



From the Masthead

SOUTH BAY CRUISING CLUB

January/February 2023

FROM THE HELM

Jeff Frederick commodore@sbccsail.org

Fellow SBCC Members and Associates!

Happy New Year! I started writing this before the holidays, and I assumed we would all be exhausted but cheerful having spent time with loved ones, eating feasts, and being thankful for all we hold dear. Looks like I was correct!

Welcome to the 2023 SBCC Season! 2022 was a great year for the club, and I am continually honored and humbled to serve as your Commodore. The Flag Officers, Board of Governors, our Captains and Committee heads and volunteers all executed at a very high level, and I am extremely grateful for all you have done and are committed to in the year ahead. 2023 is already shaping up to be another great year, and I expect we will continue to see membership growth because we lead by example – having the most fun on the Bay, on the hook or on the dock, or at one of our amazing dry land parties!

The Flag Officers, Fleet and Regatta Captains met in very early January to finalize the cruising and racing schedules for 2023. Much of the work was already done on this front in 2022, we just need to make sure the schedules mesh smoothly and are free of conflicts. Next, Fleet held the first 2-Week Cruise planning meeting on Wednesday January 11th, at the West Islip Library. We have several ideas circulating, and ultimately need to decide what is comfortably “do-able” in just two weeks. Several ambitious plans were discussed, but now it is time to check the currents and do a reality check on the potential agenda.

If you are interested in joining us this summer for the cruise, or if you just want to see how much planning and logistics it takes to pull this off, please join us for the next meeting. And don’t forget to bring your ideas and opinions. Obviously we will ultimately reach a consensus, but we always have a good time trying to figure out how to squeeze it all in.

Aboard *Cambria*, I have finally installed the two new Groco seacocks, a $\frac{3}{4}$ ” on the thru hull for the head inlet, and a 1 $\frac{1}{2}$ ” on the holding tank pump-out. This sounds simple, but of course it wasn’t. *Cambria*’s thru hulls are all threaded in British Standard Parallel Pipe of BSPP, unlike everything you find on this side of the pond, which is National Pipe Tapered or NPT. NPT threads are great because the joint seals as you tighten the components. The taper ensures a tight seal before you wind the pieces together completely. BSPP threads require the components to come together to form the seal, meaning the flanges themselves are a part of the seal, not just the threads. This means the final orientation of the seacock, and how the handle sits in the bilge, can’t be adjusted unless you add a threaded low-profile flange. Well, much to my surprise, those flanges were already down there. I just hadn’t seen them when I removed the old seacocks. Crisis averted! A little plumber’s putty on the threads, and my bilge is now all bronze seacocks, with super-stout stainless handles. Beautiful!

My list is long this winter, and I am always wary of the Commodore’s curse (for the uninitiated – Commodore’s boats are subject to a supernatural force that transforms easily completed winter projects into 18-month odysseys of pain and suffering). As such, I took bold action and reached out to a marine furniture builder to help me complete the bunk bed project in the V-berth.

(continued on page 2)

Upcoming Events

- **2/5—Two-week cruise meeting—1:30 PM at the West Islip library**
- **2/11—Cruising awards luncheon—1 PM at the Seagull, Babylon**
- **2/23—Racing Awards Party—7 PM at the Seagull, Babylon**

FROM THE COMMODORE (continued)**Jeff Frederick**

It's not easy asking for help, but I reached the limits of my abilities and recognized all the signs of a mental block in formation. Now that I am free from my own hesitation, I can refocus on the list and start ticking off the maintenance, repair, and improvement projects I know I can handle.

Coming up: Once we finalize the schedule and venues, we will circulate an announcement for the Spring Cocktail Party. Also, be on the lookout for future announcements from the Program Committee. Bob Forman and Jeff Mattera have a great line-up for us this winter! We just had an amazing presentation on Sunday January 15th – "Sailing with Moxie" by Barry Dwyer. It was an incredible presentation packed with very useful information for cruisers, and I also would like to thank Jeff Mattera for putting on an amazing spread of snacks and drinks. Amazing job, Jeff!

We have less than 155 days until Commissioning Day,

so get those chores done and get ready for a great season!

One final note: This year, our annual Commissioning Day party will be held on Sunday, June 4th at the Bay Shore Yacht Club. The keenest observers among you will quickly note that this is the weekend AFTER Memorial Day, the day upon which this party/event usually falls. This year BSYC will be reserving club use for their members on Memorial Day weekend. Such is life for an amazing cruising club that does not own real estate. The Creepstakes Race will also be held on this day (Sunday June 4th,) and we hope to see a big turnout this year. There will be no RV on this weekend as the party/Creepstakes falls on a Sunday, and the logistics of attending both would be difficult. We have a great schedule of events in the coming year, and I know we are all looking forward to "splash day." Can't wait to see you all out there!

