



From the Masthead

SOUTH BAY CRUISING CLUB

March 2023

FROM THE HELM

Jeff Frederick commodore@sbccsail.org

Fellow SBCC Members and Associates!

We are quickly ramping up into the season, having held both the 2022 Cruising Awards and the 2022 Regatta Awards this month. We had big turnouts for both events, and you can tell the Club is getting excited for 2023 on the water. We've also held a couple of planning meetings for the two-week cruise, and it looks like I will be your cruise captain this year! However, I will need the assistance of a co-captain on the return leg, as s/v *Cambria* is heading north from Cuttyhunk to spend an extra week in Rhode Island. So, if you plan to return with the fleet and are willing to help, please let me know.

On the same topic, we currently have ~25 boats on the two-week cruise mailing list. Ultimately this number will decrease a bit, but we anticipate a significant fleet will be striking out from Fire Island Inlet this year. As such, I wanted to take a moment to talk about anchoring. We will certainly have to improvise and adapt at a few of our ports-of-call this year, especially on some of the busier weekends.

Anchoring a sailboat while cruising is an essential part of small-boat handling that demands self-confidence, know-how, and seamanship. It is a critical skill that all sailors must master to ensure safety, comfort, and convenience while sailing and is a hallmark of a competent sailor. And let's face it, who doesn't love saving a few hard-earned dollars while cruising? Anchoring is free, as long as you know what you're doing!

Anchoring is a critical aspect of cruising. When a sailor drops anchor, they become entirely self-reliant. Anchoring a sailboat while cruising is not just about dropping an anchor and hoping for the best. We have to rely on

our knowledge (and any local knowledge we might glean from more knowledgeable members) and skills to determine the best location to anchor, the type of anchor to use, how to set the anchor properly, and how to monitor it to ensure that the boat remains securely in position. In this regard, there are a number of excellent anchor alarm apps available for your smart phone, and I encourage you all to download one and become familiar with how to use it. Sleeping soundly at anchor is never a given but having practiced the skills in all conditions and knowing how to set a good alarm certainly helps.

In Club news, Hospitality co-chairs Susan Moran and Jean Sidebottom are gathering steam, planning our spring events and always welcoming new members to the committee. Spring Party will be here before you know it! Programs also has at least one more weekend seminar planned for us this winter, so keep an eye out for email announcements in the days and weeks ahead.

We have approximately 90 days until Commissioning Day, so get those chores and upgrades done and get ready for a great season! I'll give you guys an update on *Cambria's* progress in the next issue. We can't wait to see you all out there.

Jeffrey Frederick
SBCC Commodore
commodore@sbccsail.org

Upcoming Events

- **March 26th—Solar/Battery presentation at West Islip library**
- **April 15th—Spring Cocktail Party at the BSYC**
- **May 6th—First RV of 2023**
- **May 20th—First race of 2023**

FROM THE REGATTA CAPTAIN**Charlie Margeson**

On Thursday Feb 23rd, we closed out the 2022 race season with our Annual Race Awards party at the Seagull Restaurant. It was a great turnout this year with SBCC racers filling the restaurant and most of the bar! A group of BSIR racers came early for dinner and a number of us ate at the bar also. Then we gathered to announce the 2022 winners and our Commodore and I handed out our traditional SBCC plaques this year. This is always a fun evening and everyone enjoyed catching up with friends and racing buddies. My thanks to Rich LaBella for providing the beautiful slide show of the Mayors Cup race and to Ted Drossos, Gary Sebouhian and Rick LaTorre for their work managing the BSIR and Babylon Twilight series.

It was also good to see three generations of one family of racers at our party this year: John Davis, Jim Reichel and now Jim's son Will who began racing *Naughty Dog* last year. That's three generations continuing the SBCC racing tradition. Cheers to all!



Now to begin our 2023 season, I have included our preliminary 2023 Regatta Race Schedule in this Masthead. Please take a look and start making your plans for another great season of racing.

