

From the Masthead

SOUTH BAY CRUISING CLUB

November 2022

FROM THE HELM

Jeff Frederick

Fellow SBCC Members and Associates!

It seems as though the season has wound down for most of us; boats are being pulled and projects are underway, but a few die-hards remain in the water for a few more weekends of sailing or perhaps to winter-over in the water. This coming weekend we will gather for our annual Boatyard Party, and the weather looks to be near-perfect with temperatures predicted to hit 70 degrees!

The seasonable weather has been great for my boat projects this fall. My headline project has been the removal and replacement of a rotten bulkhead between the chain locker and the V-berth. Taking apart the V-berth was frustrating. As I learned how to get all of the furniture removed without doing damage, I also learned that the previous owner (the boatyard actually did the work) attempted to address the minor water leakage problem at the bulkhead. In doing so, the yard applied sealant to the interior seams of the bulkhead but failed to address the cause of the problem – poorly sealed windlass bolts. Also, the yard then applied massive quantities of sealant to the cabinets themselves, essentially glueing them back together instead of relying on the factory assembly method – bolts and screws. Ah, the joys of used boats!

Perseverance won the day, and the cabinets finally came apart. The bulkhead was technically quite simple to remove, but it took some time to get it done cleanly and completely. Many hours with an oscillating saw, shop vac, and earmuffs in the cramped forward-most wedge of space in the V-berth, and the rotten wood was no more! Next step was to create a template for the new bulkhead. I used 1/8" plywood, known as "luan," to make the templates – note the change to plural here. The shape of the bulkhead, the fiberglass tab overlay on the interior, and the inset into the hull liner required some creative geom-

etry to get a new bulkhead installed without removing the deck (yikes). Ultimately, I purchased some high quality 5/8" plywood and crafted 2 bulkheads... one made of 5 individual components to fit where the old bulkhead was, and a second full-sized bulkhead which I intended to epoxy laminate to the first. The combination should be structurally "bomb-proof," a hypothesis I never hope to test.

Dry fitting the pieces took some time, but belt sanding and trimming eventually yielded a perfect fit. I mixed up a batch of epoxy and began glueing the pieces in place. Once installed, I laminated and installed the full-sized second bulkhead, and then temporarily screwed them together through the bolt holes in the chain locker to ensure full contact while the epoxy cured. The first stage is complete. More to follow about the rest of my winter refits.

As temperatures begin to fall, SBCC routinely begins planning for next season! The Fleet and Regatta Captains will be meeting shortly to sketch out the schedule for the 2023 season, and the Program Committee will begin to communicate their plans for this winter's events. So please get all of your ideas together and let it be known to those in charge of planning... this club operates best when the great ideas of our members are acted upon!

Hope to see you all at the Boatyard Party.

Jeffrey Frederick
SBCC Commodore
commodore@sbccsail.org

Upcoming Events

- Dec 10th—Holiday Party at Shandon Court, East Islip

FROM THE REGATTA CAPTAIN**Charlie Margeson**

We have now completed our 2022 Regatta season and what a great year we had. The weather certainly cooperated, participation was up, and our fall racing ended on a high note.

Our final Tuesday night BSIR race for 2022 (Fall Race #4) was on Tuesday October 11th with 13 boats participating in perfect conditions. My thanks to Ted and Gary for another excellent season for the BSIR series.

The annual SBCC/BSYC Discoverer's and R. G. Terry Race on October 8th had 9 boats enjoying a challenging light air run to Atlantique. The awards party was well attended with plenty of food and drink. I want to thank Atlantique for again accommodating our racers for the afternoon with discounted afternoon slips. And we noted, there was a few firsts: 1) Matt Rainis' catboat *Bertha* came in first in the cruising division and our own Jean Sidebottom placed second with her boat *Esprit de Mer*!



Matt Rainis—1st place Cruising Division



**Jean Sidebottom (2nd from left) and crew
2nd place Cruising Division**



**Gary Sebouhian (2nd from left) and crew
1st place Racing Division**



Charlie and Jane Margeson - 2nd place Racing Division



Duncan and Barbara Burns—3rd place Racing Division



Duncan and Barbara Burns accept the Ray Terry Award

FROM THE REGATTA CAPTAIN**Charlie Margeson**

On Sunday, October 9th the Babylon Yacht Club held their Annual Louis Orr Invitational Race, having postponed this from October 2nd due to weather. Ten boats raced in very nice conditions with the awards party at the Babylon Yacht Club Clubhouse. I was very happy to see that 8 of the 10 boats racing were SBCC or dual member Club boats.



This now ends our racing season for the year. Personally, I raced as crew for the Tuesday night BSIR series and enjoyed sailing *Shadow* many of the weekend invitational races. The Regatta Committee will meet this fall for a post-season committee meeting to review and discuss a few items. But overall, it was a very successful year for the Regatta Committee. I hope many of you participated in our program. We have a great group of racers and I look forward to seeing you all next season.

FROM THE REGATTA CAPTAIN—DISCOVERER'S RACE**Charlie Margeson**

What a beautiful day we had for this year's 2022 SBCC/BSYC Discoverer's Race. There were a total of 9 boats that raced: 6 boats in the Racing class and 3 in the Corinthian class.

Saturday started sunny and cool with a very light NW wind. On *Shadow*, we left Amityville at 9:45 AM after loading up the cooler full of beer and food for the race and all the needs for our stay overnight at Atlantique for the Fall Family weekend RV. We motor-sailed to Bay Shore where boats had already begun preparing for the race. Bill Wheeler (our RC and the BSYC Regatta Chair) had the line set and was on station. By the 12:00 noon start signal we had all 9 boats jockeying for position in the 10 Kt NNW wind.