FROM THE REGATTA CAPTAIN**Charlie Margeson**

Happy 2023! With the Holidays now behind us, the Regatta Committee has begun planning for the upcoming season and getting our race schedule together. The BSIR team is doing their usual fine-tuning for the Tuesday night series, the Babylon Twilight series will continue with their very successful "every other Thursday" schedule and we are in contact with the other yacht clubs on the weekend Invitational schedules. I hope to have the final 2023 season race schedule out to you sometime in early March, so stay tuned!

In the meantime, we will kick off our Regatta season this year with our SBCC Race Awards Party in February:
Thursday night, February 23rd—7:00 to 10:00 PM

The Seagull Restaurant and Bar, 301 Bergen Avenue, West Babylon <http://seagullrestaurantandbar.com>

We have held our Race Awards party at the "Gull" the last few years and it's always an enjoyable evening. There's no cover charge and both racers and cruisers are invited. It's a casual place on the water with a good menu. Come down and enjoy dinner, hors d'oeuvres and a cocktail (or two) and cheer on our 2022 season race award winners. Share a beer with old friends, meet new ones, make plans for the new season and maybe even pick up crew (or find a spot as crew.)

Give me a call or send an e-mail if you have any questions about the upcoming party or about getting involved in our racing program. No matter your current skill set or interest, I know you will be able to join the fun and sharpen your sailing skills. Most of us racers do every year! I hope to see you on Feb 23rd.

Enjoy the rest of the winter and let's hope for an early spring!



A little racing action to help set our sights on Spring! "Photo by Rich LaBella, RJLaBellaPhotos.com"

FROM THE FLEET CAPTAIN**Todd McCarthy**

It was good to see and talk to so many at our Holiday Party. I am very encouraged by the building enthusiasm of club members and the many new members we added to SBCC in 2022. Hats off to Membership Chairperson Pam McCarthy. Yes, I'm prejudiced, lol, but really, she did a great job going into her 4th year as Membership Chairperson.

We had a great season in 2022, and am looking forward to 2023 with another possible new RV Location, and extended two-week cruise. The RV Schedule is almost full thanks to all who volunteered to host. Joe Werkmeister has volunteered to lead the one-week cruise, but we are still currently looking for Cruise Captain to help plan the two-week cruise. Cruise meetings have already begun, so watch for these dates and meeting locations to be announced. The next two-week cruise meeting is scheduled for 2/5 at 1:30 at the West Islip library.

2023 SBCC RV Schedule

Date	Theme	Member	Boat Name	Location	E/W
May 6-7	New Members/Cinco de Mayo	Jaeger/Carlberg		Bellport	E
May 13-14	Soup Is On	McCarthy	Bleu Moon	Coast Guard Cove	W
May 20-21	Spring Family Weekend	Gesele	Kailaini	Atlantique	E
May 27-28	Memorial Day Cookout	Frederick	Cambria	Hemlock Cove	W
June 3-4	Commissioning Day	?			?
June 10-11	Take me Out To The Ballgame	Werkmeister	Polaris	Great River	E
June 17-18	TBD	Van Tassle	Margaret Gale	Hemlock Cove	W
June 24-25	Italian Feast	Trotta	On The Green	Coast Guard Cove	W
July 1-2	TBD	Quinn	Never Enough II	Great River	E
July 8-9	20,000 Leagues Under The Sea	Smith	Sailsmith	Hemlock Cove	W
July 15-16	Catalina Wine Mixer	DeMarco/Holzmacher	Sovereign	Coast Guard Cove	W
July 22-23		DeSimone	Mareva	Great River	E
July 29-30	Saturday Night Disco	Sidebottom	Esprit de Mer	Oak Island Lead	W
Aug 5-6	Pirates	Margeson	Shadow	Hemlock Cove	W
Aug 12-13	Tie Dye	McCarthy	Bleu Moon	Sore Thumb	W
Aug 19-20	Blast	Blast	Blast	Great River	E
Aug 26-27	Sailing Vernacular Spectacular	Frederick	Cambria	Hemlock Cove	W
Sept 2-3	Jamaica My Day	Novak	Summerhome II	Bellport	E
Sept 9-10	Traditional RV	Troy	Fun Sway	Oak Island Lead	W
Sept 16-17	Mardi Gras	Pizer	Rising Tide	Great River	E
Sept 23-24		Mattera	Eagles Wings	Unqua ?	W
Sept 30-Oct 1	Octoberfest	Bernicheon	Fair Winds	Great River	E
Oct 7-8	Fall Family Weekend	Moran	Whisper	Atlantique	E
Oct 14-15	Fall Into Fall	Werkmeister	Polaris	Watch Hill	E
Oct 21-22	TBD	Nadar	Rhodes 22	Sailors Haven	E