Some notes on our 2023 schedule:

- Babylon Twilights will continue the "every other Thursday" format which was successful last year.
- Races around July 4th weekend had to be moved - check those dates.
- The Around Long Island Race (ALIR) was added this year.
- The Commodore's Cup is revised for this year to a single Sunday race on July 23rd.

We now have a great schedule for 2023 and I look forward to an exciting season. Please give me a call if you have any questions. Also, don't forget to check our racing website for the final race schedule, NORs and our crew site information.

Time to begin getting those "to do" lists together in preparation for the spring launch, it'll be here before you know it!

I look forward to seeing you all on the Bay soon!

2023 SBCC RACE SCHEDULE—PRELIMINARY**Charlie Margeson**

Date	Race	First Gun	Classes	Notes	Race Chair	Start Locale	Courses
Sat May 20	Spring Race to Atlantique	1200	Pursuit	2, 3, 4, 8	E Winberry	Bay Shore	
Tue May 30	Bay Shore Invitational Race (BSIR) Spring 1	1900	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thu Jun 1	Babylon Twilight Race Early Summer 1	1930	Reg	2,9,11	R LaTorre	Babylon	1 thru 9
Sun June 4	Creepstakes Single Handed Race	1100	Pursuit	2, 4		Bay Shore	1 thru 15
Tue June 6	Bay Shore Invitational Race (BSIR) Spring 2	1900	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Fri June 9	Babylon Cup	1900	Reg	2, 9, 11	Margeson/ Anderson	Babylon	
Tue June 13	Bay Shore Invitational Race (BSIR) Spring 3	1900	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thu Jun 15	Babylon Twilight Race Early Summer 2	1930	Reg	2,9,11	M O'Connell	Babylon	1 thru 9
Tue June 20	Bay Shore Invitational Race (BSIR) Spring 4	1900	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Tue June 27	Bay Shore Invitational Race (BSIR) Early Summer 1	1900	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thu June 29	Babylon Twilight Race Early Summer 3	1930	Reg	2,9,11	Padden	Babylon	1 thru 9
Sat July 1	Babylon Yacht Club July 4th Invitational		Reg	3	BYC	Babylon	1 thru 9
Wed July 5	Bay Shore Invitational Race (BSIR) Early Summer 2	1900	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Tue July 11	Bay Shore Invitational Race (BSIR) Early Summer 3	1900	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thu July 13	Babylon Twilight Race Early Summer 4	1930	Reg	2,9,11	Mirchel	Babylon	1 thru 9
Tue July 18	Bay Shore Invitational Race (BSIR) Early Summer 4	1900	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sun July 23	Commodores Cup	1300	Pursuit			Babylon/ Bayshore	
Tue July 25	Bay Shore Invitational Race (BSIR) Mid Summer 1	1900	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thu July 27	Babylon Twilight Race Late Summer 1	1930	Reg	2,9,11	Goodman	Babylon	1 Thru 9
July 27 - 30	Around Long Island Race- ALIR				SeaCliff YC	NY Harbor	

