



From the Masthead

SOUTH BAY CRUISING CLUB

December 2022

FROM THE HELM

Jeff Frederick

Fellow SBCC Members and Associates!

The first real frost on the front lawn this morning; *Cambria* is winterized and covered, but maybe I should begin thinking about draining all the hose bibs around the house! The boatyard party was a perfect day with temperatures near 70 degrees – unbelievable for early November. The chili contest was a real battle this year, as was the dessert contest, but special thanks to Jean Sidebottom for hosting the party this year and doing a fine job of tallying all the votes.

The Program Committee is planning a series of educational and entertaining events for this winter. Amongst many of their planned events is the potential for a NYS boater safety course. As you all probably know, this course (or an equivalent approved course) will now be required by the state of New York to meet mandatory education requirement for boaters who are required to complete a NASBLA approved boating safety course. Keep your eyes open for that advertisement!

The Yearbook Committee is beginning to compile and organize all of the materials submitted thus far – if you have a story to tell, from racing to cruising, from a wild weekend RV story to a longer write-up about your adventures this summer, please get your materials into Jay Pizer so he can begin to edit and draft our amazing 2023 yearbook. Also, while the club has done a very good job of compiling our photos throughout the season on the website at sbccsail.org/home/photos/, please submit directly to Yearbook any photos you think are yearbook worthy, especially if you have not loaded them to the website.

The Fleet Captain reports that there are only a handful of RV weekends not scheduled/hosted. Amazingly quick work, and thank you all for stepping up to get the schedule filled in. I'm sure we'll be hearing from Fleet soon, looking for us to fill in those last few spots.

On the personal front, *Cambria's* renovations continue, but slowly. The new bulkhead has been installed and epoxy

sealed; the windlass relay has been re-wired and mounted to the bulkhead; and the windlass has been re-installed. After sealing the inside of the bolt holes to prevent any moisture intrusion should water find it's way along the bolts, I used butyl tape to seal the windlass mounts to the bulkhead. I'm satisfied with the result. The next chore was to inspect the anchor chain and rode. Upon careful inspection, I found a couple of links that troubled me. As I wire brushed the 200' chain, link by link, a few spots of very limited surface rust were revealed, but it brushed away easily. But, one link in particular had to go. My 140' anchor chain was then washed with soap and water, rinsed and dried, before I painted any and all trouble spots with a cold-galvanizing (zinc) paint. While Joseph and I were at it, we gave our 44lb CQR the same treatment. It only had a few spots of very light rust, but now it looks like new!

Joseph stood below and worked out the kinks while I slowly wound the chain up and into the chain locker. The upside of having 60' less anchor chain is that I now have PLENTY of room and will no longer have to "un-pile" the last bit of chain that mounds beneath the hawser pipe. When the chain was finally off the ground, we shackled and seized the anchor and wound up the final few feet.

"Dad, it looks pretty good."

"Yeah, it sure does. Let's go take measurements for your bunk bed, it's time to start that project."

That's all for now. Have a safe and happy holiday season!

Jeffrey Frederick

SBCC Commodore

commodore@sbccsail.org

Upcoming Events

- **Our Fleet, Regatta and Hospitality Chairs are currently developing the calendar for 2023.**
- **1/30/23 at 7:30 — Board meeting at West Islip library**

FROM THE HOSPITALITY CHAIR - The Boatyard Party

Susan Moran

It was a picture-perfect day – sunny, warm, and low wind, and we had a great turn-out for the Boatyard Party. Our chefs provided excellent chili and yummy desserts, while the Salty Dogs kept the music going strong. Special thanks to Jean Sidebottom for chairing the event – her first time taking the lead and she did a great job! Thanks to Glenn and Bill Cook for letting us use their space and providing the amenities. Thanks to the Hospitality Team for stepping up as always, and especially the setting up and cleaning up, and managing the Salty Sam tables – there was a lot of great finds on those tables! Thanks to Sandy Carlberg and Michele Jaeger who, once again, were the bartenders extraordinaire! The general meeting was held as usual, and we welcomed new members Michael Quinn and Jackie Scoglio, Jeremy Wiss, Joe Nador, and returning member Nicholas Loretta. Chili first place went to Matt Marco for the 4th year in a row! Second went to Timmi O'Brien and third was a tie between Peg Van Tassel and Scott Gesele. Dessert winners were Mara Liesegang for her pecan upside down cake; second to Jean Sidebottom for the banana pudding; and third to Susan McGoldwick for cranberry loaf. The 50/50 raffle was won by new member Jackie Scoglio. Of course, the real winners were all of us who got to eat these delicious offerings.



We were pleased to have many new members and prospective members in attendance: Far left: Andy Aguirre (prospective member.) New members flanking Pam McCarthy (Membership Chair) are (left to right) Jeremy Wiss, Joe Nador, Jackie Scoglio, Nick Loretta and Mike Quinn. Jeremy also brought along his brother (2nd from the left) whom I'm sure Pam charmed in an effort to convince him to join as well!



An awards "ceremony" honored the winners of the chili and dessert contests!



Once again our very own "Salty Dogs" provided outstanding musical entertainment

FROM THE HOSPITALITY CHAIR - The Boatyard Party

Susan Moran



“DELLA’S COOKIE PARTY”***Joe Werkmeister***

The traditional SBCC Cookie Party recently, and appropriately renamed “Della’s Cookie Party” that takes place just ahead of the Holiday Party was back in full force this year! After a few years of restrictive gatherings or no gathering at all, those of us in attendance enjoyed a fun night filled with all of the traditional “fixings.” A huge thank you goes out to Sandy Carlberg for hosting the party at her home and also for the delicious lasagna. Everyone contributed to the feast in typical RV style. The food was delicious, the wine was freely flowing and a good time was had by all! We even had a birthday celebration for Chip during which he refused to reveal his age! 😊



HOLIDAY PARTY**Joe Werkmeister**

This year's Holiday Party was held on December 10th at Shandon Court in East Islip. The party was well attended and a good time was had by all! It was great to have quite a few new members attend the party as well! Everyone was decked out in their holiday best, including Jean Sidebottom who was sporting a top hat and tails! The accommodations were excellent as were the passed hors d'oeuvres and dinner despite a "slight" delay between the salad course and the main course. The ice cream bar included a nice variety of cordials and many of us enjoyed the end of party treat! Thank you to Jay and Stephanie Pizer for doing a tremendous job as hosts! Thank you, as well, to Scott Gesele for transporting and setting up the sound equipment and for providing the night's musical entertainment. So ends another great year for the South Bay Cruising Club. I know I'm looking forward to Spring already and I suspect it will be here before we know it! Happy Holidays to all!