FROM THE HOSPITALITY CHAIR**Susan Moran**

As we head into the new year I would like to remember the wonderful events we shared in 2022. From the Spring Party to Commissioning Day, The Blast, The Boatyard Party, and then, finally, the Holiday Party, we had great turn-outs, super yummy food, and lots of fun and camaraderie! Thank you to the Hospitality Team that stepped up time and time again! Thanks also to Jean Sidebottom for graciously accepting the position of co-chair for the Hospitality Committee!

Now we are looking forward to building on these successes in 2023. The Spring Party will be on Saturday, April 15th – not tax day this year (that's Tuesday, April 18th), again at the Bay Shore Yacht Club! The Commissioning Day will be Sunday, June 4th, also at the Bay Shore Yacht Club. The Blast will be on Saturday, August 19th at The Wharf in Oakdale, and will give a send-off to the one-week cruise. The Boatyard Party will be Saturday, November 4th at Coastal Yachting Center (aka Cook's), and the Holiday Party will be Saturday, December 9th at Shandon Court. We are looking forward to another great season and hope to see you there!

FROM THE CORRESPONDING SECRETARY**Joe Werkmeister**

I would like to take the opportunity to announce that Peg Daisley has decided to relinquish her *Masthead* proof-reading responsibility. For those who may not be aware, Peg is a professional editor and is and has been involved in many editing projects simultaneously, for many years. She has decided that the time has come for her to semi-retire and hand the reigns of some of her projects to others, so that she may more fully enjoy her new life in St. Petersburg, Florida. Peg has been a tremendous mentor to me since mid-2020, when I took over publishing of the *Masthead* from her. Her passion for "correctness" certainly motivated me to maintain her high standards. Her guidance has been a major factor encouraging me to take this project to the next level. I can't thank Peg enough!

At this time, Peg has agreed to stay on until someone else steps up to take over her role. Stephanie Pizer and Susan Moran will still continue to provide their excellent proof-reading services, but a third member of the team would be welcome. Jeff Frederick has graciously offered his services, but as much as he obviously has the necessary skills, I do not wish to add anything more to his rather full plate. So, if you are interested in joining the *Masthead* team, please contact me. (jwerkjr@gmail.com or 631-766-8009)

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

This month, we have the pleasure to welcome 6 new members:

Joseph Nador of Brightwaters powers a 22' Rhodes Continental berthed at Brightwater's Canal. He was sponsored by Fred Cornman who assisted in extending Joe's basic sailing knowledge to eventually crewing with him. Fred and Mara Liesegang also sponsored Joe. The Liesegangs owned a Rhodes 22 for many years and will be a valuable resource for Joe as he develops his skills with this fine vessel.

Ryan and Melissa Wood of Sayville power a Cabo 31 Express out of Sayville. The Woods have been sponsored by the Fredericks, who have known them for years as small village residents with young children in common. A power boat was the vessel of choice due to Ryan's love of fishing. The Woods have shown an interest in RVing and eventually cruising beyond the Great South Bay with our members. Scott Gesele has also sponsored the Woods. They met at Sailors Haven during the October 22 RV. They showed interest in joining our cruises and Melissa showed an interest in crewing on some races.

Mike and Korin Yovino were sponsored by Pam McCarthy and the Fredericks. Mike is very active in the scouts, and has for many years been the BSA Pack 363 leader. This was a demanding volunteer position, and is testament to his active involvement and participation in the groups with which his family engages. He is stepping down this spring, giving them a chance to do other things. Mike and family are powerboaters and they are interested in cruising the Bay and beyond. They are looking to build friendships "on the water" and learning to cruise as a family with their three children.

Scott and Maggie Jacobitti were sponsored by Jeff Mattera and the Fredericks. Scott purchased a nice Bristol 35.5 in the summer of 2020 that he wished to refit before launching in 2021. *Amparo* finally splashed in '22, and they are very interested in cruising the Bay and beyond, but still have much to learn.