Continued on next page

2023 SBCC RACE SCHEDULE—PRELIMINARY (continued)**Charlie Margeson**

Tue Aug 1	Bay Shore Invitational Race (BSIR) Mid Summer 2	1900	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sun Aug 6	Bay Shore Yacht Club GSBYRA Invitational Regatta (Date Pending)	1300	Pursuit	3,4,8	BSYC	Bay Shore	1 thru 15
Tue Aug 8	Bay Shore Invitational Race (BSIR) Mid Summer 3	1900	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thu Aug 10	Babylon Twilight Race Late Summer 2	1930	Reg	2,9,11	Goodwin	Babylon	1 Thru 9
Sat Aug 12	West Island Race	1200	Reg	2,9,12	Davis	Bay Shore	West Island
Tue Aug 15	Bay Shore Invitational Race (BSIR) Mid Summer 4	1900	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Tue Aug 22	Bay Shore Invitational Race (BSIR) Late Summer 1	1830	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thu Aug 24	Babylon Twilight Race Late Summer 3	1900	Reg	2,9,11	Anderson	Babylon	1 thru 9
Tues Aug 29	Bay Shore Invitational Race (BSIR) Late Summer 2	1830	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sat Sept 2	Bellport Invitational		Reg		Bellport Yacht Club	Bellport	
Sun Sept 3	GSBYRA Queen of the Bay		Reg		GSBYRA	Bellport	
Tue Sept 5	Bay Shore Invitational Race (BSIR) Late Summer 3	1830	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thu Sept 7	Babylon Twilight Race Late Summer 4	1830	Reg	2,9,11	DeMarco	Babylon	1 thru 9
Sat Sept 9	Mayor's Cup	1200	Reg	2	Davis	Long Island YC	
Tue Sept 12	Bay Shore Invitational Race (BSIR) Late Summer 4	1830	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Tue Sept 19	Bay Shore Invitational Race (BSIR) Fall 1	1800	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Tue Sept 26	Bay Shore Invitational Race (BSIR) Fall 2	1800	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sun Oct 1	Louis Orr Invitational	1200	Reg	2,9,11	BYC	Babylon	1 thru 9
Tue Oct 3	Bay Shore Invitational Race (BSIR) Fall 3	1800	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sat Oct 7	Discoverer's Race BSYC & SBCC (Tentative)	1200	Pursuit	2,3,4,8	BSYC/ Win- berry	Bay Shore	
Tue Oct 10	Bay Shore Invitational Race (BSIR) Fall 4	1800	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15

2022 CRUISING AWARDS**Todd McCarthy/Jeff Frederick**

On February 11th, we held our annual Cruising Awards luncheon at the Seagull Restaurant in West Babylon. We had an excellent turnout and a good time was had by all. The following major awards were presented:

2022 Ken Condor (Most combined races and RVs attended)

Jean Sidebottom / Stephanie and Jay Pizer

2022 Sheila Daytz (Most RVs attended)

Scott and Wendy Gesele

2022 Cruise Captain Awards

Scott Gesele: Co-Cruise Captain Two-Week Cruise

Jeff Frederick: Co-Cruise Captain Two-Week Cruise

Jean Sidebottom: Cruise Captain One-Week Cruise

Additional awards were presented for RV hosting, RV attendance and cruise attendance and the recipients were very happy with the "swag."

**Commodore, Jeff Frederick, presented special awards as follows:**

The Shafted Zinc Award - "This award goes to the nearest catastrophic miss, despite all diligent effort and planning, seamanship and prudence" - Scott and Wendy Gesele, for the Sore Thumb foul anchor and cable drag incident.

The Stopped Clock Award - "This award goes to the captain who keeps his vessel "right" all the time (not just twice per day, like a stopped clock) with upgrades, maintenance, and elbow grease" - Todd and Pam McCarthy.

The Check the Chart Award - "This goes to the sailor who could have taken a second look before heading out" - Charlie Margeson, for the Cuttyhunk caper!

The Cool Under Pressure Award - "This award goes to the sailor who kept his head when everything seemed to be going wrong" - Joe Werkmeister, for the two-week cruise foul fuel fiasco!

The Tangled Pro Award - "The most prestigious of the fake Commodore Awards, given to the sailor with the highest insurance premium increase since last year" - Jean Sidebottom.



FROM THE CORRESPONDING SECRETARY**Joe Werkmeister**

On the heels of the Cruising Awards luncheon I wondered exactly how the cruising points were awarded. For those who may be curious, I've published the criteria below. (Hopefully this will encourage increased participation in cruising events! Thank you to Todd McCarthy for providing me with the website link to this information. 😊)

During the cruising season, the Fleet Captain keeps track of who attended rendezvous, who attended cruises, who hosted rendezvous, and who was a cruise captain. The mechanism for this is that each rendezvous host is asked to give a report of the names of the members who spent the rendezvous night on their boat at the rendezvous location. Cruise captains are asked to do the same for the nights of their cruises.

Cruise members who spend the night of a rendezvous with their cruise get 1 rendezvous credit. Only one such rendezvous credit is granted per cruise, even for cruises of two weeks or more.

