asking the gods to smite upon the rocks the person who uses such small screws (four times), the new thermostat was installed, and the coils began to get ice cold as I re-installed the unit. The icy goodness was enough to make me forget my troubles, as I dreamed of ice-cold drinks at far flung anchorages while blindly twisting microscopic screws. A small win, but a win, nonetheless.

Hospitality –A big shout out to all who helped plan and execute the Commissioning Day Party! We had some last minute hurdles to overcome, but like any great team folks pitched in at the last minute to pull it all together. Thank you all!

Regatta –The Creepstakes Race was won this year by Mr. Rob Gutman. Congratulations, off to a great start!

Fleet – Upcoming RVs include Tacos, Guacamole and Margaritas at Coast Guard Cove on June 11, hosted by Jean Sidebottom; and the famous Cocktail Contest at Oak Island Lead on June 18th, hosted by Jay and Stephanie Pizer. My wife will be bringing her "A" game and she hates to lose, so plan your cocktail entry accordingly.

With all the work that goes into boat upkeep and improvements, it's time to start using them. We had our first sail of the season this weekend, which was delayed by projects, kid sports, boy scouts, and other land-based commitments. But now the schedules are starting to clear, school is almost out, and the 2-week cruise is less than 2 weeks away. Gulp!

Jeffrey Frederick

SBCC Commodore

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Upcoming Events

- June 14— Bay Shore Invitational Race - Commodore's Cup Race #1
- June 21, 28—Bay Shore Invitational Races
- June 16, 30— Babylon Twilight Races
- June 18—"Cocktail Contest" RV at Oak Island Lead
- June 24 Start of the two-week cruise
- June 25—"Italian Feast" RV at Hemlock Cove
- July 2—Babylon Yacht Club 4th of July Invitational Regatta
- July 2—"Saturday in the Park" RV at Bellport

COMMISSIONING DAY**Scott and Wendy Gesele**

Commissioning Day 2022 at Bay Shore Yacht Club was a huge success. Our party host, Joe Werkmeister, promised us great conditions and he came through! While we had excellent weather, Joe was unfortunately under the weather, and was unable to attend. In true SBCC Hospitality fashion Mara and the rest of our team pitched in and pulled off a great party without a hitch. The food was plentiful and delicious, the company refreshing, and everyone had a great time!

I'd like to thank Joe for his outstanding preparation that allowed us to keep the party going; our grill team, Fred Cornman, Fred Liesegang, and Robert Smith, for keeping us fed; our bar team, Michele Jaeger and Sandy Carlberg, for keeping our whistles wet; Christine Smith for the 50/50, along with everyone else who pulled together to make Commissioning Day such a great start to our season! There were so many who chipped in, the heavy load was made into light work. You are all appreciated and exemplify what this club is all about: teamwork, comaraderie, and FUN!



Vice Commodore
Scott Gesele raises the
burgee and Fleet
Chaplain Duncan
Burns offers his bless-
ing of the fleet.
The 2022 season has
officially begun!

COMMISSIONING DAY



Commodore Jeff Frederick presents Scott and Wendy Gesele the Sheila Daytz award for the most rendezvous attended in 2021.



Rob Guttman (third from left) won the annual singlehanded Creepstakes Race.



A solemn moment to remember those members having passed on to the next life.



Fleet Captain Todd McCarthy prepares to fire the cannon!

First RV of 2022 - May 7th**Todd McCarthy**

The first RV of the season kicked off on a blustery, rainy, Nor'easter. Michele and Sandy opted to have the RV indoors instead at Michele's waterfront Townhouse, and what a great time everyone had! There was a bet made beforehand on how many members would show up. It turns out 20 members came and Sandy Carlberg was the closest, guessing 19. Lots of great food, and conversation was had by all. Unfortunately, there were no new members in attendance. The newest members were from 2018, Joe Werkmeister and Christina Pietras, and Susan Moran, who were not technically new members and have contributed their time and energies to SBCC. Flag Officers in attendance were Commodore Jeff Fredricks and his family, Vice Commodore Scott Gisele and Recording Secretary Wendy Gesele.



LANDLUBBERS AND SEAFARERS RV—May 14th**Scott Gesele**

Once again, the weather did not cooperate and turnout for the RV hosted by the Larmors in their beautiful scenic home, was light. It was a quiet, rainy RV as Barbara, Mara and Wendy were getting ready for their "three-legged race." 🤖👍



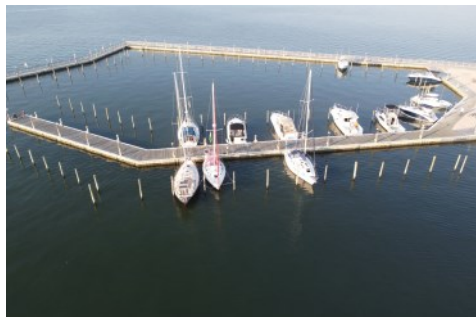
FIRST SEA-BASED RV OF 2022—May 21st**Todd McCarthy**

This was the first RV this season that boats actually could attend. We had five boats hosted by the Giseles: *Alexa Grace II*, *Bleu Moon*, *Fun Sway*, *Kailani* and *Polaris*. Eric Winberry on *Aleboat II* came for the afternoon.

It was a beautiful day at Atlantique and not as hot as it was at home. We did notice a lot of beach erosion at the shore which made for quite a few tidal pools at low tide.

Thanks to Joe Werkmeister and my wife Pam for helping me replace my wind sensor at the top of the mast. The mast climb was entertaining for all! Scott flew his drone for some aerial shots of the RV, and played an evening movie "Rocket Man," under the stars. Those SBCC blankets came in handy for that movie!