Walther VanStipriaan was sponsored by James Reichel and John Davis. He desires to race and cruise on the Great South Bay on his Tartan 33. He sails his Tartan out of Amityville and would like to join in our SBCC events including Thursday Twilight racing in Babylon and a few rendezvous. Walther has demonstrated his desire to undertake helping people, and if you ever get the chance to strike up a conversation, or meet him, you will find he has some incredible talents and history.

Pete and Jean Ehatt were sponsored by Diane Morgan and Fred and Mara Liesegang. They were members of the Bellport Yacht Club and own both a powerboat and an O'Day 272 sailboat and are very knowledgeable sailors.

FROM THE PROGRAM CO-CHAIRS**Bob Forman and Jeff Mattera****Sailing with Moxie**

Barry Dyer, son of former Commodore Bill Dyer, recently gave a presentation on sailing around the world aboard *Moxie*, a 50-foot catamaran. Barry is an avid offshore sailor and has competed in many Newport to Bermuda races. He has sailed 40K miles, including 20K offshore racing. Sailing around the world had been his dream and the presentation describes how he accomplished his dream.

When Barry was diagnosed with cancer, he asked his wife if he beat the cancer would she sail around the world with him. Even though she was not as passionate about sailing as her husband, she agreed. To encourage his wife to go, he decided on a stable almost non-heeling catamaran. The boat was spacious, airy, stable, and fast. He felt that those qualities would provide her the most comfort on the journey.

Barry had an acquaintance that also had the same desire to sail around the world. They decided to enter into a partnership that allowed each partner and his family to use the boat for 6 month periods. Subsequently, they developed a plan detailing the ports they intended to visit during the around the world journey.

The presentation discusses the pros and cons of entering into a partnership. It details the responsibility of each partner, including maintenance, repairs, and miscellaneous expense sharing. The presentation also discusses the pros and cons of monohull vs multihull, equipment needed for a safe offshore passage, and communication requirements while passage making. Additionally, it includes detailed information about the formation of the partnership, the choice of boat, and the planning and requirements needed for the journey. The presentation has some beautiful sailing pictures of the boat and harbors they visited. View the presentation to inspire your own dreams!

View the presentation at this link: [Sailing-with-Moxie](#)

**FROM THE WEBMASTER****Rich Mourino**

We are now able to allow members in good standing and with their dues paid, the ability to view all of our old Year-books and Mastheads that are stored on our server. In order to access these folders, you will be required to have an ID and password. You must request access by sending an email to the webmaster (webmaster@sbccsail.org) with your name and email address. The webmaster will create an ID using part of your last name with other characters to make a unique ID. The login process will accept either this generated ID or your Email address. Once you receive the ID and password you will be able to login and then change the password to what ever you want. We request that you use a long, safe password with a minimum of 8 characters and at least one special character, the longer the better. The login process will allow you to reset your password if you forget it. To gain access, go to "Table of Contents" on the website and then select "Documents for Members." Use this link to request this access <https://sbccsail.org/email-pages/email-webmaster/>

LOOKING ASTERN - SBCC HISTORY**Joe Werkmeister**

I thought that during the winter doldrums, our members would enjoy a look back at the history of SBCC. So, I went to the past Yearbooks and randomly chose 1958 since it was the year I was born. I found this message "From the Masthead" to be interesting in that it was also a look back (only 7 years.)



Some fifteen of our charter members will recall, as they read these words, a rainy Friday night at the Babylon Yacht Club in the late spring of 1951. A meeting had been called to talk about the need for organizing the orphans of the bay — the cruising sailboats. Skippers who could recognize the rig of each passing yacht from miles away now wanted to know her owner as well.

The meeting was successful. They counted 18 possible boats (15 later signed up) and approved a burgee design that one member happened to have in his pocket. The burgee was green on the bottom and white on top. You'll see it at the masts of 150 cruising sailboats this summer.

But to every South Bay sailor, the measure of that meeting seven years ago was far more than fifteen boats and a flag. That Friday night launched a new golden age of sailing on our bays. A strong claim? Let's examine it.

Today, there are more sailing people — more sailing families — cruising up and down the South Bay waters than ever before. The number of auxiliary sailboats in the Club has multiplied by ten, and the climb hasn't even leveled off. But — without the incentive toward sail provided by the Cruising Club — who knows how many of these new-boat skippers might now be vibrating around in power squadrons? Who knows how many backyard boat-building projects might never have begun? And, without that meeting seven years ago, who knows how many kids at Blue Jay tillers might be pounding up and down the bays in outboards instead?