It was a downwind pursuit start and *Bertha*, with her huge gaff main led off. The rest of the fleet followed at their allotted handicapped time and the long run to the first mark at Crazy Charlie had begun. The shifty north wind kept everyone busy constantly tacking their spinnaker poles to keep boats moving. *Bertha* rounded Crazy Charlie first followed by *Pandemonium*. As the fleet followed, a few racers struggled to round the mark against a strong outgoing tide and shifty wind. But the wind filled in just in time for all to enjoy a nice 10 kt reach to the next mark at buoy #8. Then it was a run to buoy #12 where Bill waited at the finish line. *Pandemonium* was first to finish and first in the racing class, followed by *Shadow* and *Merry Ann*. Congrats to Matt Rainis in *Bertha* who took first in the Corinthian/cruising class. See the full results below.

After the race, we had the awards party at Atlantique where we had two 6-foot heroes, assorted salads, hot dogs and beer and water for all racers. Thanks to the BSYC for the heroes and salads, SBCC for hot dogs and beers and special thanks to the crew of *Bertha* for their hot dog cooking duty. The sauerkraut was a great touch!

Thank you also to Atlantique for providing the short term slips for our racers again this year at special rates. Their assistance in accommodating our party is very much appreciated.

Results of this years Discoverer's Race/RG Terry Award for 2022:**Racing Class:**

1st place: *Pandemonium* - G Sebouhian

2nd place: *Shadow* - C Margeson

3rd place - *Merry Ann* - Cook/Burns

4th : *Aleboat* - E Winberry

5th : *Mo Sun* - L Feldman

6th : *Jubilee* - R Russo

Corinthian Class:

1st place: *Bertha* - M Rainis

2nd place: *Esprit de Mer* - J Sidebottom

3rd place: *Snoopy* - D DeRuvo

BSYC Raymond G Terry Award: *Merry Ann* - Cook/Burns



***Bertha* took 1st place in the
Cruising Division**

It was good to see everyone enjoying a perfect afternoon and our last race of the season. For *Shadow*, it's a tradition for this to be a family race. This year it was just my wife Janie and me on board and she was a trooper, taking the helm for the long first downwind leg while I tended the sails. She was reluctant at first, but I swear I saw her smiling by the time we got to Crazy Charlie! I think she's hooked.

BSIR Series Race ResultsVisit www.sbccracing.org for race write-ups

Fall # 4
10/11/22

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Pandemonium	2224	Sebouhian
2	PHRF	Czech Mate	196	Dennerlein
3	PHRF	Naughty Dog	42371	Reichel
4	PHRF	Rising Tide	50110	Pizer
5	PHRF	Jolly Mon	175	Ahern
6	PHRF	Mo'Sun	17	Feldman
7	PHRF	Maggie Lee	11185	Christiansen
8	PHRF	Derailed	217	Marko
9	PHRF	Jubilee	354	Russo
10	PHRF	Thriller	2261	Miano
11	PHrF	Rhododendron	258	Phillips
12	PHRF	Snoopy	682	DeRuvo
13	PHRF	Wind Dancer	378	Pfister



BSIR Fall Series Standings***Ted Drossos/Gary Sebouhian***

This is the "Fall Series" race standings and marks the end of the Fall Series as well as the end of the BSIR season. It was great to have 22 boats participating in the series. Thank you all for making the effort to come out and race.

Have a great off season and we'll see you all next year!

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Pandemonium	2224	Gary Sebouhian
2	PHRF	Naughty Dog	42371	Jim Reichel
3	PHRF	Czech Mate	196	Chris Dennerlein
4	PHRF	Jolly Mon	175	Dennis Ahern
5	PHRF	Squidward	269	Evan Polansky
6	PHRF	Rising Tide	50110	Jay Pizer
7	PHRF	Mo'Sun	17	Lenny Feldman
8	PHRF	Jubilee	354	Rebecka Russo
9	PHRF	Aleboat II	232	Eric Winberry
10	PHRF	Derailed	217	Matt Marko
11	PHRF	Maggie Lee	11185	Lee Christiansen
12	PHRF	Sweet Harmony II	5702	Justin Martinich
13	PHRF	Thriller	2261	Tom Miano
14	PHRF	Wind Dancer	378	Harry Pfister
15	PHRF	Tortoise	40014	Bill Wheeler
16	PHRF	Rhododendron	258	JV Phillips
17	PHRF	Snoopy	682	Dave DeRuvo
18	PHRF	Arbacia	230	Jim Gathard
19	PHRF	Galatea	177	Andy Mirchel
20	PHRF	Moonrise	446	Rob Gutmann
21	PHRF	Espirit de Mer	888	Jean Sidebottom
22	PHRF	Bertha	126	Matt Rainis

FROM THE FLEET CAPTAIN**Todd McCarthy**

The 2022 season was very successful with great a Two-Week Cruise, One-Week Cruise, and a 25 RV schedule from May to October. We had nice weather for both cruises, and although some RVs were canceled due to weather, most were well attended. We also included a new RV location at Sore Thumb which many really enjoyed. I want to thank all who participated this season. I also want to thank Scott and Wendy Gesele and Jeff and Elizabeth Frederick for leading the Two-Week Cruise, and Jean Sidebottom who ran the One-Week Cruise. I'm looking forward to the 2023 Season !