The food was great, and the comaraderie was even better!



COAST GUARD COVE RV—May 28th**Todd McCarthy**

Scott and Wendy Gesele did it again with another great RV. Scott's gourmet mussel appetizers were a big hit! *Rising Tide* and *Bleu Moon* rafted with *Kailani* for the RV, while *Fun Sway* anchored nearby and came by dink.

Bleu Moon arrived 1330 to raft, with the VHF blaring a weather alert for a strong storm cell approaching from the West. It hit with dramatic swirling dark clouds, rain shafts in the distance, local rain, and wind gusts to 33K. *Kailani* and *Bleu Moon* had their boats in slow forward to minimize the strain on *Kailani's* Rocna 15 anchor. Three boats rode out the quickly passing storm.

The RV got going about 1630 and all were having a great time until about 1900 when—Invasion of the GNATS! Yikes! The Troys were getting eaten alive sitting at the stern of *Kailani* and were the first to bolt. Soon, all were diving for cover in their cabins. It was a beautiful evening but the gnats really put a damper on things. When morning came, it was more of the same as the RV broke up and headed for their home ports. From talking to others, the gnats were everywhere on the South shore.

We had hoped to spend the day at Coast Guard Cove watching for flybys from the Jones Beach air show. *Bleu Moon* salvaged Sunday, taking advantage of a 10k South wind, and sailed from Bay Shore to Patchogue Bay and back to Great River on straight runs with no tacking!



The Red, White and Blue theme for the Memorial Day weekend RV was in full swing!



GREAT RIVER RV— June 4th***Todd McCarthy***

The Great River RV turned out to be the biggest this season, with 9 boats attending! Everyone took advantage of the nice weather to come out and see Peg and Bob's new boat which is soon to be renamed *Margaret Gale*. She sports a green hull and white topsides and beige canvas, and is sure to stand out on the Bay. Flori and Claudio could not attend as co-hosts, but Flori sent along some delicious appetizer sandwiches for all. Our Web Master Rich Mourino also visited on Saturday, and special thanks to Jamie Blumenthal who came by Sunday on a power boat with a bagel and cream cheese delivery!



FROM THE REGATTA CAPTAIN**Charlie Margeson**

Our 2022 season began with the Spring Race to Atlantique on Saturday May 21st. Two boats came down for the race. Most members we spoke to were still getting their boats fitted out this year and attendance is usually light for this early race. It was a beautiful day and our Race Committee Eric Winberry made the most of it with family and friends joining him for a fun race to the beach for the afternoon. Thanks, Eric, for RC duty.

The Creepstakes Race on Commissioning Day May 30th had only one hardy racer come out. Rob Gutmann on *Moonrise* had great conditions and enjoyed this pre-ceremony race. Our thanks to Duncan and Barbara Burns on *Merry Ann* for their RC duties.

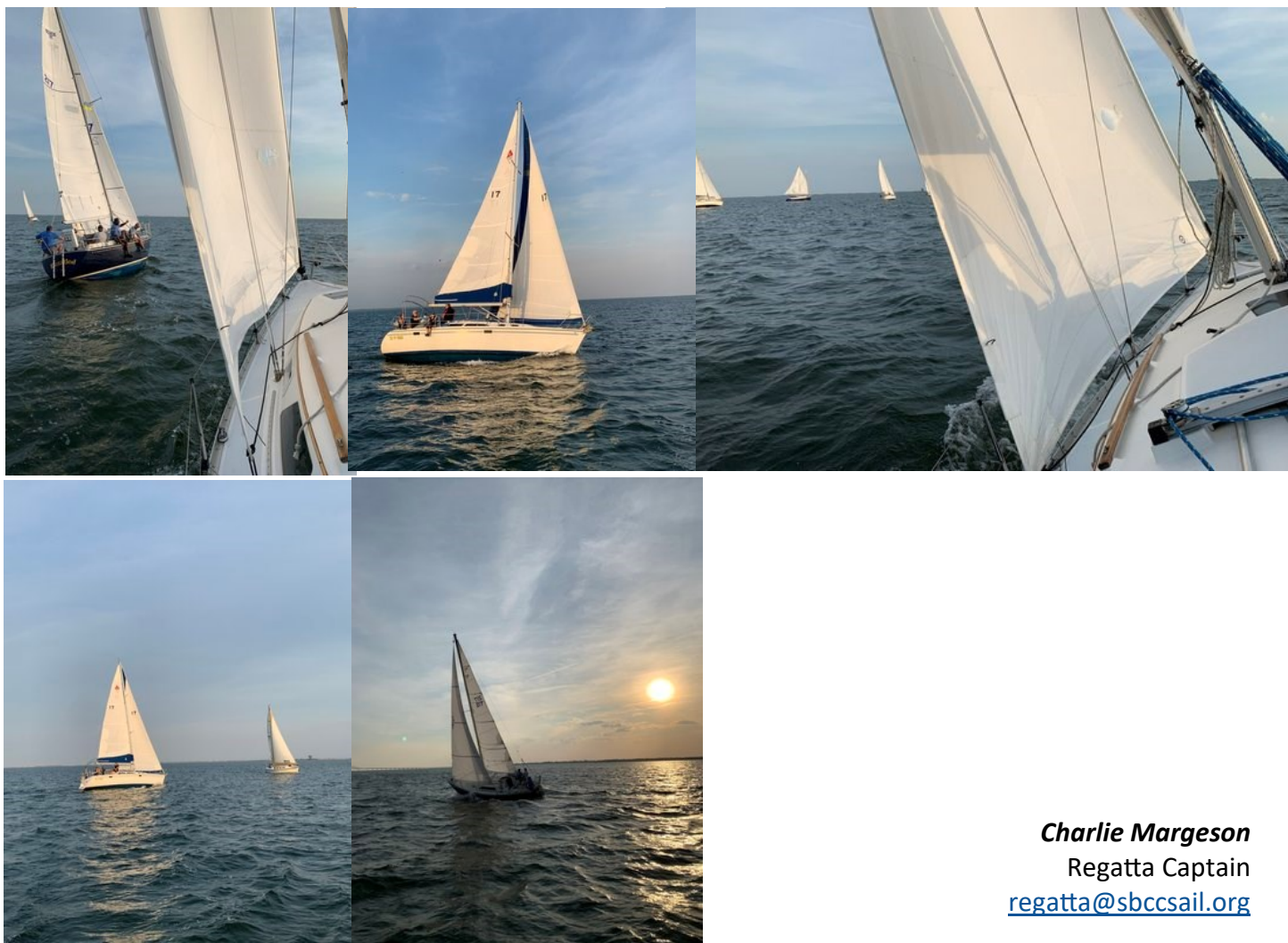
Our Tues/Thurs evening series began this week also. The Tuesday BSIR led off on May 31 with 12 boats at the start. Racers had 95 degree temps that day, beautiful conditions for the start, then the wind died and shifted 180 degrees with strong gusts to 35 mph as the front came through. "Exciting" conditions to say the least! Four boats finished the race. Congratulations to *Merry Ann*- 1st place, *Pandemonium*- 2nd place, *Czech Mate* - 3rd place and *Aleboat II* in 4th place. The June 7th BSIR race was cancelled due to bad weather.