This year 25 new boats were added to the fleet. At least ten boats are a-building by their owners. The Blue Jay building project, sparked last year by the Club, is adding 20 boats to the 25 they built in 1956. (Keep your eyes on those kids in that Blue Jay fleet. They're getting pretty hot.) And the annual cruise that began with four boats in 1951 drew 24 last summer.

Now — despite this startling history of success — we're not A Club With A Mission. We're a club for fun. There's fun in the S. B. C. C. for everyone — whether it's racing, rendezvousing, swimming, cocktail partying, or just plain "messaging around in boats." You see, the South Bay Cruising Club is not just him — or her — or them — or us.

It's for YOU.

SBCC COMMODORES PATCHES - A SIGN OF DISTINCTION

Charlie Margeson

Yacht Clubs are managed by the Flag Officers and a Board of Governors who uphold the Club traditions and manage the day to day workings of the Club. It is a big responsibility and for the South Bay Cruising Club it is a 2 year term. You've seen our Flag Officers at our Club functions wearing the traditional blue blazers, some with distinctive officer patches on the pockets. Did you ever wonder what the patches meant?

Flag Officers:

The Flag Officers for the SBCC are the Commodore, Vice Commodore, Rear Commodore, Treasurer and Recording Secretary. They each get their distinctive flags to fly for their terms as officers.

Commodores Bullion (patches):

In addition, the Club Commodores are presented with special blazer bullions (patches) to wear on their blazer breast pockets for their terms. They are 3" bullions with gold crossed anchors on a black background, gold stars across the top and the club burgee embossed on top. They attach with 3 tie pins.

Each of our four Commodores has their distinctive Bullions:

Commodore has 3 gold stars across the top, Vice Commodore has 2 gold stars, Rear Commodore has 1 gold star and Past Commodore has 3 silver stars.

It's an honor to be elected a Club Flag Officer and it's a nice tradition to have our Commodores be distinguished with these blazer bullion. So at the next club function, say hi to our Commodores and take a look at their Blazer patch. It's a work of nautical art!



Current Commodore



Past Commodore

BOATERS' CHOICE AWARDS 2022

Joe Werkmeister via Marinas.com

I received this email from Amy at marinas.com. While it seems like every marina was a "winner", I found this to be an excellent resource for those wishing to explore new marinas that they are not familiar with. I was pleased to see that two of our local favorites received high marks! Click on the links below to access marina specific information.

"We're delighted to introduce the [2022 Boaters' Choice Award winners](#): these marinas consistently received outstanding reviews throughout the year from boaters."

[The 2022 Marinas.com Boaters Choice Awards Winners](#)



[Sailors Haven Marina](#)



[Watch Hill Marina](#)

UNDERWATER HAZARDS TO NAVIGATION

Skippertips.com

Protect your small sailboat keel, hull, rudder, and propeller from these hazards of the deep. Here's a quick guide on how to spot obstructions and other dangers on today's latest high-tech electronic software. When choosing electronic chart software, give it a 'test drive' to find out how closely the display conforms to international symbols and abbreviations. The transition from one chart to another should be simple and intuitive when sailing off the coast of Florida or chartering in the Greek islands of the Mediterranean.

1. Enclosed Dots Tinted Blue.

The generic symbol shows a circle, oval, or other geometric shape formed by dots with blue tint (shading), which means there is an obstruction beneath the water, with the depth unknown or uncertain.

2. Green or Olive-Colored Tint.

Green tint always signals inter-tidal dangers, or shoals which cover and uncover with the tide. These include mud flats, sand bars, oyster beds, rocky shelves, coral heads, marsh, mangroves, stumps, or other 'keel-crackers' that can cause serious damage to any vessel.

3. Blue Tint with a Number.

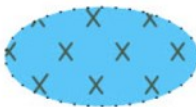
Obstructions located in depths less than 20 meters (about 65 feet) are highlighted with a blue tint to draw attention. The prudent navigator will sail clear of these hazards, even if the printed depth appears to be deep enough. Clearance depths could have changed since the time of the last survey.

4. Magenta Tint with a White 'X'.

An octagon shape with a white 'X' set into a magenta (purplish-red) background represents an isolated danger. Skippers can preset a safety depth contour, which will cause dangers inside the contour boundary to change to this unique symbol.

5. Blue Tint Overlaid with X's.

Foul grounds might be dumping grounds, fish havens, explosive ordnance disposal areas or any other area where depths can change. Electronic navigation displays might add a series of X's to the display, while older nautical charts may show just blue tint with staggered or no depth information inside the boundary of the shoal. Sail clear to avoid extreme danger.