HOLIDAY PARTY

Joe Werkmeister



FROM THE REGATTA CAPTAIN**Charlie Margeson**

There is little to report this month. Our Regatta Committee met this week to for our post-season discussion and we will begin planning for the 2023 season in January.

I occasionally get questions from racers about how the SBCC PHRF ratings are calculated. This is a nationwide system that provides handicaps to allow different boats to race fairly against each other. Below is an excerpt summary of its development from our website. I hope you find it helpful. The full 15 page writeup is provided on the SBCC racing website/2022-23 SBCC Racing Regulations and Rules.

THE HISTORY OF PHRF

Before 1976, cruising yachts raced under various handicap measurement rules. Each rule used a formula to predict the potential speed of the yacht compared with the speed of the others. This was used to determine the time allowance handicap. Most measurers charged fees, and the classes charged fees for running the rating calculations. Some of the rules also required the yacht to be lifted out of the water and weighed. This improved measurement accuracy but added to the cost. When yachts are similar in design, a simple rule with few measurements can be equitable. As boats vary more widely in their design, a fair rule becomes more complex and difficult to develop, requiring more measurements and becoming more expensive for the owners. Good yacht designers study measurement rules to find ways to design yachts that are fast but appear slow to the rules. To correct the handicaps of such "rule-beaters" requires adjustment of the rule. Most adjustments affect not only the rule-beater but all other yachts in the class as well, sometimes unfairly or contrary to the intent of the rule makers.

What was needed was an inexpensive handicapping system that could correct the handicaps of individual rule-beaters without affecting other yachts in the class. The boating industry expanded rapidly during the 1970s. The number of new sailors racing increased rapidly. Many of them came from one-design day sailor fleets. They simply wanted to get out on the water and race. Many of the "old salts" as well were tired of the expense and complication of the measurement rules.

In Southern California a group of yachtsmen developed a new approach to handicapping, and organized the Pacific Handicap Racing Fleet. The British were already using the Portsmouth Yardstick system for handicapping different classes of day sailors to facilitate their racing together. Portsmouth numbers were assigned on the basis of observed performance. Similarly, the Pacific Handicap Racing Fleet assigned handicaps to classes of cruising boats based on observations of actual performance, instead of operating on measurement or design information. The system was inexpensive, easy to administer, and produced ratings quickly. The method of rating yachts became popular and spread to other parts of the country, where "Pacific" in Pacific Handicap Racing Fleet was changed to "Performance" to become Performance Handicap Racing Fleet, which we now know to be PHRF.

PHRF is a locally administered handicapping system that uses the perceived speed potential of a yacht as the basis for the handicap. An initial handicap is assigned based on comparisons with similar yachts. The handicap may then be adjusted based on the performance of the class of the yacht. In most fleets there is no credit for lack of sailing skill or boat preparation. The handicap is based on the yacht being sailed by a top-notch crew with the best equipment. The PHRF system handicaps yachts, not sailors.

PERFORMANCE HANDICAPS

Performance handicaps are an estimate of a sailboat's speed potential based on previous racing experience and the effect of different hull and rig parameters. Performance handicaps are arrived at through observation and analysis of race results. Its intent is to produce a handicap such that any well-maintained and well-sailed boat has a good chance of winning a race. This is the fundamental concept of performance handicapping for monohull racing/cruising sailboats.

Performance handicaps are not intended to reflect skipper and crew capability. Handicaps are not adjusted to encourage a poor or careless skipper, nor penalize proficiency. For SBCC sanctioned races, monohulls and multihulls may not race competitively against one another.

Performance handicaps are assigned locally or regionally by the Performance Handicap Racing Fleet chairperson. Each local or regional PHRF organization issues and validates handicap certificates according to the rule and associated regulations described. The SBCC provides handicapping data and certificates for all its races and will provide handicaps for its members and invited boats. The SBCC will also publish this data on its website under the Racing section (www.sbccracing.org) and to US Sailing to publish in its PHRF Handbook. (www.ussailing.org).

FROM THE WELCOMING CHAIRS**Michele Jaeger and Sandy Carlberg**

We are delighted to welcome to our club the following new members:

John McKenna, who sails a Catalina 25 out of Bayberry Yacht Club in Islip. John is an experienced sailor who desires off the Bay excursions. He has been sponsored by Jen DeMarco and Todd McCarthy.

Michael Quinn and Jackie Scoglio sail a Catalina 25 named *Never Enough*, out of Bergen Point in Babylon. Mike and Jackie are very enthusiastic about learning to sail and eager to meet other sailors and join in our activities. They have been sponsored by Fred Cornman, who has given them some sailing instruction on *Emerald Seas*, and Ian Holzmacher.

Nicholas Loretta sails *Papillion*, a 30' Laguna, berthed in the Bay Shore Marina. Nick has participated in the Tuesday night BSIR race series and is a prior member who has rejoined our club. He was sponsored by Gary Sebouhian and Charlie Margeson.

Brenda and Martin Kelly have joined the club as associate members. They "sail" out of Massapequa, in a 33' Rinker Fiesta V power boat. They are extremely sociable and mixed so well with our One-Week cruisers. Brenda has an interest in cruising and Marty will bring a wealth of knowledge from the Coast Guard Auxiliary.