There are times where a member's boat might not be seen in the morning after a rendezvous night due to a variety of reasons such as fog, a member leaving early, etc. So the Fleet Captain publishes a list in the Masthead at the end of the season to give people a chance to set the record straight.

If a scheduled rendezvous is cancelled and a member spends the night on their boat at the designated location, that qualifies for a rendezvous credit. Notify the Fleet Captain that you were there.

Cruise members must spend at least 1/2 of the cruise nights with the cruise to get credit for the cruise. Members who spend a rendezvous night within reasonable dinghy distance of the rendezvous location qualify for rendezvous credit, for example, anchored outside of a marina instead of being at slip within the marina.

At the end of the cruise season, the Fleet Captain works with the Trophy Committee. Awards are distributed based on total number of points for all categories obtained for the season. Point values are listed as follows:

- Special Awards (Sheila Daytz, Ken Kondor) as calculated, as described in the yearbook
- Cruise Captain: 1 point (if led a recognized Cruise)
- Rendezvous Host: 1 point for each hosted Rendezvous
- Rendezvous Attendance: 1 award point for attending 4-7 rendezvous, and 2 award points for 8 or more. There are no points for attending 3 or less.
- Cruise Attendance: 1 point for attending a recognized Cruise (must have attended at least 50% of the scheduled dates)

If multiple folks co-hosted a Rendezvous they each get host credit. If multiple folks co-captained a Cruise, they each get Cruise Captain credit.

The Fleet Captain has the discretion to offer a Blue Water Award or Green Water Award, both of which are described as given to the member who sails outside of the Club's normal cruising areas. The Blue Water Award is for the longer distance sailing, and the Green Water for nearer cruising. To get these awards, the member must show or copy his ship's log to the Fleet Captain.

FROM THE HOSPITALITY CHAIR**Susan Moran**

Hi Team! What a terrific year we had! All of our events were well-attended, and I think some of our members came up with great ideas of how to keep our “vintage” members engaged! Well done and thanks to so many of you! Scott Gesele, for supporting me in this new endeavor and for taking the lead for Commissioning Day; Wendy Gesele for all your help and encouragement; Joe Werkmeister for being co-lead for the Blast and also support on events (you are a rock!); Christine Schaefer for co-hosting the Blast, but also for the amazing steak sliders for the Spring Party; Stephanie and Jay Pizer for leading (yet again) the Holiday Party (how much fun was that?); Jean Sidebottom for taking co-lead with me for the Boatyard Party, and for accepting being co-chair for Hospitality (along with the commitment to chair next year – you did know that was the plan, right? Right? *Just kidding!*); for so many of you for setting up/cleaning up/doing whatever needed to be done! You know who you are and, more important, we do too and we thank you so much for it! These events could not be a success without the support of the entire team! THANK YOU!

FROM THE CO-HOSPITALITY CHAIR**Jean Sidebottom**

To everyone planning on taking the two-week cruise, you may or may not know me. I am 72 yrs old but kind of spry. I own a 27ft Pearson and I sail around the Bay with you guys. I am very interested in crewing on some one else's boat. This is my 4th season sailing and I have come a long way in sailing since I first got started. I would be available for the entire two-week journey or if you plan on extending your cruise, I could jump off and fly home from Nantucket or the Vineyard. So please reach out to me via my contact information in the yearbook. I promise to pull my weight and be useful.

FROM THE MEMBERSHIP AND WELCOMING CHAIRS**Pam McCarthy/ Michele Jaeger/Sandy Carlberg**

We are happy to report that the Board approved three new memberships at this month's Board meeting.

Joe Nador joined the Club this past fall as an associate member. Recently, Joe fulfilled his dreams by purchasing a Rhodes 22 sailboat. He found one about 1,100 miles south of Long Island. He and his buddy and fellow SBCC member, Fred Corman took the trip down to look at the boat, and it was love at first sight. Joe was just voted into SBCC as a regular member and has even volunteered to host an RV this season! Way to go, Joe!