The 2023 RV Schedule is open for reservations. If you have a special date in mind to host an RV next season, this is the best time to reserve it and pick your RV location. Please contact me to reserve a date.

These are the RV Totals for 2022. If you disagree with your RV Total, please contact me to make a correction.

	Date
1	May 6-7
2	May 13-14
3	May 20-21
4	May 27-28
5	June 3-4
6	June 10-11
7	June 17-18
8	June 24-25
9	July 1-2
10	July 8-9
11	July 15-16
12	July 22-23
13	July 29-30
14	Aug 5-6
15	Aug 12-13
16	Aug 19-20
17	Aug 26-27
18	Sept 2-3
19	Sept 9-10
20	Sept 16-17
21	Sept 23-24
22	Sept 30-Oct 1
23	Oct 7-8
24	Oct 14-15
25	Oct 21-22

West
Hemlock
Coast Guard
Oak Island
Sore Thumb

East
Bellport Davis Park
Great River Sailors Haven
Watch Hill Atlantique

Alexa Grace II	5
Aquae Sulis	4
Are We There Yet	2
Bleu Moon	13
Cambria	5
Dust in the Wind	6
Eagle's Wings	5
Espirit De Mer	11
Fair Winds	1
Filibuster	1
Fun Sway	8
Galatea	3
Hemingway Grady White	1
Intrepid	1
Kailani	15
Kicking Back	1
Marerva	1
Margaret Gale	7
On the Green	1
Phoebe Rose	1
Polaris	6
Resilience	1
Rettsie	1
Rising Tide	13
SailSmith	1
Si Baby	2
Shadow	5
Sovereign	3
Stowe Away	2
Summer Home II	2
Tuesday's Child	1
Wanderlust	1

“Fall Family” RV—Atlantique—Oct 8th***Todd McCarthy***

This “Fall Family” RV hosted by Jeff Mattera at Atlantique was attended by 6 boats staying overnight and several racers spending the afternoon on Saturday. The weather was sunny but cool, and Atlantique was supportive with resident rates for all.



The gang was treated to some exciting whale watching!



“Weenie Roast RV—Watch Hill—Oct 15th**Joe Werkmeister**

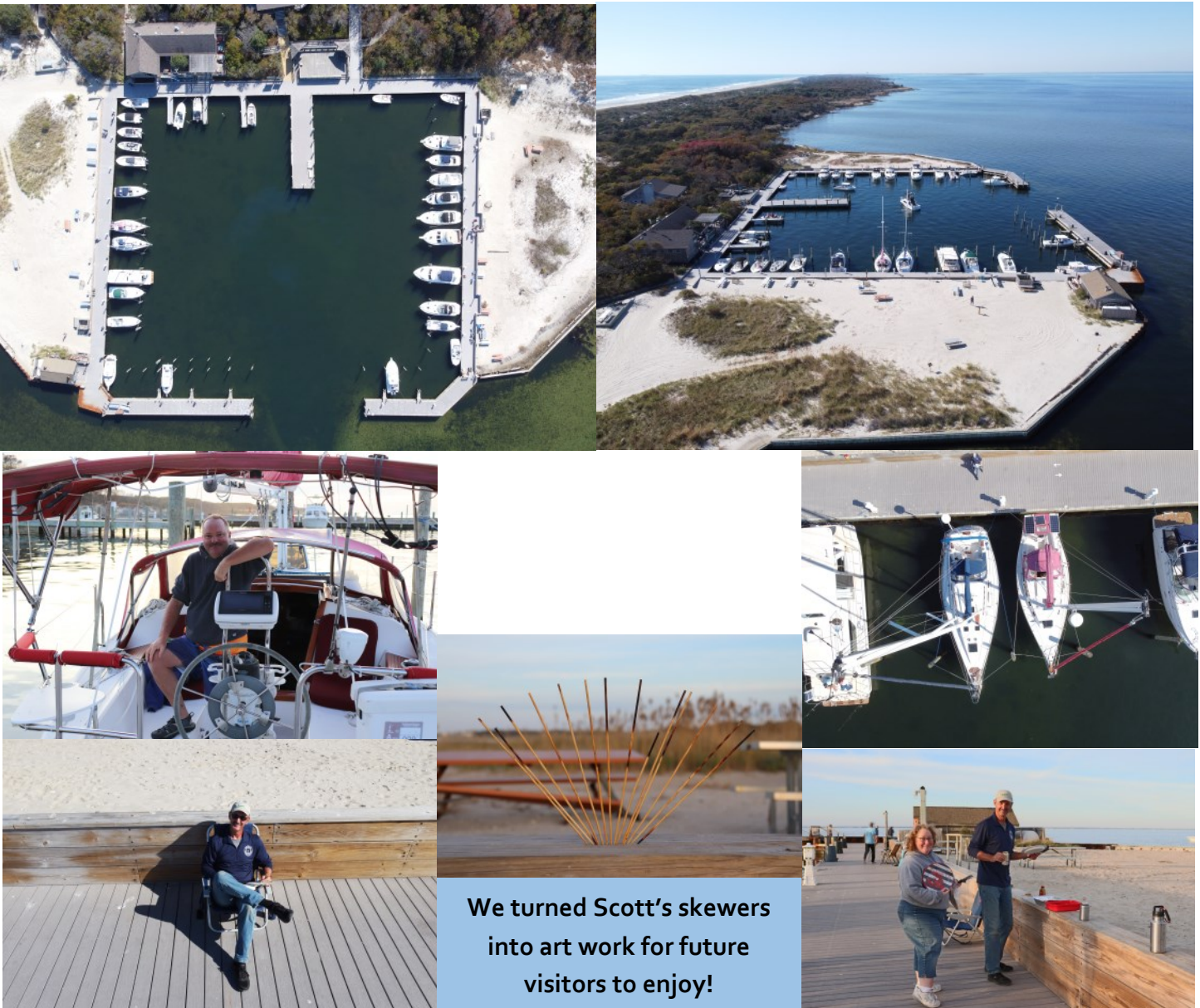
The scheduled host for this RV had to cancel. Jean Sidebottom volunteered to take over the hosting responsibility, but unfortunately, *Esprit de Mer* was the only boat to attend! I’m sure we all missed out on some excellent offerings as Jean has become known for.