All of our new members are wonderful additions to our family of boaters and we hope they will participate in many of the activities their SBCC membership offers.

MEMBERSHIP ANNIVERSARIES**Joe Werkmeister**

As the year comes to a close, it is an appropriate time to recognize those members celebrating a significant anniversary. Congratulations to all, and thank you for your continuing support of the South Bay Cruising Club!

68 Years Rita Ann Seidenburg	50 Years Robert and Carol Sheppard	15 Years Duncan and Barbara Burns Fred and Betty Golder
62 Years Bill and Maryann Cook	45 Years Mike and Virginia Smith Robert and Peggy Van Tassel	Vincent and Colleen Piazza Mark and Carolyn Romaine
61 Years Dever and Andrea Larmor	Joe and Dorothy Becker James and Allison Reichel Joyce Gotard	10 Years Jay and Stephanie Pizer Jim and Trudy Perrson
60 Years Eric Forsyth	30 Years David and Joann Hyer	5 Years Glen and Janice Bernichon Scott and Wendy Gesele
53 Years Bob and Jacqueline Forman	25 Years Jack and Kathleen Morgan	Charles and Joanne Lapp John and Christina Mendolia Luis and Barbara Rodriguez
52 Years Earl Murray Jr.	20 Years Mike Duffy Scott Woodrick	

FEATURED SAILBOAT—MORGAN 41***Excerpted from Practical Sailor February 2007—Darrell Nicholson***

In 1966, long before Charley Morgan's well-known Out Island 41 took the Caribbean charter-boat scene by storm, the "other" Morgan 41 emerged from then-nascent Morgan Yachts in St. Petersburg, Fl. Not yet 37 years old, Morgan was well on his way to becoming one of the most recognizable names in fiberglass boat design. The cruiser/racer Morgan 41 embodied many aspects of two of Morgan's most successful custom designs at that time, *Paper Tiger*, which won back-to-back Southern Ocean Racing Conference races in 1960 and 1961, and *Sabre*, which went on to become the Columbia 40. Based on a design Morgan had previously tank tested, the 41's hull has modest overhangs at the ends, adequate deadrise at the bow, and a broad bilge but no long, flat sections, as is common today. The 30 feet of waterline quickly increases as the boat assumes sailing trim. Its well-proportioned, 11-foot, 3-inch beam was considered broad in its time.

All of the boat's 9,000 pounds of ballast is in the fixed keel, so that even with the centerboard up, the 41 is a very stable boat. The board lifts by a cable and sheaves, a design that would be the bane for future owners.

The rig is typical of the era, with an overlapping genoa providing much of the sail area. Despite fairly conservative design ratios, the 41 is not lacking for horsepower.

A survey of the deck reveals a long, I-shaped cockpit, wide side-decks, and an uncluttered foredeck. The cockpit suits sailing with guests or sleeping under the stars, but will keep your feet wet in a steep following sea. Several owners said they have enlarged the cockpit drains.

Aft to port is a quarter-berth/nav station, with the galley to starboard. In the main saloon, which has 6 feet, 4 inches of headroom, there's a U-shaped settee

to port that converts to a double berth. Facing that is a settee/sea berth, with a pilot berth, above.

Moving forward, you'll find a separate head to port across from a very large hanging locker. The V-berth is about 6 feet, 11 inches long and well-ventilated through a large forward hatch. Another hatch opens in the main saloon. Three small ports (one of them opening) and one large, fixed port allow light below.

The galley is lacking by today's standards, with a sink below the companionway and little useable counter-space for meal-making underway. A pressure alcohol stove was standard, so a conversion to propane requires finding, or making, a safe place to store the fuel. The standard icebox is big enough to allow for additional insulation and a new inside liner.

The boat's tight propeller aperture limits prop size, so a three-bladed prop is usual. Many boats came with a 30-horsepower Atomic 4 gas engine. Westerbeke 55As and Perkins 4-108s. Under power, the boat cooperates in both forward and reverse, though some owners like to drop the board a bit for better control in tight corners or in a crosswind.

The Morgan 41 is a good upgrade candidate for someone who is handy and determined. The boats are typically well-loved, much of the essential work has usually been done (replacing gate valves with proper seacocks, for example). They are proven offshore cruisers, but key spots need careful attention. A well-restored Morgan 41 can shine next to some of the most highly regarded classics on the waterfront, so their owners are typically loathe to part with them.

The complete article may be accessed at this link:
[Morgan 41 - Used Boat Test: - Practical Sailor \(practical-sailor.com\)](https://www.practical-sailor.com/morgan-41-used-boat-test-practical-sailor)

SHADOW—THE HISTORY

Charlie Margeson

We purchased our 1968 Morgan 41 from the original owner, Moe Goldsmith, a long term SBCC member. He purchased her from McMichael Yacht Brokerage on November 10, 1968, and named her *Barcarolle*. He created a Delaware charter company for the purchase. She was Hull #12 of 93 M-41 models made by Morgan Yachts between 1967 and 1971. A short run of updated M-42 models were also made from 1969-72 that used the same hull/deck but with an extended bow and a deep draft fin keel and skeg rudder for offshore racing. One was recently purchased by another SBCC member and friend, Mark Aiossa, in New Jersey. He crewed on *Shadow* for a few years and fell under the “Morgan” spell also!

Charlie Morgan designed her after the famous centerboard racers *Finnistere* (designed by Olin Stephens), *Commanche* (by Wirth Monroe) and *Paper Tiger*, a very successful Charlie Morgan design that dominated the Southern race circuit in the 1960s. Designed to the CCA rule of the times, Charlie Morgan was very active in the Florida racing scene and was very impressed with the speed and sea-keeping ability of the shallow draft/centerboard design. He set out to design a racer/cruiser with a revised centerboard and the M-41 was one of the first models made by his newly formed Morgan Yacht Co. The design was quite competitive in Florida and it became popular up and down the east coast where shallow draft was an important criteria.