1	blue tint		Obstruction, depth not stated
2	green tint		Obstruction which covers and uncovers
3	blue tint		Underwater hazard with depth of 20 meters or less
4	magenta tint and white X		Isolated danger of depth less than the safety contour
5	blue tint		Foul area, not safe for navigation

CELEBRITY SAILORS - DAVID CROSBY

John Arndt | January 20, 2023 | Over the Horizon | 58

With the recent passing of David Crosby, Todd McCarthy and I (Joe Werkmeister) were talking about our shared love of his music. As part of that discussion Todd mentioned that David Crosby was an avid sailor, as well as an accomplished musician. That discussion spawned the idea for a new *Masthead* column, "Celebrity Sailors." Thank you to Todd for another great idea. The first article for this column was sourced from latitude38.com and was submitted by Todd. We already have the next two articles in mind, but please feel free to submit any suggestions you may have for future "Celebrity Sailors" articles.

David Crosby, of Crosby, Stills, Nash and Young, passed away yesterday. Of course, he was best known for his musical career, but he was also well known for his sailing and his years of owning the 1947 59-ft Alden schooner *Mayan*. When Crosby bought *Mayan* he would have been about 28 years old. He owned the wooden schooner from 1969 until 2014, when it was purchased by Beau Vrolyk of Santa Cruz.



Mayan, racing in a recent [Rolex Big Boat Series](https://www.rolex.com/en-us/rolex-big-boat-series).
© 2023 Sharon Green / Rolex

In our [Good Jibes podcast with current owner Beau Vrolyk](#), he described Crosby's early purchase and ownership. "He grew up in Santa Barbara and had been sailing his whole life. He borrowed some money from the lead guitarist of the Monkees (\$25,000 from Peter Tork). It's a fascinating tale. David then proceeded to sail around the Caribbean for many years and eventually sailing her himself with buddies, with possibly Graham Nash aboard for the trip. He went through the Panama Canal and up to Sausalito." Beau went on to say, "She also really served as a cruising boat for David. He sailed her to Tahiti and to Hawaii, at least twice, and back again. In almost every port we pull into there are people who come up to the boat and say, 'I partied on that boat.' I think she had many, many entertaining evenings."

After sailing from the Caribbean, *Mayan* lived in Sausalito for many years in the '80s, berthed at Pelican Harbor. At that time, Billy Martinelli, builder of the scow schooner *Gas Light*, did lots of work refining her. Martinelli also sailed off to the South Pacific with Crosby. During Martinelli's refit of *Mayan*, John "Woody" Skoriak ended up with many of her discarded sails and items off the boat that were then sold and passed on to other wooden-boat owners. Many local sailors found their way aboard for parties during that particularly boisterous, bohemian time along the Sausalito shoreline. It was another era in life along the waterfront from which many well-remembered but now-fading stories were created and told. Later Crosby moved *Mayan* to Santa Barbara, where he kept her for the last 20 years of his ownership.



Mayan charges upwind in the 2021 Rolex Big Boat Series.
© 2023 Latitude 38 Media LLC / John

CELEBRITY SAILORS - DAVID CROSBY (continued)

1970s dock neighbor Brook Townes has some fond memories of his time berthed next door to *Mayan* in Herb Madden's Sausalito Yacht Harbor, "The *Mayan* was in SYH's Pier 3 (later called C-dock) next to the [Freda](#) (my home at the time) in the late '60s, beginning of the '70s. CSNY road manager Bob Wilson's gaff schooner the *Sea Runner* was on the other side of the *Freda*. The Croz and friends added icing to Pier 3's resident cast of great and interesting liveboard characters.

"David was a fine boat husband and employed numerous local boatwrights. He had numerous nicely-done inlays, ivory porpoises and such, here and there, about the boat. As reported, he was a mite mercurial and could be nasty one morning, pleasant and considerate in the afternoon, but considerate in general. When the 'straights' on the dock complained about too many groupies and their antics, he would do his best to quiet things down and usually succeeded for a while.

"It was a mixed blessing, having him next door. At times it was a little hectic; other times a treat to hear him and his friends play live 20 feet away. Mostly he and his friends enlivened the dock nicely. Best was getting invited to crew an evening sail on the *Mayan*, leaving David free to play music under sail with his pals, ghosting along at sunset."



Mayan with Yucca in the [2022 Rolex Big Boat Series](#).

© 2023 Latitude 38 Media LLC / Chris

We contacted [Beau Vrolyk](#), who told us about his ownership, and more about Crosby's life and his preservation of *Mayan*.