“Mardis Gras” RV—Sailor’s Haven —Oct 22nd**Todd McCarthy**

The host for the last RV of the season at Sailors Haven also had to cancel. The RV was lightly attended, with only the Geseles on *Kailini* and Joe Werkmeister on *Polaris* in attendance.

Joe Werkmeister stated:

We had an awesome day Saturday as it felt almost like summer again and the marina was almost at full capacity! All but 6 boats left before the night. Scott showed a movie, of course, and we invited the few boaters that stayed to join us. Some of them did. I left SH at 7:30 AM today to beat the rain as I also am hauling tomorrow and wanted to unload as much as possible dockside! When I left, the Geseles were the only boat left in the marina! So, I guess we shared hosting duties! Another season in the books!



SBCC LEGENDS—THE “TWISTEED SISTERS”

Jeff Matera/Stephanie Pizer

They were affectionately known as the “Drag Queens” but much preferred the title “The Twisted Sisters”.

Della Bucher and Nancy Sherman, the Russell sisters, have decided to retire. Della has moved to Florida to be near her family and Nancy has moved to New Zealand to be near her daughters. Both of them are greatly missed.



Della and Nancy had been very active members of the SBCC for almost 25 years. They were very involved in cruising both on and off the Bay. Della also enjoyed the excitement of racing and crewed many times for other club members. One year she captained an all-woman boat and won the Broadside Race.

Della’s contributions to the club were numerous. She served on the board as both Rear and Vice Commodore, she headed the Hospitality Committee, served as Welcoming Committee and on the Yearbook Committee, was Fleet Captain and Storekeeper. Nancy was very active in the Yearbook Committee and Hospitality Committee. Being an artist, she enjoyed making decorations for the holiday parties.

About 12 years ago, Della taught “Sailing 101 for Women” to many eager women in the club. She was assisted by Nancy and a few others. Classes were in the evening, once a week for several weeks at Bay Shore Yacht Club. It was a success. When they offered it again the following year, many women signed up for it again.

They were a common sight at weekend rendezvous - not only participating, but also hosting. Their boats, *della.com* and *Miss Liberty*, would always be seen

rafted together. Once in Great River their boats dragged anchor due to the muddy bottom and strong wind. It took them a while to get the boats re-anchored and lines untwisted. After that incident they were called the Drag Queens and then renamed to the Twisted Sisters, a name they much preferred.



Della loved a party and each year she hosted the Christmas Cookie party. It was an event that many members looked forward to attending. Members who participated were asked to bring 48 homemade cook-

SBCC LEGENDS—THE “TWISTEED SISTERS”

Jeff Matera/Stephanie Pizer

ies, which were packaged and distributed to members attending the Holiday party. People who attended the Cookie party were treated to Della's home-made lasagna dinner. It was an event that put people in the holiday spirit.

They were both active in the club's off Bay cruising. For many years Nancy would sail on Della's boat to Block Island, Newport, Martha's Vineyard and the Elizabeth Islands. On their last cruise to the Vineyard, they were in their eighties. Della asked the harbor master if she could temporarily pull into the dock to allow her sister to get off. Nancy has had a hip operation, knee replacement and shoulder replacement. The harbor master looking at two women in their eighties who had sailed from New York gave them his dockspace. He allowed them to keep their boat in his dock during their stay on the Vineyard.

Della supported all club activities. She once volunteered to record the boats crossing the finish line for the West Island Race. She sat in her tiny 7 ½ foot dinghy as the pin as boats passed the finish line between her and the dock. She later reported that she was a little concerned sitting low in the water as boats charged the finish trying to be as close to the pin as possible.

The club already misses seeing Della in *della.com* and Nancy in *Miss Liberty* on the Bay. Their willingness to contribute and volunteer has helped the club to grow and helped encourage more members to get involved and enjoy the club.



FIONA'S 2022 TRIP TO MAINE**Eric B. Forsyth**

I was really looking forward to my traditional September cruise in Maine. The pre-pandemic cruise in 2020 had been plagued with engine problems and I took the opportunity in the cruising hiatus of 2021 to change the engine for a rebuilt unit of the same type.

The crew leaving Patchogue on Saturday, 10th September was mixed: Drew had signed up for the complete round trip; Jeremy had agreed to go as far as Maine; a replacement, Brian, was waiting in the wings; Bettina just wanted the experience of a little ocean sailing and planned to take the Viking Ferry home from Block Island.