The Babylon Twilight series on Thursday, June 2 unfortunately had to be cancelled due to thunderstorms.

The Babylon Cup Race was held on Friday, June 10th. The SBCC sponsors this race with the Babylon Yacht Club and is always an enjoyable time with the after-race awards party at the Babylon Yacht Club clubhouse. See the separate report on the next page.

Just a reminder, please check and update your PHRF Handicap if you haven't already done so.

Let's get those boats in the water and let's have a good season.



Charlie Margeson
Regatta Captain
regatta@sbccsail.org

BSIR Spring 1 - Date: June 1, 2022***Ted Drossos/Gary Sebouhian***

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Merry Ann	220	Burns/Cook/LeMaitre
2	PHRF	Pandemonium	2224	Sebouhian
3	PHRF	Czech Mate	196	Dennerlein
4	PHRF	Aleboat II	232	Winberry
DNF	PHRF	Derailed	217	Marko
DNF	PHRF	Mo'sun	17	Feldman
DNF	PHRF	Bertha	126	Rainis
DNF	PHRF	Integrity	11	Figueroa
DNF	PHRF	Jolly Mon	175	Ahern
DNF	PHRF	Papillon	166	Loretta
DNF	PHRF	Chimera	68	Ryder
DNF	PHRF	Espirit de Mer	888	Sidebottom

The much-anticipated start of the 2022 BSIR racing season saw 12 boats at the starting line. The pre-season preparation efforts of the skippers were rewarded with an exciting evening of racing. Many of the regular participants were missing because their boats were not in the water yet.

Tuesday's daytime temperatures exceeded 95 degrees over most of Long Island, and we were all looking forward to a cooler evening on the Bay. With a moderate 10-12 knot southwest wind at starting time, we ran course #7. (Start at 1, 6 port, 11 starboard, 10 port, finish at 1) What a perfect evening! The first leg of the course was a beat to buoy 6. After the majority of the fleet rounded the first mark their spinnaker and whisker poles were set for the downwind run to buoy 11. Unfortunately, about halfway to the second mark, the wind began to diminish. Then for about 10 minutes the wind disappeared completely. Looking eastward, we noticed a very distinct change in the color of the Bay. The water appeared BLACK, and we knew that wind from the east was approaching. The fleet scrambled to drop their poles in preparation for what was coming, but nobody expected what was in store for us. Within a couple of minutes, the wind changed direction by 180 degrees and we were now on another beat. The temperature began to drop dramatically as the East wind built to 20-25 knots. There wasn't enough time to reef sails, and most boats were overpowered. Many skippers decided to withdraw, and some that continued to race had various problems at the remaining mark rounding's. Fortunately, there were no injuries or broken equipment.

Congratulations to the Cook/Burns/LeMaitre team aboard *Merry Ann* for their first-place finish. Compliments to the skippers and crew aboard Gary Sebouhian's boat *Pandemonium*, (second place) Chris Dennerlein's boat *Czech Mate* (third place) and Eric Winberry's boat *Aleboat II* (fourth place). They all finished the race without incident.

There were some new people crewing for the first time. They all seemed to enjoy the exciting event. (No evidence of brown stains on their pants.) We'd like to welcome Jim Ryder who was racing his Tartan 27 named *Chimera* for the first time. Jim crewed on a few different boats last season and decided to race his own boat this year.

The after race get-together was very well attended. Thanks to all who brought food and drinks to share with the group. It's sincerely appreciated and thank you Evan Polansky (*Squidward*) for doing race committee duty.

BABYLON CUP INVITATIONAL RACE**Charlie Margeson**

What a perfect night for the Babylon Cup Invitational Race. We had the trifecta of conditions: great weather, SW winds 12-18 knots and high tides. The Race Committee was myself and Ed Anderson from BYC who graciously donated his time, his boat, and his whistle for our RC work. Thanks Eddie!