Here on the Great South Bay, Moe Goldsmith was an active SBCC member. He raced and attended RVs for many years. I’ve heard some pretty interesting stories from senior SBCC members about Moe. It seems he was quite a character. In his later years I understand he had a captain that he sailed with and who helped maintain *Barcarolle*. Very few modifications were made by Moe and we bought her in 1996 in pretty much original condition.

After 27 years we agree with Charlie Morgan that the Morgan 41 has a very well-balanced sail plan, is fast and the centerboard is the magic. It’s used for great windward work and helps balance the helm in almost any condition. We love the long overhangs, traditional look and clean, simple layout on deck.

To quote *Practical Sailor*: “A great candidate for any handy and determined sailor, the Morgan 41 is a well-designed, cross-purpose boat with the face of a classic, the heart of a racer and the body of a cruiser.” We couldn’t agree more.

Janie and I look forward to many more years sailing our Morgan 41 *Shadow*, on and off the Bay.



“Photos by Rich LaBella, RJLaBellaPhotos.com”

SHADOW'S REFIT

Charlie Margeson

The Story of *Shadow*

We purchased *Shadow*, our 1968 Morgan 41 in 1996 after selling our Morgan 34 *Windquest*. Our family had outgrown *Windquest* after 15 years and a Morgan 38 was on our short list. However Bill Cook at Long Island Yacht Services, had just taken in *Barcarolle*, a Morgan 41 to sell for the Goldsmiths who were longtime SBCC members. Her hull was a faded lime green and needed work, but the price was right. We cleaned her up, installed new teak rub-rails, had Steve Brice at Yacht Service paint the hull a dark blue, refurbished the engine and went sailing.

Over the next 20 years we really enjoyed spending time on her. She pointed higher, sailed faster and was a much more powerful boat. We spent summers cruising in the Bay and staying in 3 Mile Harbor occasionally to enjoy the Peconic. We raced and did well in PHRF Handicap races which included three Around Long Island races. We made many improvements over the years (including repainting the hull black in 2015) and she became a big part of our family.

Love it or list it?

In 2016 it became clear that *Shadow* was due for a refit. With my retirement coming up, we needed to decide if she would be our final boat. If so, this next refit would be a big commitment. If not, what were our options? We shopped around and looked at many new and used boats. But options are limited when you need a shallow draft boat. Plus we really enjoy the old style CCA 1960s rig setup for the following reasons:

- All sheets lead aft to the helm making single-handing a breeze.
- The cabin top and cockpit is free of rope clutter and winches.
- The balanced sail plan and centerboard makes for a very versatile and easy rig. She sails herself!

Finally, we just love the traditional look of long overhangs and the easy manner of the full keel and centerboard underbody (both inshore and off shore.) One Sunday afternoon on a beautiful sail home from Atlantic (Discoverer's race/Fall Family weekend,) Janie and I decided that *Shadow* would stay in the family and we would set her up for the next 20 years!

Plans Made

With that decision made, a 5 year plan was put in place to spread out the work and cost. The refit was split into 5 separate jobs. We started the work in 2016 in the order that follows:

Year 1 (2016)- Repower

We replaced the 48 year old Perkins 4107 diesel with a new Yanmar 4JH45 common rail diesel. The 4107 was old, leaked oil, was noisy and smelly, but never let me down. It needed a rebuild and the decision was made to make the leap to modern technology. I met with Mac Boring at the 2016 NY Boat Show to outline our needs and worked out a boat show special we couldn't refuse. Todd Brice at Yacht Service did the full repower which included a new stainless steel fuel tank, sound insulation (finally), new exhaust and controls. After working a few bugs out, we are very pleased with the new Yanmar. It works like a dream, is a huge upgrade and the new common rail technology is incredibly efficient.

Year 2 (2017)- Electronics

Our old Data Marine instruments and Garmin handheld worked ok, but our autopilot died two years ago and was much missed. It was time to upgrade to NMEA 2000 network and chart plotter technology. We went with the new Raymarine eS98 Hybrid touch chart-plotter, Evolution below deck autopilot and Raymarine instruments. John Chadwick and Dennis Krug did the design and install and needless to say, it was a first class ABY certified job all the way. I have yet to add radar but it is in the long term plans.

SHADOW'S REFIT**Charlie Margeson****Year 3 (2018) - Sails**

Our sail inventory was over 20 years old. Both the Doyle 120 pct jib and the North main were well used and pretty stretched out. I went to Jim Reichel at Sailors Choice who recommended a new set of Neil Pryde sails using the new Liteskin TEC sailcloth technology in dark gray. We ordered a 135 pct genoa and full batten main. It was an amazing improvement in sail handling. Shadow now sails like a new boat, pointing much higher, sailing faster and accelerating in puffs. It was one of the best upgrades we did.

PS- yes Jim, the new boom vang is finally installed!

Year 4 (2020)- Deck refinish

This was the most extensive job of the refit. *Shadow* was well taken care of over the years but after 53 years the deck gelcoat was just worn out and sun damaged. Plus the teak toe-rail was leaking in a few spots and was also very worn down. Some serious work was needed. So in the fall of 2020 we signed with Todd Brice at Yacht Service to strip, sand and repaint the decks, cabin top and cockpit, replace the teak toe-rails, new windows and new opening ports and install a new Edson binnacle and steering. I was able to remove all the old teak toe-rail and then handed the job over to Yacht Service. As you can see in the pictures, it was a huge undertaking that took months.



New Covid supply chain issues, the shortage of teak and personal issues all worked to delay the completion of the job. However we did keep the job moving. One very dramatic change was the decision to lay down a synthetic teak deck called Flexiteek instead of painting the non-skid deck surfaces. It was more expensive than painting but eliminated so much prep work on the non-skid surfaces and is substantially more durable, much longer lasting, better nonskid, covers a multitude of issues (spider cracks, etc) and just looks perfect with the more traditional style of the Morgan 41.