We left with high tide but within a minute of entering the river, the blare of the smoke detector scared us out of our wits. The engine room was thick with smoke but I elected to stumble back to Weeks Yacht Yard with smoke pouring out of the hatch. The river was crowded by weekend boaters and stopping in the middle would not have been popular. As soon as the smoke cleared, the problem was obvious—the rubber, water-cooled exhaust hose had become detached from the elbow. Jeremy soon had the hose clamps re-fitted, but then another snag arose; testing the repair we noticed a steady stream of water coming from the pipe carrying engine cooling water. A weldment had broken off due to corrosion. To repair that we needed an adaptor to connect two different diameter hoses. We sorted through the vast collections of plumbing fittings accumulated on the boat over the years, but none was suitable. Fortunately, Drew had planned to leave his car at Weeks while he was away, so we had wheels, and a quick trip to West Marine solved the problem. Three hours after first leaving we ventured into the river again, but we had lost the tide. *Fiona* dragged her keel through mud but we made it into the Bay.

That wasn't the last of our minor problems. Opposite Bay Shore, I noticed that the batteries were not charging, so I stopped the engine and soon found a

wire to the generator had become dislodged. All the work on the exhaust had caused a wire to fall off a small clip. The unit is located close to the exhaust. It was soon replaced, but the batteries were in poor shape and I managed to get the engine running using the last watt in the batteries.

After that we ran through Fire Island Inlet and set the main and jib. The wind was light and near midnight we started the engine and motor-sailed under a full moon. The familiar villages of Moriches, Shinnecock, and Southampton slowly slipped by the port beam. We rounded Montauk Point at noon on Sunday and picked up a mooring in the Great Salt Pond by 3 p.m. We launched the dinghy to travel to Payne's dock, and walked from The Oar to New Shoreham. Dinner followed at the Mohegan restaurant, with dessert at the ice cream parlor. We all slept well, and late. The next day, we dinghied ashore and went for a walk from Champlin's dock. Bettina caught the Viking Ferry to Montauk.

We left early the next day for a short leg to Newport, where I was to attend the Cruising Club of America's Centennial (CCA) party. On the way, we encountered a tremendous rain storm with no wind. We arrived at Newport in mid-afternoon and found our reservation for a slip at the Newport Hotel had gone astray. The harbor master told us to anchor near Fort Adams, but just as we got the hook down a radio message confirmed we could tie up at the hotel.

I attended an invitation dinner for past recipients of the Blue



Eric dressed smartly for a change for the CCA meeting in Newport

FIONA'S 2022 TRIP TO MAINE (Continued)**Eric B. Forsyth**

Water Medal. They had managed to dig up six, but I think I was the oldest. We all made short presentations of our sailing after the award. There was an interesting talk by a sailor who combined ocean sailing and mountaineering. The morning was occupied with sailing movies at an old cinema in the center of town that I remember from the days long ago when I waited for the start of the Newport to Bermuda Race. An organ used to rise in front of the screen for an audience sing-song. After another invitational lunch, we toured the Newport Museum of Sailing. I bought a very nice print of the yacht *Finnisterre* in heavy weather as a souvenir of my Newport visit.

When we came to leave the next morning, the batteries were dead. Drew worked miracles on his cell phone and by 10 a.m. we had two new batteries installed. We enjoyed a good sail up Buzzards Bay to Megansett Bay to wait for a favorable current in the Cape Cod Canal the next morning. We sailed very briskly across the bay on a close-hauled port tack and anchored for the night in Provincetown, south of the beach. In the morning we moved to the marina with crisp showers as a benefit for the crew.

The next day was an indifferent forecast with NE winds expected later but we left for Bar Harbor, Maine. We set the jib wing and wing to a light SW wind which eventually died. We furled the jib and started the Perkins. In the night we set a reefed jib, and the wind backed to NE, with gusts to 25 knots. We just weren't getting anywhere and I made the decision to turn left and head for Portland on a starboard reach. This decision was helped when we noticed a tear developing in the jib. Portland seemed like the best place to get a repair.

When we came to lower the jib, the swivel stuck on the foils and despite much tugging and shaking, the sail was stuck. The next day, the yard arranged for a rigger, Mr. Malone, to visit us and his assistant discovered a setscrew was protruding from a foil. We

got the jib to a sailmaker via Uber and carried out other repairs on the boat.

Jeremy signed off as planned and his place was taken by Brian. The word came down that the jib had been repaired and we picked it up using the Uber service. But as we started to lay it out on the foredeck prior to bending on the headsail foil, we noticed another tear that had not been repaired. So, back to the sailmaker! He decided the sail was too rotten to repair again and we returned to the boat in a somewhat depressed mood.

The sailmaker said he would search for old, used sails that might work. Then I remembered the jib we first tried back in Patchogue when we were starting to rig the boat for the trip. The 85% jib had suffered damage from mice and I had returned it to One Sail for repairs. Drew chased this down on his cell phone and found it was already returned to Weeks. Not only that, Mark Washeim, the owner of the company, was driving to Portland a day later for a conference. What tremendous luck! Within a couple of days Mark dropped off the old jib, we bent it on and left for Boothbay with a forecast of strong northwest winds. Of course, the original plan to sail to Bar Harbor had to be modified due to the time lost finding a functional jib.

With reefed main and jib, we roared down the coast at speeds of over seven knots made good. I had stopped at Boothbay many times on previous cruises



The old Customs House at Wiscasset, Maine

FIONA'S 2022 TRIP TO MAINE (Continued)**Eric B. Forsyth**

and we tied up at the familiar Tug Boat Inn Marina. The fellows toured the small village and we had supper at Kallers. In the morning, we caught the 9 a.m. bridge opening on Townsend Gut and sailed north on the mighty Sheepscot River with a light southwest wind. The Sheepscot is 60 to 80 feet deep and several hundred yards wide. We picked up a guest mooring at the Wiscasset Yacht Club. A chap called Tom hailed us from a small sailboat and invited to use the club's facilities. He said he had met me with *Fiona* at Lunenburg many years before. Small world. The guidebook we had on board claimed Wiscasset was the most picturesque village in Maine, but the effect was spoiled by the non-stop flow of cars through the center on Route 1. There were two very nice art galleries with elevated prices, but the looking was free. The old Wiscasset Customs House is a good example of a time when the federal government tried to make the architecture of public buildings noteworthy.