Nine boats raced and we ran course 2 (start, 9, 6 and finish), non-spin class only, with a finish at the Babylon dock. The race took about 50 minutes with the final results as follows:

Babylon Cup Final Race Results:

1. *Merry Ann* - Duncan Burns/Bill Cook, #220, SBCC
2. *Squidward* - Larry Becker, #269, BSYC
3. *Mirage II* - Greg Schneller, #311, BYC
4. *Windswept* - Bryan McLoughlin, #62
5. *Kickin Back* - Marty O'Connell, #1227, SBCC and BYC
6. *Moonrise* - Rob Gutmann, #446, SBCC
7. *Wild Blue* - Joe Mülle', #360, BYC
8. *Pandemonium* - Gary Sebouhian, #2224, SBCC
9. *Talon* - Jimi Grover, #5861, BYC



What a beautiful night for our awards party in the BYC second story bar! We had approximately 35-40 people attend and enjoy the amazing sunset from the upper deck. There were chips and dip, beer on ice and 8 pizza pies delivered and everyone enjoyed the evening. A presentation and awards for 1st, 2nd and 3rd place were provided by SBCC and we gave a shout out to Craig Stueber, the Babylon YC Regatta Chair, for all his assistance getting this race going.

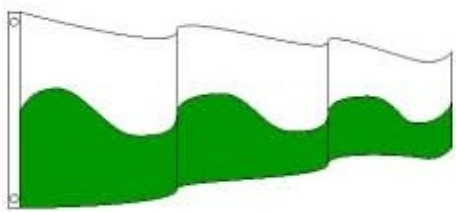
The race and party really was a joint effort by many people which made for a great time. It was fun to see so many of the regular Great South Bay racers together catching up with friends from both our clubs.

This is a race hosted jointly by the BYC and SBCC to promote some friendly competition between our two clubs. It's an important tradition that started 22 years ago (in 2000 when Rich LaTorre was Commodore and John Davis was Regatta Captain) and I'm so glad to see it continuing. Judging from all the great comments I received last night, many other people feel the same way. My thanks to the BYC for continuing this special annual race between our two clubs. I also want to thank the SBCC and BYC Boards for their longstanding support of this annual race.

Our next weekend race will be the Babylon YC July 4th Invitational on Saturday July 2nd. Come on out and join the fun.



BABYLON CUP INVITATIONAL RACE AFTER PARTY



LITHIUM BATTERIES IN YOUR BOAT ARE DANGEROUS!

Dennis Krug

What Type Battery Do I Choose?

So, the season has started, and you find that your batteries are not holding a charge the way they did in the past. You decide it's time to replace them. Ideally, a battery is needed that can store substantial amounts of energy and is capable of absorbing high charge rates. You know there are lead-acid type batteries (like in your car) and most likely it is what you currently have. You have heard about AGM type batteries, but now you read that you can buy Lithium batteries that are advertised as drop-in replacement.

Lithium batteries have several times the energy storage capacity of lead-acid batteries of the equivalent size and weight, can be charged at extraordinarily high rates of charge and can be discharged almost totally without damage.

You've read the advertisement "Long days of adventuring call for long hours of power. Lithium sailboat batteries offer a solution to this need as they provide tremendous capabilities for the moments when you are away from it all."

What could go wrong?

Well, a lot!

Every lithium battery currently in the marine marketplace contains flammable materials. All lithium batteries can be driven into thermal runaway. This is when the battery generates heat internally, even after being disconnected from charging sources and loads. Once initiated this reaction can be hard to stop. The battery may get hot enough to set itself on fire.

Once the battery ignites, it generally cannot be put out – the normal result is the loss of the boat. (There have already been a number of losses due to this exact scenario.)

To ensure the safety of lithium batteries in the boating world, a sophisticated battery management system (BMS) is required. A comprehensive BMS is expensive to develop and implement. The internal BMS included in drop-in batteries does nothing to protect your alternator, battery charger, or vessel electrical system. I can assure you, whatever charging and monitoring system you have on your boat today, it does not meet the Battery Management System criteria required for lithium batteries.

So, the "Drop-in Replacement" is not quite accurate. If you really want lithium batteries, go buy a Tesla. Don't put them in your boat unless you are willing to pay for the development and implementation of an American Boat and Yacht Council approved Battery management System.

What should you choose?

Of all the lead-acid batteries currently on the market, the absorbed glass mat (AGM) has the best overall properties for a cruising sailboat. These batteries have the highest charge acceptance rate of any lead-acid battery, to the highest states of charge, and the highest efficiency. They also generate the least heat during fast charges and discharges.



For any of you that may not already know, Dennis is a retired ABYC certified marine electrical systems expert! You **DO** want to listen to his advice!

Dennis Krug
Historian
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ANCHOR ALARMS

Scott Gesele

There is an old adage that an accident happens when all the holes in the Swiss cheese line up. Last summer we were one slice away from losing *Kailani*. We were loaded for the two-week cruise and set anchor in the Sore Thumb. It was the perfect early summer night, with a light breeze and calm seas. We diligently backed down to ensure it was well set. *Kailani* has an oversized Rocna and we joke that once it hits bottom it's like we're on a mooring. This anchor is that good. With the excitement of the trip ahead, we settled into our V-berth for a comfortable night's sleep. Around 0500, our phones started ringing. We were awakened to the sound of, "You're headed out to sea!" Thank you, Pam McCarthy and Jeff Frederick, for the early morning phone calls!