Barry, Aura and their son Benjamin Wagner were just voted in as regular members. Barry has been a long time sailor on the north shore as well as the south shore. The family relocated to West Islip from the north shore about a year and a half ago. Barry purchased a 25 foot Irwin for the Bay and for his family to get used to the fun of sailing. Since the Wagners knew no one in the club, a meet and greet was held at the Post Office Cafe in Babylon Village. We had several board members come and meet them and had nice friendly conversations over food and drinks. We look forward to seeing them out on the Bay!

Eddie and Beth Anderson, former regular members of SBCC have decided to rejoin our merry group. A few members race with Eddie on his Sabre 36 on Tuesday nights. The Andersons would like to do more cruising and are thinking of joining the club on their two-week cruise this summer. We are all happy that they have decided to rejoin and look forward to cruising offshore with them and socializing at club events!

So, be sure to join us in welcoming our newest members as they participate in Club events!

A LOOK BEHIND THE CURTAIN

Jean Sidebottom

I have been a SBCC member for the last three sailing seasons and four winter breaks. My first event was the Holiday Party in 2019, where I was welcomed by all I met and I became very excited for the next sailing season starting with the Spring Party. I have become increasingly active in the group and have found it to be a great organization, but it wasn't until recently that I discovered what is going on behind the scenes.

The first season I attended a few RV weekends and ventured into the racing group. The second season I hosted one or two weekends and raced more. This past season I hosted three RVs, hosted the One-Week Cruise, and agreed to host the Boatyard party. Sounds like a lot, doesn't it? Well, I was eager to get to know everyone and was told that participating was the best way to do that. So, in self-interest when I was asked if I would co-chair the hospitality committee, I said yes. What I did not know was it was a position that was included in the "Board Members" group.

So now I have attended two board meetings and I have to say, they have been eye openers. There is a lot of work (as well as fun) going on behind the scenes. There is a membership committee, a welcoming committee, a hospitality committee, and people designated for being responsible for putting together the budget for the group, people in charge of the RV schedule, the on-shore parties, the cruises, and SBCC history, SBCC legal, and more. I had no idea that the reason this group ran so efficiently was because it gets planned, it gets discussed and gets voted on.

What a concept! So, the next time you attend an event, any event; know that there was work done by participating members before, during, and after, who should get some credit for the success and fun you just experienced at the event. And here's a thought, consider joining one of these committees and put your handprint on what happens.

...and speaking of volunteering, Scott and Wendy Gesele hosted the first Hospitality Committee meeting of 2023 at their home on Thursday 3/2. Hospitality Chair, Susan Moran, laid out the schedule for 2023 and volunteers were aplenty. We were happy to have two new members attend and volunteer for functions in the coming year.



New Member, Melissa Wood—far left

New Member, Farley Nachemin—far right

INTERNATIONAL OFFSHORE SAFETY AT SEA (2 DAY)**Barbara Burns**

I have enrolled in this course and wanted to share with the Club in case anyone else may be interested in attending.

This is the full two-day safety at sea course, which satisfies the requirements for World Sailing OSR 0,1,2 and SER requirements for the Newport to Bermuda Race, Trans Pac, etc. This course is for anyone looking to advance their preparedness while on the water.

Every season the Oakcliff team hosts two Safety at Sea Seminars for Oakcliff Trainees and the public, to meet the safety requirements for international and national sailing regattas safety requirements. This course will be hosted by Oakcliff with our US Sailing moderator Sheila McCurdy and Oakcliff staff helping to run the course. Included for all participants will be hands-on use of liferafts, deckvests, flares, fire extinguishers, and much more.

This is a two-day course, so there is no requirement for online chapters 1-15.

A list of what to bring and a brief schedule will be provided to you after registration. Housing in the Oakcliff bunkhouse can be booked separately, other [housing options](#) are available as well as instructions to get to Oakcliff [here](#).