SHADOW'S REFIT**Charlie Margeson**

It also took months to source teak boards long enough for the toe-rails. Between the Covid shutdown and the recent military coupe/embargo in Miramar (the only place that provides marine grade teak), US supplies of teak were severely depleted. You can't make this up. We ultimately found a new shipment from a specialty lumberyard in Westchester. Cutting, piecing together, and mounting the new toe-rail was quite a challenge.



Binnacle before and after

Deck painted and new port lights installed

In the end, it took 9 months to complete this job. It was painful at times but the results in our view were well worth it. We have essentially made *Shadow* a new Morgan 41. That was the game plan!

Still to come:

Year 5 (2022)- The final piece - the interior redo.

Plans are to upgrade the interior by refacing all bulkhead surfaces, add some new cabinetry, add refrigeration and an anchor windlass to the foredeck.

Stay tuned!

SHADOW'S REFIT

Charlie Margeson



Proud Captain, Charlie Margeson, enjoying a sail on the "New" *Shadow*

NEWS YOU CAN USE

This notice was submitted by David Purnhagen via Stephanie Pizer to alert the sailing and general boating community of a potentially dangerous hazard. As you may know the dredging of Browns Creek and the adjacent mouth of Greens Creek has begun. A pipeline has been run from Greens Creek to Browns Creek to presumably dump the spoil in land cleared to accept the spoil. After a pleasant day sail beginning at Homans Creek, on November 7, we were on a run from West to East paralleling the shore line in the West Sayville/Sayville area. Noticing the pipeline and marker buoys paralleling the shore we maintained a distance of about 100 yards to the south. Suddenly a section of partially submerged pipeline appeared, perpendicular to the shore directly off the bow. It must have broken away from the buoys. With a westerly wind the best I could do is turn parallel to the

pipeline and drop the sails. By that time I was broadside to the pipe banging against it. I started the diesel and managed to inch away from the pipe with much clanging of the prop against the pipe. There were no leaks and we managed to make it back to my slip at Homan Creek. It was quite a scare and so far the boat is sound. I reported this to the Coast Guard, and they said they would call me back for more details, but they never did. Of course this all happened at 4 1/2 knots. But, still, this could have sunk the boat. There was no sign of any authorities on the scene, or work boats from the dredge operator. How was it possible that this would go undetected? Maybe a club member has connections with the Coast Guard or the Town of Islip and can find out what the status is and what can be done to prevent this sort of thing in the future.

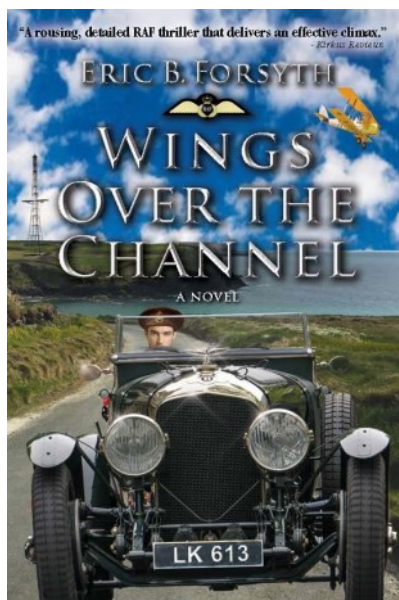
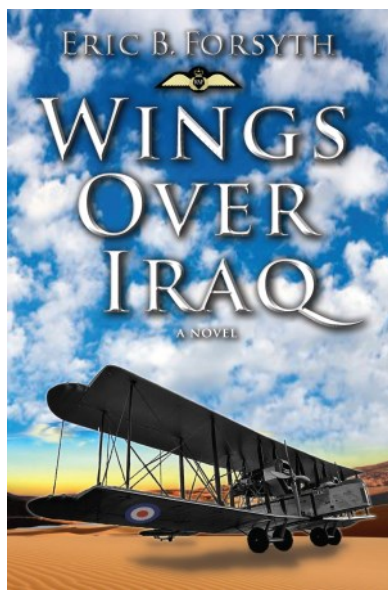
HOLIDAY SPECIAL!

Long-time SBCC member and world cruiser Eric Forsyth is offering his two "Wings" books in Kindle format at "countdown" prices on Amazon during the holidays:

- *Wings Over Iraq* - on sale Dec 19-26
- *Wings Over the Channel* - on sale Jan 4-11

This is a perfect gift for you and/or someone on your list who likes action-packed historical novels set in the WWII era, featuring RAF bomber pilots, the planes they flew, and the women they loved. The next book in the series - *Wings Over Germany* - will be published in 2023! Click on "Buy for Others" to purchase as a gift. With Kindle Unlimited you get them for free!