The next day we powered back down the river and chugged past the ominous Fuller's Rock at Cape Small. The engine exhaust became detached again as we sailed north to Sebasco Harbor and picked up a mooring with the smoke detector bleating away. The next day we had lunch in the beautiful "Basin" and sailed to Jewel Island in time for happy hour.

In the morning we landed on Jewel, trekked along the trail, and explored the WWII ruins. A short run got us to Portland where we refueled. My old friend Phineas Sprague arranged for the delivery of some special hose for the exhaust system and gave us two nights at the marina gratis, a very kind gesture from an old friend. For supper we had a fishy meal at Gilberts.

Walter, a veteran of *Fiona's* westabout circumnavigation, showed up the next day to complement the crew for the return leg to Long Island. We powered slowly over a calm sea. Originally, I had planned to overnight at Gloucester, but as we approached it



**WW11 observation
tower at Jewel Island**

seemed sensible to continue south. It is as easy to sleep in a boat chugging under power as an anchored boat. It turns out that was a good decision, as the weather broke as we rounded the south end of Cape Cod and made an approach to Nantucket via Pollack Rip. The wind increased rapidly with a drenching rain. We took shelter inside the small boat basin at Nantucket harbor, while the weather con-

tinued to get worse. The atrocious weather kept us trapped at Nantucket for four days—the Coast Guard reported gale force northeast winds along the whole New England coast. The delay was very irksome for Walter as he was engaged on a high priority steam turbine repair job and he reluctantly booked a flight by air.

The day after he left, the wind moderated to a stiff northerly blow. However, the harbor was shrouded in a thick fog. The radar and chart plotter had been out since the start of the trip and we had to navigate the



Nantucket street scene

FIONA'S 2022 TRIP TO MAINE (Continued)**Eric B. Forsyth****Nantucket Harborfront****Walter, Drew, Brian and Eric wait out bad weather in Nantucket****Sperm whale skeleton, Whaling Museum, Nantucket**

narrow entrance channel the old-fashioned way—by straining our eyes and listening for the sound of buoys. Once we cleared the Muskeget Channel to the west, the northerly wind gave us the most exciting sailing of the trip as we roared down the coasts of Martha's Vineyard, Block Island, and eastern Long Island on a starboard reach. At times, the GPS speed showed us sailing over eight knots. The five-second flash of the old lighthouse at Montauk Point welcomed us to Long Island as darkness fell.

But the wonderful wind died as we sailed past Southampton and I reluctantly started the engine. Unfortunately, the timing did not coincide with the tide; we arrived at Fire Island inlet just after daybreak but three and a half hours after high tide at Democrat Point. I knew the current would continue to flow eastwards for an hour or two as the bay filled up, but judging by the current flowing past the buoys we had even missed that benefit. Although we were positioned in the center of the buoyed channel, the depth under the keel continued to fall and soon we were bumping over the bottom, although the waves were not high and the *Fiona* continued to move north for a spell.

Eventually we come to a stop. *Fiona* draws a little over six feet and the boat protested as the occasional higher wave picked her up and then dumped her back on the hard sand. A call on VHF soon got us help from TowBoat US, although there was some confusion as he started to pull us south, until we made it clear we had not been heading out to sea and our destination was Patchogue. We made it the rest of the way under our own power, but anchored in Patchogue Bay for a couple of hours until the river depth permitted us to tie up at Weeks Yacht Yard. Walter and Jeremy were waiting to help us moor. The log showed we had sailed 922 nautical miles since leaving nearly a month earlier.

**Under tow, Fire Island Inlet**

FROM THE REGATTA CAPTAIN**Charlie Margeson****Job Opportunity**

The Point O'Woods Yacht Squadron is looking for a mature sailor with fiberglass, rigging, and mechanical skills to be the Director of Fleet Management. This position includes housing and is subject to a background check and reference checks. Full details, including job description and requirements may be accessed at this link: [POWYS Director of Fleet Management - Point O'Woods, NY \(sail1design.com\)](https://www.sail1design.com/POWYS-Director-of-Fleet-Management-Point-O-Woods-NY)

AIS or RADAR**Skippertips.com****AIS for the Sailing Navigator**

Think of a radio equipped with the Automatic Identification System (AIS) as "auto-texting" between two vessels. You and the other vessel will automatically receive communications, navigation, and safety information on one other.

AIS uses VHF frequencies to detect another vessel, so it has a somewhat limited range of about five to ten miles. Each vessel needs to have an AIS receiver and it must be powered on for each radio to "shake hands" with the other. Not all ships, commercial vessels, or small boats have AIS, or they may not have their radios turned on. So you still need to keep a visual and audible lookout. Realize that Rule 5 of the Navigation Rules requires that we maintain an active lookout at all times while underway and by all available means (sight, sound, and electronics if installed).

AIS has the amazing ability to "see" around most obstructions like big ships, islands, or tall landmass such as cliffs or capes. Imagine you are sailing along the coast with a cape jutting out to the east. You may not be able to see a ship approaching from the north. In most cases, both AIS receivers will still be able to "see" one another. AIS can also be used for search and rescue and it may be installed on specific buoys or lights to help guide navigators into busy ports. Search and Rescue, aids to navigation, port security, collision investigation.