We raced to the cockpit to find our port stern was within 15' of the rocks at Sore Thumb. The current was ripping, but fortunately we weren't moving. Wendy powered up the electronics while I started the engine and we proceeded to pull the anchor until the line was going straight down, but it wouldn't budge. We were able to slowly motor clear of the rocks, but still couldn't raise the anchor. The anchor line was routed to the starboard winch and we were able to slowly raise it. When it broke the surface an estimated 15-20' piece of $\frac{3}{4}$ " steel cable was centered on it. That cable dropped off once the anchor settled into the roller. So what happened? My best guess is when the anchor was set it caught the cable. The changing current swung us 180 on the overnight and the fouled anchor could not reset, causing us to drag until the whole mess caught on the rocks near the shore.

Lessons learned: First, we now always set an anchor alarm, even on the calmest nights. At least one other club boat dragged last season when no wind was forecasted. We use Anchor Pro, which is free and has some really nice features. If you elect to use it, keep it in the forefront and put the phone on charge. Second, when faced with a problem, don't panic. We went from a peaceful night's sleep to all out damage control in a few seconds. Teamwork fixed the problem. Finally, always set an anchor alarm.



Scott Gesele

SBCC Vice Commodore

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FROM THE EDITOR**Joe Werkmeister**

It occurred to me recently how very critical it is to the success of the Masthead to have members willing to take the time to photograph each of our events. I think the photos are what most members enjoy the most. With that said, I would like to recognize Stephanie Pizer, Scott Gesele and Wendy Gesele for constantly insuring we have plenty of photos for publication. Without their efforts this would be a rather bland publication. There are others who contribute from time to time but these three are the mainstays of the Club's photographic efforts. Now, with that said, I have also decided that I will no longer offer credits for photos in the Masthead. There are oftentimes that I garner photos from other sources and I have no clue who provided them. I strive to maintain the professionalism of the Masthead set by those that came before me, but I feel that many members contribute to the Club in many ways that go unrecognized and that eliminating photo credits should not be viewed as a slight to those who contribute. Thank you for understanding! Finally, Stephanie and the Geseles will be on the two-week cruise. Who will step up and provide photos from the events that occur in their absence?

NEW BOATING REGULATIONS**Rich Mourino c/o BOAT US**

ANNAPOLIS, Md., May 9, 2022 – National Safe Boating Week arrives May 21–27 with an annual reminder for boaters to champion recreational boating safety all summer long. The [BoatUS Foundation for Boating Safety and Clean Water](#) suggests that boat owners need to know about three recent U.S. Coast Guard regulations that have changed, what's needed to be carried aboard, and how a vessel is to be operated at higher speeds.

1. Fire extinguishers: As of April 20, the USCG enacted a regulation allowing them enforce [fire extinguishers having a 12-year expiration date](#) from the date of manufacture. Additionally, while the new regulation does not change the type, quantity, or requirement for Coast Guard-approved fire extinguishers aboard, it does specify the minimum Underwriter Laboratory (UL) classification of extinguishers to be carried aboard certain vessels — depending on the boat's model year.

Vessels on the water today that are less than 26 feet and model year 2017 or older may continue to carry older, dated or undated "B-I" or "B-II" disposable extinguishers. However, when they are no longer serviceable or have reached 12 years of age since manufacture, they must be replaced with newer class "5-B" or greater extinguishers. Boats less than 26 feet and 2018 model year or newer must carry unexpired "5-B," "10-B" or "20-B" fire extinguishers. Having older "B-I" and "B-II" types do not meet the new carriage requirements.

2. Engine cutoff switch: As of April 1 last year, boat operators have been required to use either a helm or outboard lanyard or wireless [engine cutoff switch \(ECOS\)](#) on certain vessels less than 26 feet when traveling on plane or above displacement speed. These vessels include (1) boats that have a functioning engine cutoff device installed at the helm or on an outboard engine or have wireless ECOS, or (2) boats manufactured beginning January 2020.

Exceptions to the ECOS requirement include if the main helm of the vessel is in an enclosed cabin or the vessel is not operating on plane or at displacement speed. Low-speed activities such as fishing or docking do not require use of an ECOS. The vessel operator is also exempt if the boat's motor produces less than 115 lbs. of static thrust — or about the size of a 2-hp engine.

3. Electronic visual distress signals (eVDSD): Solving the disposal problem of expired pyrotechnic flares, newer [electronic visual distress signal devices \(eVDSD\)](#) use either a white or combination of orange-red/cyan LED lights with infrared (for rescuers with night vision) and are now U.S. Coast Guard-approved. However, for day-time distress situations you'll still need to carry aboard an orange distress flag to avoid carrying pyrotechnic devices. eVDSD prices start at about \$100 for the white light version.

Also keep in mind every visual distress signal requires regular inspection and maintenance. Batteries are an eVDSD's potential Achilles heel, so replace them every season. Old eVDSD batteries can be cycled into a flashlight at home — where your life potentially is not at stake.

How to get the most speed from your USB External drives.

Over the years the USB interface has migrated to a very fast way of backing up or saving your important files off your Laptop or Desktop to an external drive. If you are using a PC that is a few years old you may have several USB ports and may not be using them properly. Almost all of the New External USB Drives use at least the USB 2.0 interface and most are now using the USB 3.0 interface or higher. The difference between the 2 versions is that the newer versions you can write about 3 to 4 times faster. These external drives will use the highest speed, based on which port you connect them to. So if you connect a V 3.0 to a V 2.0 port you only get the speed of a 2.0.

First look at your USB external drive and see what color the inside of the plug is. If it is White it is version 1.0. Black for version 2.0, and Blue for 3.0. There are even faster ones as you can see in this link. The difference in speed is about 3X faster for each different version.