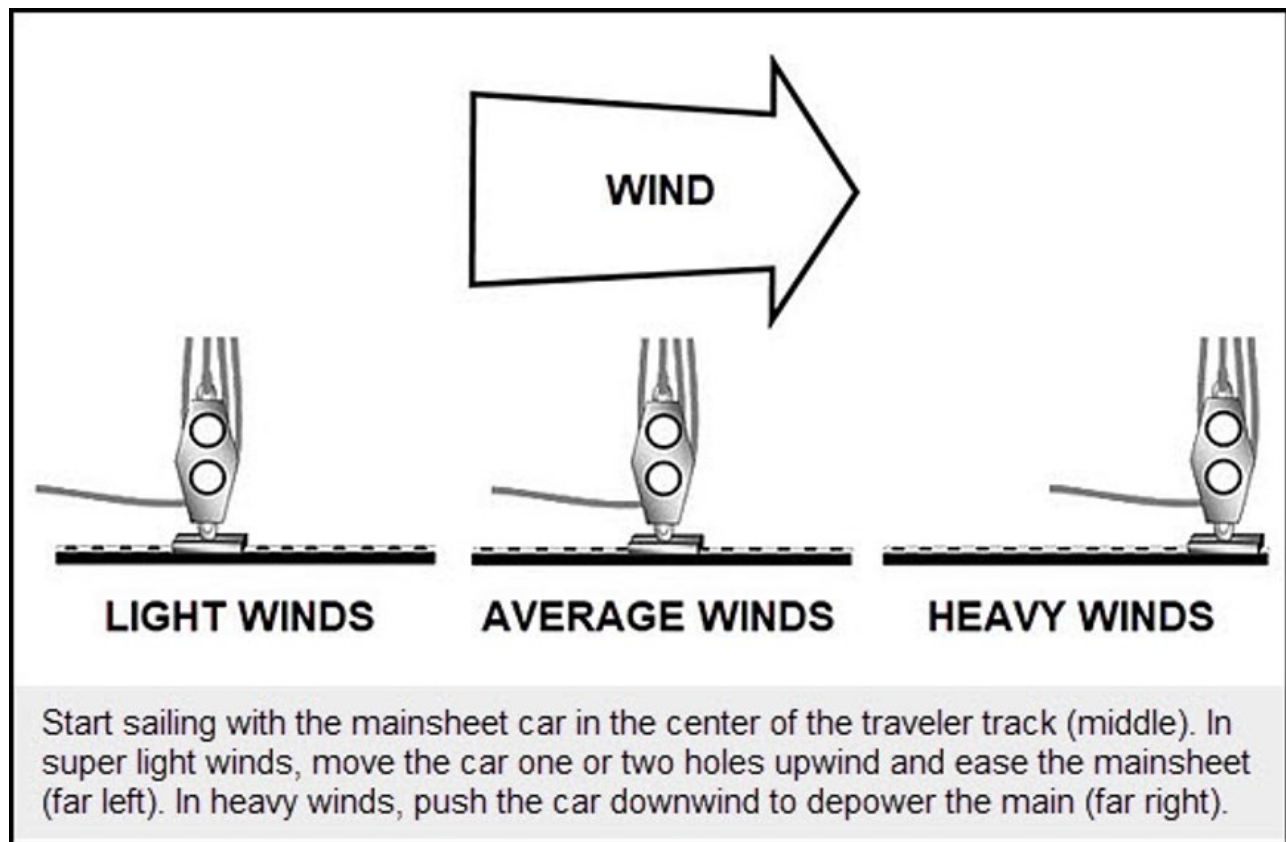
Amazon link: [Amazon.com: Wings Over Iraq: 9780578652993: Forsyth, Eric B: Books](https://www.amazon.com/Wings-Over-Iraq-9780578652993-Forsyth-Eric-B-Books/dp/B000APR004)



HOW TO USE THE MAINSHEET TRAVELER

Skippertips.com

Learn to sail like a pro when you use your traveler to fine tune sail trim. This simple athwartship track can help you sail faster and with more balance. Here are three easy ways to put your sailboat's traveler to the task.



When close-hauled or close reaching, the end of the boom lies over the boat. Use the mainsheet along with the traveler to trim the leech.

In the illustration, the lower block on the mainsheet rides on a small slide, called a 'car,' along the traveler track. Adjust the location of the car with lines or track stops (screw- or plunger-pins, not shown in illustrations).

Light Wind Traveler Settings

Set the car two or three holes to windward. Sight up the leech of the mainsail. Ease the mainsheet. Stop when you see that the uppermost battens are parallel to the boom. You might try opening the upper battens to leeward by a slight amount. Check your speed. Did you go faster? Experiment to learn what it takes to get your boat performing at her peak.

Moderate Wind Traveler Settings

Keep the mainsheet car in the middle of the traveler track. Sight up the leech from the clew to the head of the sail. Does the leech appear 'cupped' or 'hooked' to windward? This tells you there's too much tension on the mainsheet. Ease the mainsheet until the uppermost batten becomes parallel to the boom.

Heavy Wind Traveler Settings

Reef the mainsail. Move the traveler two to three holes downwind. Keep the mainsail sheeted to maintain maximum leech control. Test the helm. Can you maintain the course with two or three fingers of feather-weight touch? If not, move the car all the way to the end of the traveler track. Still overpowered? Ease the mainsheet an inch or two to twist the top of the mainsail.

SCUTTLEBUTT

- At our last Board of Governors Meeting, the Board elected Jean Sidebottom to serve in the role of Assistant Hospitality Chair. Jean ran the Boat Yard Party and is very enthusiastic in all areas of the club. She races, attends many RVs and enjoys hospitality. Having an Assistant Chair will make for a smoother transition as roles change at the beginning of 2024. (Submitted by Joe Werkmeister)
- Saturday Dec 3rd the GSBYRA held their Annual Fall Awards Dinner at the Sayville Yacht Club which included their election of Officers for 2023. The SBCC always attends and the contingent this year consisted of Commodore Jeff & Elizabeth Frederick, Vice Commodore/Recording Secretary Scott & Wendy Gesele and Regatta Captain Charlie Margeson. This is always a fun event and we celebrated SBCC member Rob Gutmann's election to the top spot as new President of the GSBYRA. Congrats Rob! (Submitted by Charlie Margeson)

ON THE LIGHTER SIDE

The cartoon depicted below was submitted by Mara Liesegang. It was extracted from a book entitled *The Adventures of Dave and Joe*. (Coincidentally my brother and fellow boater is named Dave!) As stated on the book jacket, "*The Adventures of Dave and Joe* collects cartoons by Dave Foster that appeared in 2003–2007 in Long Island Sound *Windcheck*, a Connecticut/New York yachting and cruising magazine. The readership responded favorably to the realistic accounts of sailing and then going to the pub afterwards. If you sail you will find much truth in *The Adventures of Dave and Joe*. If you don't sail, read these cartoons and you will know something about sailing." I was unable to source the book as it seems it is no longer in publication and the author's website is no longer active. However, I will use this book as a source of content for future Mastheads. (Submitted by Joe Werkmeister)



RIGHT WHALES THREATENED***sailorsforthesea@oceana.org***

Seafood Watch 'Red Lists' U.S. American Lobster, Other Fisheries Over Threats to Critically Endangered North Atlantic Right Whales

Oceana Calls on National Marine Fisheries Service to Increase Measures to Save Whales from Entanglement.