Topics covered:

- Deck vest fitting and usage
- Personal safety equipment
- Liferafts inside and out with hands on demos
- Life Sling and man overboard recovery
- Flares and pyrotechnics
- Damage control
- Weather
- Medical assistance
- Heavy weather sailing and sails
- Communications
- Abandon ship
- Fire prevention and fire fighting
- Giving and receiving assistance
- Search and rescue
- Medical
- And much more



The full website for the event may be reached at this link: [Oak Cliff sailing event](#)

This page (page 2) was pulled from the very first SBCC yearbook from 1952. The Yearbook that year was 8 pages long. Followed by a title page, Page 1 was a list of officers, scheduled races, and The Handicap Rule." Page 3 was a list of active members numbering 62. Page 4 was a list of subscribing members numbering 47, as well as a poem entitled "Connetquot River" (perhaps one of our more "seasoned" members can shed some light on what a "subscribing" member was.) Page 5 was a chart of the Clubs yacht fleet numbering 22. I wonder why with 62 members only 22 boats were listed. Page 6 and 7 were a ships log of the yacht *Reverie*, cruising from Brightwaters to Nantucket and Cape Cod and back home, captained by J.F.Young. (See page 10 for a copy of the aforementioned poem.)

THE LOG - 1951

It is with profound regret that the keeper of this Log must record the untimely passing of our beloved and loyal shipmate, Fred Schnur. As a charter member Fred devoted much time and effort to the early organization of the Club. He drafted the Constitution and By Laws and donated the Perseverance Trophy, now a permanent trophy.

Cruising From all reports it does not appear that our boats got very far afield in 1951. Several got out to Block Island and elected to return via the Sound and East River rather than risk Shinnecock Inlet. Others seemed satisfied to stop there or unstep their masts and go on to Shelter Island. The stabilization of the Inlet, now in progress, and the new Cruising Award should encourage longer cruises in the future.

Racing The first Annual West Island Race on August 5th was a great success. A fleet of 36 yachts made quite a spectacle as they started under ideal sailing conditions. The alternative of rounding the island either way proved to be an interesting test of baymanship. This race established "CHANTEY" as the hottest yacht in the fleet. The combination of Sparkman Stephens' design and Gordie Baldwin's skill proved too much. He got very lonesome in the harbor as he waited a half hour for the next boat to finish. His closest rivals were WRAITH, LIVELY LADY, and PAGAN. The cats were led home by NAIAD, with LORRAINE and TANG close astern. Other races were held by yacht clubs around the Bay and about 20 SBCC boats usually turned out. The rendezvous that always followed did much to promote fellowship among the cruising breed.

The Fleet There are now about 60 auxiliaries registered in the club fleet. Many are new to the Bay this year and include the flagship "CYGNET", two 40 footers "SEA DUST" and "REVERIE", and an Alden sloop "QUE PASA". Many others are familiar names around the Bay like the WESTMORELAND, KATINKA, and a host of others. It is hoped that this Yearbook will serve as a veritable "Lloyds of the Bay".

"CONNETQUOT RIVER"

To the tune of the "Codfish Shanty" - moderato con brio

Great South Bay is mighty shoal, heave away, heave away
Our Commodore needs a sounding pole, O Connetquot River.

Refrain

Heave away, my bully bully boys, heave away, heave away
Heave away, why don't you make a noise, O Connetquot River

Should the wind die out and engine balk, heave away, h-----
In our olde Bay you can always walk, O Connetquot River

Now South Bay gals have lovely gams, heave away, h----
They get that way from treadin' clams, O Connetquot River.

A sailing ship has right o way, heave away, heave away
But don't be sure on Great South Bay, O Connetquot River

Dawn peers through the open port, heave away, heave away
As the Skipper takes an early snort, O Connetquot River

Our anchor lights blink at night, heave away, heave away
Messages of friendship and delight, O Connetquot River.



Atlantique circa 1970s

Pre-drone!

Photo submitted by
Roger and Peg Daisley

SAVE THE GREAT SOUTH BAY—CREEK DEFENDER**Joe Werkmeister**

In 2021 having recently retired, I decided that I wanted to do some volunteer work to productively pass some of my new found leisure time. I thought that volunteering at the Save the Great South Bay organization would be a great way to support a local non-profit that obviously ties in well with my love of being on the water. I met with the Executive Director of STGSB, Robyn Silvestri, and learned about some of their initiatives. One of them is called "Creek Defenders." With this program they put together volunteers in the Spring, to go out to the various creeks along the South Shore to do some clean-up. I participated in about 6 or 7 of these clean up days. I also decided to attempt to involve members of SBCC and was very pleased to have a representative at each and every clean up site throughout the program. Unfortunately, in 2022, I did not have the same success. Only one volunteer from the Club stepped up. THANK YOU RICH TROY!