Color codes on Windows PC ports are not the same for an Apple as far as I know. Visit this site for further information.

<https://www.sweetwater.com/sweetcare/articles/how-do-i-know-if-my-computer-has-usb-3-0-ports/>

In order to take advantage of these increased speeds, the color of the USB plug must match the port to achieve maximum speed.



Image of a USB 3.0 plug . Note the blue color.

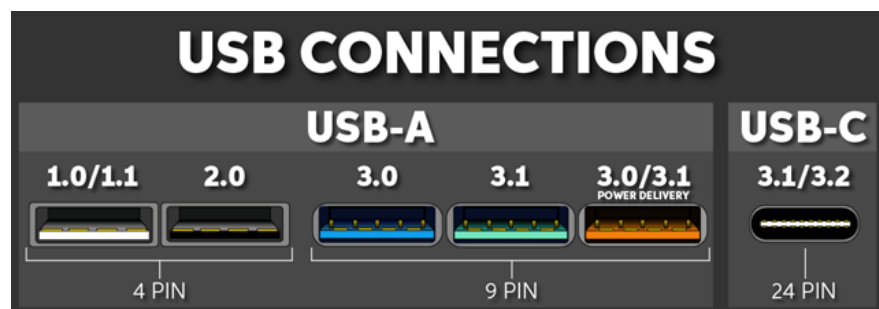


Image of the port color on your PC

For example:

If I attach my 3.0 external drive to a 2.0 port, for me to backup 500 gig, it takes 3+ hours. When I attach it to the proper 3.0 port it takes only an 1 hour +. So make sure you have them attached to the best port to get the maximum speed. If your PC is very dusty and cannot see the color, here is a simple way to test if a port is 2.0 or 3.0. Attach the USB external drive to a port and copy a large file greater than 300 mb to it. If the file is too small you will not be able to see its speed. In the copy picture there is an option to SEE MORE. Click that and see what the right speed is. 40 mb/s is 2.0. Any other number will most likely be a 3.0.

Rich Mourino

Webmaster

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MARINER RADIO ACTIVATED SOUND SIGNALS**Todd McCarthy via Skippertips.com**

Mariner Radio Activated Sound Signals (MRASS) gives the skipper more control over aids to navigation equipped with a horn-type sound signal. If you see the chart abbreviation MRASS in the description of an aid, you can use your radio to trigger the sound device on that aid.

You'll find MRASS signals on fog bound coasts like New England, the Great Lakes, and the US West Coast. So, why has the US Coast Guard decided to install MRASS on some major light structures? Many lighthouses carry old, out-of-date automated fog signals. They cost man-hours and money to maintain.

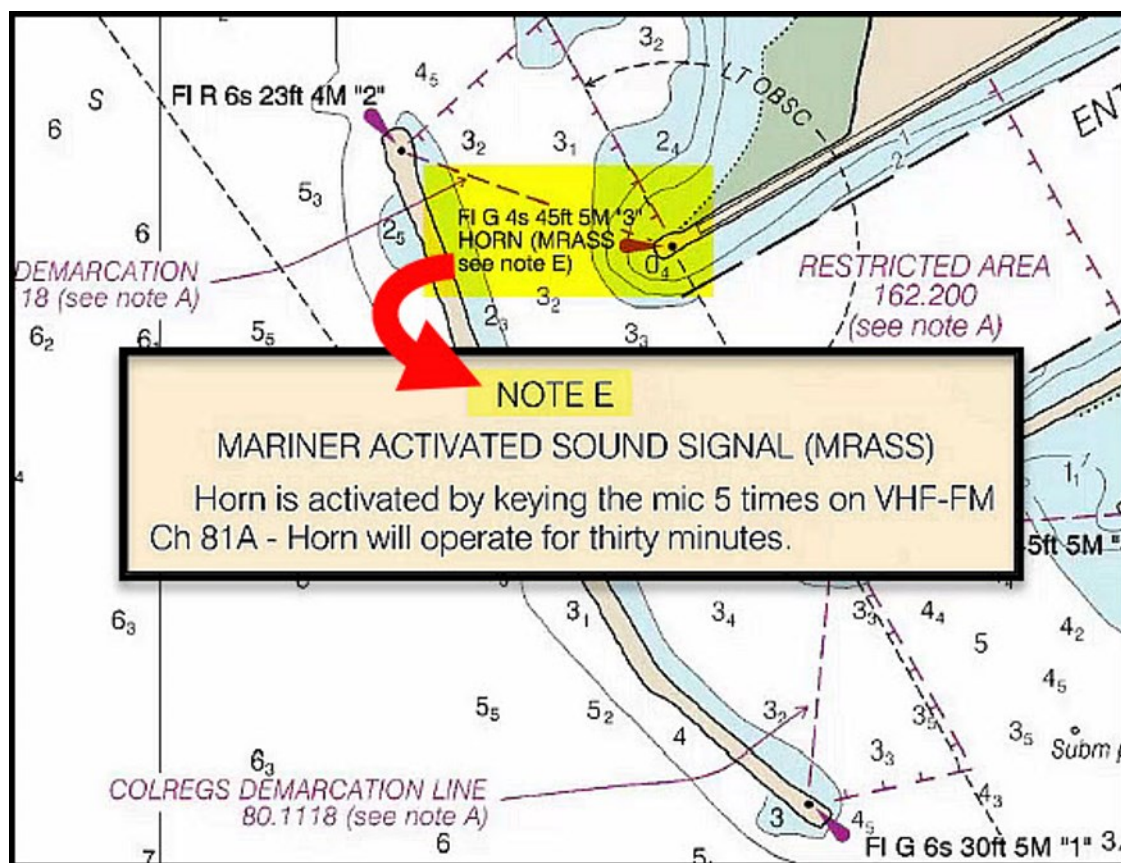
MRASS saves energy, man-power, and money. Instead of the signal sounding continuously, MRASS equipped aids only sound the signal "on demand" (more on this below). Check the [Local Notice to Mariners](#) to find out which aids are MRASS equipped in your sailing or cruising area.