Today, the Monterey Bay Aquarium [Seafood Watch program added more than a dozen fisheries](#), including the U.S. American lobster fishery, to its "Red List" of seafood because they currently pose risks to the survival of critically endangered North Atlantic right whales. Seafood Watch provides recommendations for seafood buyers based on sustainability criteria. The "Red List" recommends that businesses and consumers avoid purchasing certain seafood because they are caught or farmed in ways that have a high risk of harming wildlife or the environment. As of today, more than 25,000 restaurants, stores, and distributors — including Whole Foods, Blue Apron, HelloFresh, Cheesecake Factory, Compass Group, and ARAMARK — [have committed](#) to using Seafood Watch ratings to guide purchasing and menu choices and to avoid red-listed seafood. Other fisheries added to the "Red List" include the Jonah crab fishery, and other trap, pot, and gillnet fisheries.

Seafood Watch assessments and recommendations have proven to be a powerful motivator for fisheries with significant conservation challenges to improve their practices, upgrade to "Yellow" or "Green" status, and regain market access. Most notably, in 2015, the Louisiana shrimp fishery worked to change state law to improve sea turtle conservation regulations in order to be removed from the Seafood Watch "Red List."

As of today, only around 330 North Atlantic right whales remain, including an estimated 80 breeding females. Entanglement in fishing gear used to catch lobster, crab, and other species is one of two leading threats to this iconic species. Oceana is calling on the federal government to implement stronger measures to protect North Atlantic right whales from deadly fishing gear entanglements in U.S. waters. The Seafood Watch red listing resulted from a lack of government action and need for stronger safeguards for North Atlantic right whales.

Oceana campaign director Gib Brogan released this statement following the [announcement](#):

"It's unfortunate that the government's failure to update the safeguards to protect North Atlantic right whales is having such serious consequences on these fisheries. Both fisheries and whales can thrive if the National Marine Fisheries Service takes immediate action and creates effective measures for these whales. Ordering lobster or crab should not mean jeopardizing the future of critically endangered North Atlantic right whales — the National Marine Fisheries Service has delayed stronger protections for long enough. It's time to update the rules. Every vertical fishing line and gillnet is a threat to the remaining North Atlantic right whales, which face the risk of entanglements every day. To give this species a fighting chance, the agency must reduce the number of vertical lines and gillnets in the water and transition the fishery to whale-safe fishing gear. Fishery managers must increase protections to save North Atlantic right whales so seafood retailers, consumers, and restaurants can put American lobster and crab back on the menu."

RIGHT WHALES THREATENED (Continued)***sailorsforthesea@oceana.org***

To help remove the red listing and regain market access, Oceana offers the following recommendations to protect North Atlantic right whales while supporting a thriving fishing industry:

1. Reduce the number of vertical lines and gillnets in the water and develop alternative fishing gear, such as ropeless and pop-up gear.
2. Expand seasonal closures when and where whales are present.
3. Improve fisheries transparency and monitoring by requiring public tracking of fishing vessels.

To view Seafood Watch's seafood recommendations, click [this link](#).

Background

North Atlantic right whales were named for being the "right" whale to hunt because they were often found near shore, swim slowly, and tend to float when killed. They were aggressively hunted, and their population dropped from peak estimates of up to 21,000 to perhaps fewer than 100 by the 1920s. After whaling of North Atlantic right whales was banned in 1935, their population increased to as many as 483 individuals in 2010. Unfortunately, that progress has reversed.

Entanglement in fishing gear used to catch lobster, crab, and other species is a leading cause of North Atlantic right whale deaths. Around one-quarter of the population is entangled in fishing gear from the U.S. and Canada each year, and about 85% of whales have been entangled at least once. Ropes have been seen wrapped around their mouths, fins, tails, and bodies, which slow them down; make it difficult to swim, reproduce, and feed; and can cause death. The lines cut into the whales' flesh, leading to life-threatening infections, and are so strong that they have severed fins and tails, and cut into bone.

Collisions with vessels is another leading cause of North Atlantic right whale injury and death. They are slow, swimming around 6 miles (or 9.5 kilometers) per hour, usually near the water's surface. They are also dark in color and lack a dorsal fin, making them very difficult to spot. Studies have found that the speed of a vessel is a major factor in vessel-related collisions with North Atlantic right whales. At high speeds, vessels cannot maneuver to avoid them, and they swim too slowly to be able to move out of the way. This puts them at great risk of being struck, which can cause deadly injuries from blunt-force trauma or cuts from propellers.

The Monterey Bay Aquarium Seafood Watch program helps consumers and businesses choose seafood that is fished or farmed in ways that support a healthy ocean, now and for future generations. Seafood Watch color-coded recommendations indicate which seafood items are best choices (green) or good alternatives (yellow), and which ones you should avoid (red). A wide range of retail, restaurant, and food service providers rely on Seafood Watch to inform seafood purchasing decisions, including some that have committed to not sell red-listed seafood.

To learn more about Oceana's campaign to save North Atlantic right whales from extinction, please [click here](#).

SOUTHERN PECAN PIE

Flori Grotolli

Pecans are a native species to North America, much like turkey, cranberries and pumpkin. And in the south, they take their pecan pie seriously!

While visiting Oriental, N. Carolina we realized that every street was lined with pecan trees. We met a couple that were picking the pecans off the ground and the woman taught me how to know which were good and which were past their prime. So one morning, I dragged Claudio with me and picked a small bag of pecans! My intention was to find a really good recipe and make the pie on board *Floriana*. It turns out that like any beloved dish, especially a traditional holiday dish, there are dozens of variations on the recipe. I found four different pie crust recipes, sugar dosages vary tremendously, light as opposed to dark corn syrup, molasses or no molasses....and the list goes on!

So I settled on the below recipe which promised not to be too sweet and had the best 'how to' suggestions for a successful outcome. In the end, even I modified the sugar content slightly but it came out great! I made it on *Floriana* Thanksgiving Day and enjoyed it for several days afterwards.