What Are the Drawbacks of AIS?

Not all vessels use or turn on AIS (i.e. commercial fishing vessel fleets). Objects or obstructions in the water will not appear on AIS, so this system will never be a 100% substitute for a visual lookout. AIS cannot be used for navigation, except where aids to navigation are equipped with AIS (see sidebar below). AIS will not track storm fronts or squall lines.

RADAR for the Sailing Navigator

Now, let's take a quick look at RADAR, or Radio Detection And Ranging. Radar requires a lot more equipment, installation and calibration, so expect to spend many times more on radar than on AIS. Radar draws exponentially more power than AIS. Keep the radar on standby when not being used.

Radar signals go out in a teardrop shape and need a solid surface or reflective target to "bounce" the signal back to the onboard receiver. The target will then be "painted" onto the radar scope as an image. Radar gives you a real-time picture of land and targets like boats and ships. And, best of all, you can get this picture day or night, in clear weather or pea-soup fog. This enables the navigator to enter a harbor in any weather with confidence, sail along a coast at a specific distance, and detect large vessels at great distances. Radar is independent, so it will detect targets large and small, no matter whether they have electronics aboard or not. Radar multi tasks better than any other single navigational tool. It gives you information on targets for collision avoidance, shows land and coastal profiles for navigation, and detects storm fronts or squall lines with ease (millions of water droplets inside a cloud create an excellent reflective surface for a radar pulse).

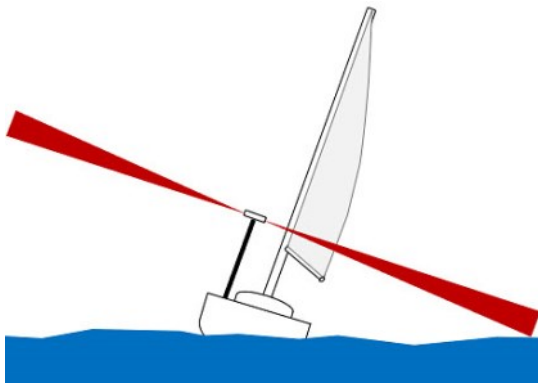
AIS or RADAR (Continued)

Skippertips.com

What Are the Drawbacks of RADAR?

Unlike AIS, your RADAR cannot see around objects or land mass which blocks the signal. It uses "line of sight," so the signal may not detect a ship blocked by a cape (as described earlier). Target range acquisition depends on the height of the antenna. And, if you are heeled over, the signal from the antenna could skip over targets.

Most modern radar units use a stabilized system, which can reduce this weakness. As mentioned earlier, radar receivers draw lots of power, so you must monitor battery consumption closely. And, radar requires a skilled technician to repair and calibrate the unit. Make sure to set aside funds in your cruising budget for radar maintenance or repairs.



Radars that have not been leveled can miss targets when you heel or roll in rough weather. If necessary, fall off to a deep broad reach for a few minutes to level the boat. Check the radar for targets. Return to the base sailing track when done.

Ships (medium to large)	6 to 12 miles
Commercial fishing boats	3 to 6 miles
Big yachts	3 to 6 miles
Small yachts	1 to 3 miles
Large buoys	3 to 5 miles
Medium buoys	1 to 3 miles
Small buoys or small boats	0.3 to 1 mile

How far can your radar "see" a target? This table, from 'Radar for Mariners' by David Burch, is based on a radar with an antenna mounted 16 feet above sea level in average sea conditions.

Submitted by Michele Jaeger as printed in the NY Post

Atlantic seafarer rows to a record

What an oar-some feat.

An Irishman made history Tuesday when he became the first person in the world to row from New York City to Galway, Ireland — spending a grueling 112 days at sea.

Damian Browne, 42, embarked on the 3,450-nauti-



cal-mile voyage across the Atlantic Ocean from Chelsea Piers on June 14, the Irish Examiner reported.

The former professional rugby player then rowed,

rowed, rowed his 20-foot craft, the Cushlamachree (far left), for a whopping 2,686 hours — "fighting mother nature every step of the way," he said of the journey on Instagram.

Browne (inset) arrived back home to a hero's welcome.

"I can't explain how challenging the conditions were," he told the Irish Independent.

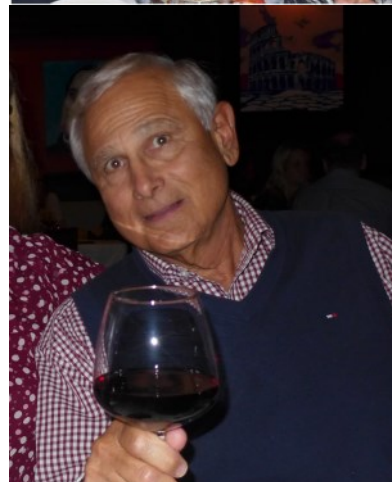
"I accomplished what I wanted to and I'm safe and I'm uninjured and I have had an incredible reception," he said.