Follow these three steps to activate an MRASS equipped aid-to-navigation:

1. Set your VHF Channel to 81A or 83A (check the chart or LNM).
2. Key your VHF microphone five times in a row.
3. Listen for the signal. It will sound for about thirty minutes.

In the illustration, note the light on the end of the Santa Monica Bay Jetty has a HORN sound signal. You see the abbreviation MRASS enclosed in parentheses. The light description directs us to "see note E".

Note E tells us to set the radio to channel 81A and key the mic five times to activate the HORN signal. This HORN will operate for thirty minutes, which should give us enough time to verify our position.



PACIFIC OCEAN CROSSING AT AGE 83

Michele Jaeger

Michele sent me this article from the NY Post that I found very interesting. I realize it is difficult to read (I did my best to reproduce it in a legible manner) but I feel it's worth the effort it will take to read it.

Japanese adventurer sets record at 83



An old man and the sea

SMOOTH SAILING: Kenichi Horie, 83, returns home Saturday, making him the oldest person to cross the Pacific on a solo, nonstop voyage.

By MARI YAMAGUCHI

Japanese adventurer Kenichi Horie at 83 just became the oldest person in the world to complete a solo, nonstop voyage across the Pacific Ocean — and he says he is still “in the middle of my youth” and not done yet.

Horie returned home as he crossed the Kii Strait off Japan's western coast early Saturday, completing his trans-Pacific solo voyage in 69 days after leaving a yacht harbor in San Francisco in late March.

On Sunday, after spending the night on his 19-foot-long Suntory Mermaid III just off the coast, Horie was towed into his home port of Shin Nishinomiya, where he was cheered by residents and supporters and banners that read: “Welcome back, Mr. Kenichi Horie!”

As he approached the harbor, Horie, standing in his boat, took off his white cap and waved. He got off the yacht, took off the cap again and bowed deeply on the pier before he was presented with bouquets of roses.

“Thank you for waiting!” said Horie, who appeared tanned and with his white hair longer than usual. He carried a stock of medicine from San Francisco, he said, but only used eye drops and Band-Aids during his more than two months alone at sea.

“That shows how healthy I am,” Horie said. “I’m still in the middle of my youth.”

He said he “burned all my body and soul” on the journey but he's still ready for more. “I will keep up my work to be a late bloomer.”

At a news conference at the yacht harbor later Sunday, Horie said becoming the oldest person to make

the feat was a dream come true. “It was my great joy to have been able to make a challenge as a real goal and safely achieve it, instead of just holding onto it as a dream.”

“I want to be a challenger as long as I live,” he said.

Circling back

In 1962, Horie became the first person in the world to successfully complete a solo nonstop voyage across the Pacific from Japan to San Francisco. Sixty years later, he traveled the opposite route.

This time, his preparation during the coronavirus pandemic was full of uncertainties involving vaccine requirements, testing and other logistics. “It was like walking on thin ice,” he said.

Soon after his departure from San Francisco, he was faced with a storm, but the weather gradually

improved and he reached Hawaii in mid-April ahead of schedule.

He had some struggles toward the end with a few days of push-back from a strong tide. He wrote on his blog on Friday that he had succeeded but was exhausted, and he took a nap after feeling assured that his yacht was on the right track to the finish line.

Horie has completed other long-distance solo voyages, including sailing around the world in 1974. His latest expedition was the first since his 2008 solo nonstop voyage on a wave-powered boat from Hawaii to the Kii Strait.

Despite sailing on his own, technology such as ship tracking and communications allowed him to stay in touch with his family and other people throughout the journey. “I imagine my next voyage would be even more fun,” he said.

AP

SCUTTLEBUTT



- While the northern boat-owning members of the SBCC were preparing their crafts for the season, the southwest Florida group of past owners were enjoying dinner on the Manatee River in Bradenton, Florida. This was an early May rendezvous when the Beckers were in residence with all their now Floridian friends. Left to right are: Helen and Ed Pshedsky, Belle Baxter, Peg and Roger Daisley, and Charlie and Barbara Becker. Fred Liesegang is working hard on *Dust in the Wind*.
- Special congratulations to SBCC Members Steve and Diane Morgan, who tied the knot on Saturday June 4th at Sunset Harbor in East Patchogue. We wish them all the best! You may know Steve who sings and plays guitar in the "South Bay Salty Dogs" band.
- Speaking of the "South Bay Salty Dogs," they played a Cinco De Mayo themed gig at Carney's in Amityville on May 5th.



[Click this link for Todd McCarthy performing an Eddie Money solo](#)

- The Salty Dogs will again be performing at [Carney Irish Pub & Restaurant](#) on June 16th from 7-10PM.

Editor's note:

Due to the two-week cruise that I am participating in coinciding precisely with the timeframe that I usually put the Masthead together, I have decided to eliminate one month. This June edition was purposely published later than usual and the July edition will also be published later than usual as we won't return from the cruise until July 10th. I will publish as soon as possible upon our return.