Things to know before you start:

1. This pie bakes for a little over an hour at 350°F. When done, the crust should be golden color but the filling a bit wiggly (like Jell-O) in the middle. It will continue to firm up as it cools.
2. Once baked, pecan pie should be cooled down completely to room temperature before serving. It can be served warmed in a 275 degree oven (then top it with whipped cream or vanilla ice cream...super yummy!), or at room temperature.
3. Pecan pie can be left out on the counter for two days but must then be refrigerated. Pecan pie can be frozen by wrapping it in a double layer of plastic wrap and then a double layer of aluminum foil.
4. You can use a homemade pie crust shell (like you make for apple pie) or a store bought frozen deep dish pie shell. Keep the shell frozen until you are ready to fill it because the chilling hardens the fat in your dough. That keeps your pie crust from getting soggy.
5. For a non-doughy bottom crust, preheat a pizza or other baking stone in your oven right on the rack where you'll bake the pie. Set the pie directly on the baking stone, which will retain heat for a more browned bottom crust.
6. If your crust is browning too quickly, loosely tent the pie with foil.
7. Out of molasses? You can substitute honey or maple syrup. Or just leave it out altogether.

Use dark corn syrup instead of light.

Ingredients:

- 1 unbaked 9-inch pie crust, frozen for at least 30 minutes (see recipe note)
- 2 cups (210g) pecans, coarsely chopped (save a few whole pecan halves to create a decoration on the surface of the pie, if you want)
- 3 large eggs, slightly beaten
- 3/4 cup dark corn syrup
- 3/4 cup brown sugar
- 1 tablespoon molasses unsulphured (optional, I did not use)
- 4 tablespoons unsalted butter, melted
- 1/2 teaspoon salt
- 2 teaspoons vanilla extract

SOUTHERN PECAN PIE (Continued)**Flori Grotoli****Directions:**

Preheat the oven to 350°F and position a rack in the center. In a medium bowl vigorously mix together the eggs, brown sugar, corn syrup, molasses (if using) melted butter, vanilla, and salt, until smooth. (No need for a mixer, you can beat by hand using a wooden spoon.) Spread the chopped pecans over the bottom of a frozen pie shell. Pour the filling over the pecans. The pecans will rise to the surface during baking. Arrange the whole pecans on the surface in a decorative pattern. Bake at 350°F for 30 minutes. After 30 minutes tent the pie loosely with aluminum foil to prevent the crust and pecans from getting too browned. Bake for another 35 to 45 minutes until the filling has set. The pie should be a bit wiggly in the center. Remove from the oven and let cool completely.

**Flori Grotoli**

S/V Floriana

cavalieri@mindspring.com

Rigging Locker

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

	Specifications
Catalina 30 Tall Rig Boat Name: Fair Winds Boat Year 1989 Asking \$27000 Contact Glen Bernichon - (631) 335-8482	LOA 30' LWL 25' Beam 10.8' Draft 4' Displacement 10200 lb Ballast 4200 lb Sail Area 669 Sq Ft Keel Wing
Steering System	
Wheel on Edson Pedestal with brake and Compass	

ELECTRONICS	SAILS AND INVENTORY			
Garmin 742 Chart Plotter GPS with NEMA 2000 Data Bus AirMar DST810 (NEMA2000) includes Heel and Pitch angle, Wind Speed/Direction Stereo (Inboard and cockpit speakers), Blue Tooth compatible. Standard Horizon VHF with RAM 4 Mic. Raymarine Autohelm with wired remote	Tides Marine Sail track (2022) Main Sail (2020) Material: 8.4 Supercruise with Cross Cut panel Layout 1 Reef Point, 4 Full Battens 256 sq ftDoyle Stack Pack Headsail (2018) Material: 5.4 Supercruise with Cross Cut panel Layout Roller Furler Genoa 150% 413 Sq Ft ST Winches for Genny and Halyards			
ELECTRICAL SYSTEM (12 Volt)	ENGINE			
2-100Amp Hour AGM Deep Cycle House Batteries (UB121000) (2019), 1 Blue Top Optima Starting Battery (OPT8016 D34 Marine) (2021)	Type	Make	Model	Fuel
	I/B	Universal	M25XP	Diesel

ACCOMMODATIONS
Forward V-Berth. Quarter berth under cockpit. Starboard side bench seat. Port side dinette (table stows on head bulkhead/drops down for berth). Gally w/refrig, propane stove/oven, storage drawers, new single lever faucet, 2 new SS sinks (2022). H&C pressure water system with cockpit shower. Cabin fixed windows replaced 2022. Forward hatch replaced 2020. Fully enclosed head with handheld shower. Drawers and hanging locker.

EQUIPMENT AND RUNNING GEAR
2 Anchor Rollers, Anchor Locker, 2 Anchors (Delta Plow, Fluke) Bow and Stern Rails, Double Lifelines (2021), SS Stern Ladder, Cockpit Bimini, Dodger, Connector (2019). Fold down cockpit table. Cockpit cushions. Furler Roller Furler (2022). All halyards 2022. Mast rewired, LED Lights on mast (2022)

(Photos on next page.)

Rigging Locker

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

Fair Winds for sale (Details on previous page)



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

Barient Super-HD 11" winch handle

Good condition \$60

Davis Merriman 11" Locking winch handle



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' 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**



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'



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



Atlantis Adult Safety Harness

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

\$50



Adult Land's End Safety Harness

Including Tether and Carabiner

\$90



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

OFFICERS

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

BOARD OF GOVERNORS

Charles Margeson
 Rich LaBella
 Bob Van Tassel
 John Davis
 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

COMMITTEE CHAIRS

Cruising—Todd McCarthy
 GSBYRA Delegate—Rob Gutmann
 Historian—Dennis Krug
 Hospitality Chair—Susan Moran
 Assistant Hospitality Chair—Jean Sidebottom
 Legal Chair—Position currently vacant
 Mailing—Fred Golder
 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>