Yaron Steinbuch

SCUTTLEBUTT

Stephanie Pizer/Charlie Margeson

- Fred and Mara Leisegang, Jeff Mattera, Charlie and Jane Margeson, and Jay and Stephanie Pizer all went to the Annapolis Boat Show October 14 and 15 and made it into a 4-day weekend. Mara did the research and found a great 4-bedroom, 4-bath Airbnb house 7 miles from the show in a beautiful neighborhood next to the Severn River. Thursday night we all had a great dinner in Annapolis at Osteria 177. Jay and Stephanie were celebrating their 15th wedding anniversary that day. Friday we all went to the Iron Rooster for breakfast; just down the block was the line for the boat show. Love those homemade pop tarts! We had great weather for the boat show and got a lot done as far as sourcing vendors for everything boat – solar panels, refrigeration, air conditioning, anchors, boat covers, davits, etc. We had fun checking out the Passport 615 (the engine room is so big Jay said he could live in it!) and the Oyster 575 among other boats. The Oyster is for sale for a mere \$2,250,000 – anyone interested? And of course, more than once over the two days we stopped at Pusser's Caribbean Grille for a painkiller or two – it's right there! We cooked up some great meals at our Airbnb – the whole group pitched in, whether out back at the grill cooking 2" steaks, cooking vegetables to go with the steaks, laying out a platter of cheese, grapes and salami, and pouring wine or making pancakes and sausage in the morning or setting the table for 7 at every meal. We had homemade marinara sauce courtesy of Jane over linguine with grilled Italian sausage one night. Jane brought brownies and coffee cake from home and Mara made an apple cake while we were there. We had a LOT to eat! On Friday, standing in line to get in, who drove past but Rob and Ruth Gutmann! We caught up with them later that afternoon. We all left with heads spinning and dreaming of all the things we can and can't do!
- Charlie Margeson raced on a vintage wooden yacht in a regatta last month at the Sagamore YC in Oyster Bay. All wood yachts in beautiful shape! What a thrill!



EASY AROMATIC ROASTED STRING BEANS**Flori Grotoli**

When traveling for long distances on a boat, the word “compromise” becomes the operative word. You compromise on how much clothing you bring and with how many hanging lockers you have (and how many you have to share with the Captain!) Galley storage becomes prime real estate especially for someone that likes to cook, and water consumption becomes crucial. Every time I go to a market to provision, I must think before I choose any kind of vegetable because most veggies require multiple washings (think lettuce, broccoli rabe, spinach, kale, etc.) and onboard a boat, sometimes this is a luxury you cannot afford. So when I saw these beautiful, fresh string beans I couldn't resist! They would require minimal amounts of water to wash and can be done in the oven rather than boiling. I found this specific recipe on YouTube last year and used it at Thanksgiving. It was a crowd pleaser. Hopefully you'll enjoy it as well.

Ingredients:

- 1 lb. fresh string beans, ends snipped off and washed well
- Extra virgin olive oil
- 1/2 tsp salt
- 1/4 tsp pepper
- 1 tsp garlic powder
- 1 tsp onion powder
- 1/2 cup grated Parmigiano
- 1/2 cup Panko or regular bread crumbs



Place string beans on a shallow non-stick oven pan.

Drizzle olive oil to coat string beans. Place all the spices in a small bowl and mix together. Sprinkle them evenly over the oiled string beans. Sprinkle the parmigiana over the beans evenly. Toss all the ingredients so that the string beans are well seasoned. Spread the string beans into an even layer so they do not overlap and finally sprinkle the Panko crumbs so they are the last coating.

Preheat oven to 400 degrees and cook for approximately 20 minutes.

****The trick:** sometimes the string beans cook quickly because they are thin and, at times, they cook slowly while the Parmigiano and the Panko are browning too quickly. If you see that cheese or Panko are cooking too quickly and might burn, lower the heat to 350 degrees and place the pan onto the higher rack level. If string beans seem to be cooked but Panko is still pale in color, turn on your broiler for a few minutes until you see that the Panko has taken on a golden brown color.

****On the boat,** I did not have a non-stick oven pan so I lined my pan with parchment paper.

**Follow Flori and Claudio on their journey to Florida
on their blog: sailfloriana.blog.**

Flori Grotoli
S/V Floriana

cavalieri@mindspring.com

Rigging Locker

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

1966 Pearson Wanderer 30 - \$6,500

Hull #9

- Nice interior with new cushions
- Sea worthy, Nice sails
- Diesel, New racor, Dynema center board pennant
- Good bottom paint, done every year, Needs topside paint
- In the slip at Southard's boat yard West Babylon

Contacts:

CJ Daveler 717-824-9697

cjdaveler@outlook.com

Darylanne Boyle 717-572-1508

Boyle.daryl@yahoo.com

Additional photos available at this Craigslist link:

[pearson wanderer 30 - boats - by owner - marine sale \(craigslist.org\)](#)



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



Adult Land's End Safety Harness

Including Tether and Carabiner

\$90



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



Contact: Rich LaBella labellar@optonline.net

Ship's Store*Glen Bernichon* storekeeper@sbccsail.org**The Ships Store is OPEN FOR BUSINESS**

Item	Description
	Please go to the Ships Store on the Website to order the items and for the full item details— (Options, Colors, Sizes and Price.) For Items listed as Special Order click on the title for the spec sheet on the item. 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

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

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 Rich LaBella
 Bob Van Tassel
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 David Tedesco
 Jeff Mattera
 Joyce Gotard

Fleet Captain—Todd McCarthy
 Regatta Captain—Charlie Margeson
 Fleet Surgeon—Kristine Schaefer
 Fleet Chaplain—Duncan Burns
 Corresponding Secretary—Joe Werkmeister

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 GSBYRA Delegate—Rob Gutmann
 Historian—Dennis Krug
 Hospitality Chair—Susan Moran
 Legal Chair—Position currently vacant
 Mailing—Fred Golder
 Masthead—Joe Werkmeister
 Membership—Pam McCarthy
 Program—Bob Forman
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 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>