Rigging Locker

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

1979 Bombay Express \$20,000

So many wonderful memories of our faithful Bombay Express. It took us two years to find our comfortable and spacious family boat for the Bay. A race boat she isn't. With the centerboard up she draws only 2' 4" - shallow enough to wade ashore for clamming or just playing in the water. She has a nice and beamy cockpit for our family of six and guests to enjoy a meal under the Bimini. There is good headroom inside and comfy sleeping. We have tinkered and adjusted the sails and winches and now she is just right. It is time for us to sell her to someone younger who can make wonderful memories as we did.

- Length 26' , Beam 11' , Depth – centerboard up 2' 4" centerboard down 5' 9"
- 6 berths (2 main cabin, 2 quarter deck, 2 double "V" berth)
- Fixed fold-up swim ladder
- Propane grill rail mounted
- Wheel
- Jiffy reefing
- Genoa, main, and self-trimming jib
- 8 horse power Yanmar diesel engine
- 2 blade prop

Contact:

Dever Larmor

631-905-7967

dever.larmor@live.com



Rigging Locker

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

For all items on this page contact: Joe Werkmeister 631-766-8009



Standard Horizon GX 1000S Eclipse DSC VHF Radio

SC-101 DSC (Digital Selective Calling with position report and request) **\$50**



Krieger 2000 Watt Modified Sine Wave Inverter

2 AC Outlets and 2 USB Charging Ports

Overload, over voltage, under voltage, high temperature and short circuit protections.

LCD display panel. Remote On/Off panel with cable. Brand new but no box. **\$100**



Bestek 500W Pure Sine Wave Inverter

2 AC Outlets and 2 4.2 amp USB Charging ports

Cigarette lighter type plug and alligator clips

Suitable for sensitive electronics such as laptops and power tools

Brand new in the box **\$50**

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

2 Coleman dock chairs with built-in 4 can cooler

Gray and black. Used twice.

Paid \$35 each, asking \$20 each.

Call Stephanie at 917-690-0422

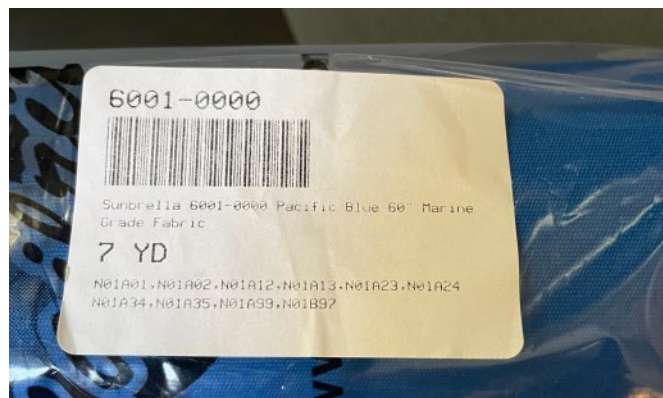


Sunbrella Fabric: \$190

Pacific Blue (#6001-0000 60" x 7 yards)

Retails at \$230.65

Contact Mara: 516-817-8778



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

50' Heaving Line - Hollow Braided PolyPro heaving line with monkey's fist. Perfect for MOB line or messenger to reach a dock or other vessel. **\$20**



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 Locker

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

50' 20amp Shore Power Cord -

20amp boat-side connector, 30amp shore-side connector. 125v, 12awg rubber coated Type S cable with stranded copper wire.

\$50



Yacht Signal Code Flag Set

12x18 sewn nylon flags with toggles. Complete Alpha-Numeric, Repeater, AP set with compartmentalized storage pouch.

\$65



Small Child's Safety

Harness

Including Tether and Carabiner

2 @ \$60 each



Atlantis Adult Safety Harness

unique minimalist one-piece design - super comfortable & secure, stays high on your torso

\$50



West Marine Standard Safety Harness

Size M - including 6' Safety Tether with carabiner on each end. Never Used.

3 @ \$150 each



Adult Land's End Safety Harness

Including Tether and Carabiner

\$90



Contact: Rich LaBella labellar@optonline.net

Schaefer Genoa Blocks

Fits 1 1/4" track—Like new \$450.00 for the pair

Contact: Fred Liesegang: 516-567-3567



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

Item	Description
	Burgee
	Decals
	Hats: Baseball Type
	Hats: Sun Visor
	Hugger: Folding Type
	Shirts: T-Shirts Long Sleeve WITHOUT HOODIE Color Heather Gray Limited Stock
	Socks: SBCC Socks
	Tote Bag Special Order
	<u>*SPECIAL ORDER ** Jackets: Wind Breaker 8925</u>

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

SBCC OFFICERS, GOVERNORS, COMMITTEE CHAIRS, 2022-2023

OFFICERS

Commodore—Jeff Frederick
 Vice Commodore—Scott Gesele
 Rear Commodore—Stephanie Pizer
 Treasurer—Rich Troy
 Recording Secretary—Wendy Gesele

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 Rich LaBella
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 David Tedesco
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Fleet Captain—Todd McCarthy
 Regatta Captain—Charlie Margeson
 Fleet Surgeon—Kristine Schaefer
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 Corresponding Secretary—Joe Werkmeister

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 Hospitality Chair—Susan Moran
 Legal Chair—Position currently vacant
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 Masthead—Joe Werkmeister
 Membership—Pam McCarthy
 Program—Bob Forman
 Racing Website—Eric Winberry
 Storekeeper—Glen Bernichon
 Webmaster—Rich Mourino
 Welcoming—Michele Jaeger and Sandy Carlberg
 Yearbook—Jay Pizer

SBCC Website: www.sbccsail.org
 Racing Website: www.sbccracing.org
 Questions for the Board: corsec@sbccsail.org
 Mailing: P.O. Box 365, Babylon, NY 11702

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>