My goal for 2023, is to once again have at least one SBCC member at each of these events!

Our members are located all along the areas that clean-ups are carried out, so why not consider joining in this effort and participate in the clean-up scheduled near your home town. I will be tracking our participation, so please email me jwerkjr@gmail.com when you decide to volunteer. Dates have not been published yet but I will provide that information via email as soon as it becomes available.

Note: Grab 'n Go gear packs with bags, pickers, disposable gloves, safety vests and a map of your designated clean up area are provided for all volunteers.

For further information about the Creek Defender program: <https://savethegreatsouthbay.org/take-action/creek-defender-program/>

For general information about the Save the Great South Bay organization: savethegreatsouthbay.org

Volunteer at savethegreatsouthbay.org/volunteer At this link you will be able to be added to a mailing list for the clean-up of your choice, by simply indicating which towns you would like to receive notices for.

NY STATE BOATING LAWS AGE AND OPERATOR RESTRICTIONS**Joe Werkmeister**

A person **at least 10 years old** may operate a recreational boat (other than a PWC) only if only if you meet the requirement to have a Boating Safety Certificate as shown in the table.

- If you are required to have a Boating Safety Certificate, you must carry it on board the vessel.
- All persons operating a motorized vessel must have a Boating Safety Certificate by January 1, 2025.
A person at least 14 years old may operate a PWC only if he or she:
Has passed a boating safety course approved by the New York State Office of Parks, Recreation and Historic Preservation **and...**
- Carries the State Boating Safety Certificate on board the PWC.
No person **under the age of 14** may operate a PWC.

The following table shows when a person operating a vessel (other than a PWC) is required to have a New York State Boating Safety Certificate.

If you were born after:	You will need boating safety certification when operating a motorized vessel in:
Jan. 1, 1993	2020
Jan. 1, 1988	2022
Jan. 1, 1983	2023
Jan. 1, 1978	2024

Additional information may be found at this link: [New York Boating Laws & Regulations | Boat Ed® \(boat-ed.com\)](https://www.boat-ed.com/)

FEATURED CLUB SAILBOAT—MOODY 38CC**Jeff Frederick**

It seems to me that our Commodore, Jeff Frederick, has identified a side hustle that could prove to be lucrative. Having searched unsuccessfully for a good review of the Frederick family owned Moody 38CC, he decided to write his own. What follows are excerpts from the full review which may be accessed at this link: [Moody 38CC Review by Jeff Frederick](#)

I strongly recommend you read the full review to get an appreciation of the many attributes this yacht has to offer a cruising family.