"Without David's deep affection for *Mayan* she would have never survived. In the mid-'90s he moved her to Santa Barbara, and by 2000 she was in need of a full re-fit.

"The master shipwright Wayne Ettel (who recently rebuilt *Chubasco's* hull) went over her and then sailed her back to Santa Barbara, where she would stay as he and David discussed her future. After that sail in the strong winds and big seas that can build up along the north side of Santa Cruz Island, Wayne decided, 'This boat needs to be saved.' In 2005, after two years of work at Wayne's yard, she was re-launched with her hull and deck entirely rebuilt, her rigging renewed, and her engine rebuilt. *Mayan* would not be here today without David having poured affection and treasure into her.

"When we saw her in 2014, my wife Stacey and I fell in love. Wayne had preserved much of her original interior, built of the beautiful mahogany of Belize, where she was built. We've had Wayne return some of the interior closer to Alden's original design, and we recently had Matthew Coale in Santa Cruz return her rig to a transitional schooner with a gaff foresail.

"Of course, we'll race any boat we own, even though that was not why we bought *Mayan*. She has turned out to be far swifter than we expected, having taken second in the Classic Class of the Rolex Big Boat Series twice, and first once. When racing or cruising in the ocean, she is amazingly stable and easygoing. We expect to continue cruising her in 2024, when she'll have retired from being the StFYC flagship.

"I talked to David a few weeks before he crossed the bar; he was happy and told me we were crazy to race her. 'Relax and go someplace warm with your family and friends.' Great advice from a great sailor."

When he put the boat up for sale in 2009, we quote Crosby saying, "After 40 years of sailing and writing many of my best songs aboard, I have reached the point where I must let her go." *Mayan* was reportedly the inspiration for many of his songs, including *Wooden Ships* and *Lee Shore*.

Five reasons to “Sail”abrate 2022

Sailorsforthesea@oceana.org

50,000 Green Boaters stepped up to advocate for our oceans and practice eco-smart habits on the water

Sailors and boaters experience the beauty and magic of our oceans, but they also see firsthand the devastating challenges our seas face, from plastic pollution to overfishing to habitat degradation. Around the world, Green Boaters shared their voice by supporting policies that would reduce the production of single-use plastics, save endangered marine wildlife and protect sensitive marine habitats. This year, we also released a new edition of the [Green Boating Guide](#) to provide sailors and boaters with the latest research and practical, actionable steps to enjoy their time on the water in an environmentally responsible manner.

A record number of Clean Regattas achieved Platinum Level status

Since 2006, more than 3,350 events and 850,000 sailors in 35 US states and 49 countries have helped protect our oceans and waterways by participating in Clean Regattas. The growth and success of the Clean Regattas program is due to the dedication of Clean Regatta organizers who continuously bring sustainability to the forefront of their events. Thus far in 2022, a record 17 Clean Regattas in nine countries achieved Platinum Level status, the highest level of sustainability certification, with a few more aiming to be certified. The Clean Regattas program continues to [share innovative and effective ways](#) to make a lasting impact on the environment.

45,000 children discovered the ocean through our KELP activities

Our [KELP \(Kids Environmental Lesson Plans\)](#) library currently consists of more than 50 marine science activities to inspire the next generation to protect our oceans. More than 45,000 children around the world learned about plastic pollution, climate change and invasive species. Our 20 instructional videos, which highlight our most popular KELP activities have been viewed 64,000 times. The [instructional videos](#) provide teachers, parents, and kids helpful guidance on how to carry out the lesson.

Sailors for the Sea Skippers shared eco-smart tips in our Green Boating video series

Located across the United States and Canada, [Sailors for the Sea Skippers](#) are conservation leaders in their local sailing communities who are working on projects that will help restore the health of our oceans, including being featured in our Green Boating video series. From [provisioning your boat](#) to [buying reef-safe sunscreen](#) to [proper anchoring techniques](#), our Skippers shared advice on how boaters can take simple steps to protect our oceans and waterways. Check out the [full video series](#).

Launched our Sailors for the Sea Online Store

Looking for a gift for a sailor or boater in your life? Visit our recently launched [Sailors for the Sea store](#) with a variety of gear and apparel. These gifts support our programs and efforts to save endangered marine wildlife, protect ocean habitats, and stop ocean pollution.

ON THE LIGHTER ☐SIDE Submitted by Stephanie Pizer



SCUTTLEBUTT



Dennis Murphy provided this photo of his boat, the former *Miss Liberty* and *Della.com* at The Pines.



Cindy LaValle and Mike Janoska got together with Joe and DJ Greco, in downtown St. Pete to say farewell as Cindy and Mike move back to Long Island. Here is a picture of DJ and Cindy hanging on.



The SBCC Gulf Coast Chapter had their first rendezvous of 2023 hosted by Ed and Helen Pshedesky at their beautiful home in Apollo Beach, FL. Everyone had a great time catching up, just like old times. Those who were able to attend were Past Commodore Dave Tedesco and June, Past Commodore Ed Pshedesky and Helen, Past Commodore Roger Daisley and Peg, Jack and Barbara Levitsky, Laurie and Gaspare Messina, and Joe and DJ Greco. What fun!



Joe Werkmeister and Christina Pietras, while unable to coordinate with the West coast crew on their 27-day road trip, were able to get together with Jim and Trudy Persson on the East coast. They were very gracious hosts and gave us the grand tour of Stuart! Oh, and the Yuenglings were COLD!

WHAT TO DO WITH LEFTOVER PASTA

Flori Grotoli

When my brother Max came to visit with his wife Paula, it was decided that we'd make some angel hair pasta for their kids; little Valentina, her older brother Alessio, and their teenage sister Lilah (remember when she made Wind Puffs on *Floriana*?) I wasn't sure how much pasta they might eat so I made the entire box; one pound of angel hair pasta! Obviously, more than half the pasta was leftover. The next day I wanted to turn the bland angel hair pasta into a lunch dish for Claudio. I remembered that as a child, my mother always had leftover pasta and she always turned it into a pasta frittata, and it was always delicious!

Regardless of whether your pasta is plain and bland, or whether it has a delicious sauce on it, this recipe is simple, fast, and doesn't waste food cooked the day before. As a matter of fact, you really shouldn't make this dish with freshly boiled pasta because it won't properly crunch.

My leftovers consisted of two hard cheese ends and the refrigerated pasta. Here's what I did with them:

- I chopped the leftover pasta into short pieces.
- I then cut the leftover cheese ends into small cubes that would easily melt while in the pan.
- I beat two eggs, adding a pinch of salt and some freshly ground pepper. I kept some parmigiano handy in case the pasta needed an extra boost of flavor.
- Once all the ingredients were ready, I placed a large, non-stick pan on medium heat and covered the bottom with olive oil. While the oil was getting hot, I stirred the beaten eggs into the pasta mixing well until all the pasta was evenly coated. At that point, I added the cheese chunks.
- Once the oil was hot enough, I laid the pasta mixture at the bottom of the pan flattening it out evenly with a fork. I allowed the pasta to cook until the bottom became browned, and then I flipped it onto a flat dish and placed the uncooked side back into the pan to brown.



The pasta became crunchy on the outside and soft with melted cheese on the inside. It turned into a delicious lunch idea and we accompanied it with a glass of our favorite white wine!



Flori Grotoli

S/V Floriana

cavalieri@mindspring.com

Rigging Locker

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

Catalina 30 Tall Rig		Specifications	
Boat Name: Fair Winds Boat Year 1989 Asking \$24,000 Contact Glen Bernichon - (631) 335-8482 (Photos on next page)	LOA	30'	
	LWL	25'	
	Beam	10.8'	
	Draft	4'	
	Displacement	10200 lb	
	Ballast	4200 lb	
	Sail Area	669 Sq Ft	
Steering System		Keel	Wing
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 ft Doyle 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 Cabin top traveler			
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)

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

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



Myerchin White Offshore Knife, Marlinspike & Sheath \$75.00

The Myerchin A100 Offshore System features handles made from carefully chosen slabs of high tech composite white G10. This man made material is impervious to the elements and makes an excellent handle for a knife intended for use at sea. The white G10 is an excellent base for the sailor's own scrimshaw. This knife thoughtfully links heritage with the most modern components. This is the perfect knife for the person who wants individualize their tool by adding traditional art in the form of scrimshaw. The Pro-grade German Marine stainless is comparable to 440C for hardness and edge-holding properties with additional anti-oxidation elements added for the final crafting of these knives. Extreme strength and moderate weight. This knife features thicker steel, lighter overall weight, and lanyard attachment. The Classic Sheepfoot blade design is a modern version of the classic knives used by seamen for centuries. It includes a heavy duty, low profile sheath, knife, and Myerchin Marlinspike.

Length: 8.25"

Blade Length: 3.8", s.s. Spike Length: 6.75" Serial Number: Yes



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



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'



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



Atlantis Adult Safety Harness

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

\$50



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—Jeremy Wiss
 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>