Introduction

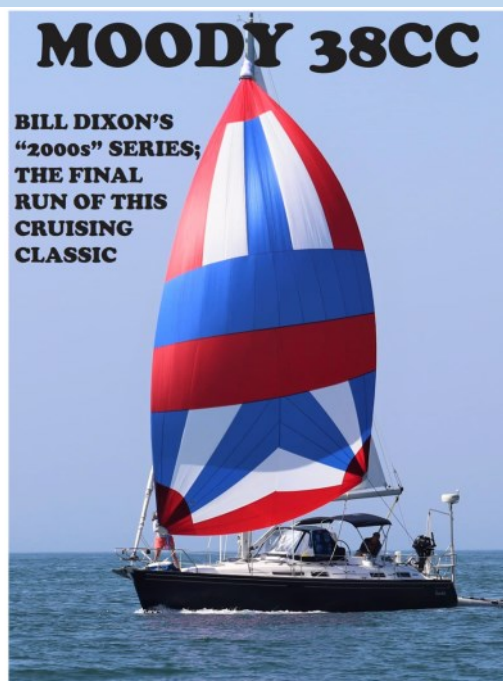
Finding a boat review for the Moody 38CC, produced between 2000 and 2003, is a lot harder than one might think. Bill Dixon designed several iterations of the Moody “38”; from the original “37/376” with 313 boats built between 1987-1991; to the first “38” with 163 built between 1991-1996; to the “S38”, the aft cockpit design with 60 built between 1995-1998. But Bill had one more iteration left in him, with a re-tooled interior that did away with the second head (thankfully) and the pilot berth mid-ship to starboard, and he relocated the galley to make room for a single, spacious head with separate shower stall located mid-ship to port. A dedicated navigation station was added, and the saloon was re-tooled to provide two ample sea-berths around a centerline two-leaf dining table. Did I mention the centerline walk-around aft queen stateroom? Over the course of three years, Marine Projects, Plymouth Ltd. built 37 of these boats. In my humble opinion, having viewed the interiors that preceded this version, Bill Dixon finally nailed it. Certainly, compromises were made like the lack of large-item storage commonly found on aft-cockpit boats, but overall, this is a 38-foot boat that feels every bit of 45 feet below decks.

History

Moody's origins date back to the 19th century. In 1827, the boat builder, John Moody, founded a shipyard company in Swanwick, England on the banks of river Hamble, which dealt in particular with the repair and overhaul of fishing boats. When John Moody died in 1880, he left the business to his son Alexander, who also started to build small dinghies.

More than a century later, in 1935, the Moody shipyard produced its first sailing yachts in timber construction. The first model, the Vindilis, was designed by T. Harrison Butler. The service operations continued in conjunction with the boat building activities. In addition, the site in Swanwick was expanded so that the company could build larger yachts. During this period the Moody family also expanded to marina ownership. In 1965, Moody began to produce fiberglass sailing yachts which were appreciated for their comfort and long-distance suitability. With designs of naval architects like Laurent Giles, Angus Primrose and Bill Dixon, Moody developed into a leading European manufacturer of sailing yachts.

The world oil crisis in 1973 and the following slump on the powerboat market prompted Moody to join together with David King from Marine Projects (Plymouth) Ltd, the manufacturer of Princess motor yachts. The cooperation of the two companies was very successful. They produced up to 400 sailing yachts per year, 27 to 64 ft in length. Bill Dixon and Angus Primrose were responsible for the design of all models. Due to falling sales in the sailing yacht business, the companies disbanded the connection in 2003. In 2005, the founding family sold the yard to Premier Marinas Ltd, Swanwick. A year later, the production was discontinued. In 2007, German HanseYachts AG, Greifswald, acquired the brand and started to produce newly developed Moody sailing yachts. Furthermore, HanseYachts appointed Bill Dixon as naval architect for all new Moody models.



FEATURED CLUB SAILBOAT—MOODY 38CC**Jeff Frederick**

The Moody 38CC is a vessel built for comfortable cruising. She accommodates our family of four easily, with plenty of berths and stowage for our annual extended cruises to Block Island, Newport, the Narragansett Bay, Martha's Vineyard, or Nantucket. Cruising with small children isn't always easy, but I take great comfort in knowing we have a vessel that is well founded, properly equipped, and safe in every condition we might find ourselves in. The boys move about the deck with confidence, and often argue over who gets to sit on the bow perch.

With a selection of very useful aftermarket add-ons, like the bow thruster, the reverse cycle 16k BTU AC/heating unit, radar, and electric windlass, she is perfectly outfitted for our cruising needs. In addition, all lines lead to the cockpit, making her an easy boat to single-hand while my wife manages the boys. So, after 3 full seasons on the water with her, we finally had the "love it or list it" conversation. Was our Moody 38CC *Cam-bria* going to be "THE" boat our family's summers would be built around for the next 20 years? If so, we knew we had a number of improvement and projects that needed to happen; no small investment of time and money. The answer from the Admiral and crew was a resounding yes, this boat has it all. We already have several major projects behind us, including a complete bottom job (epoxy), a rebuilt transmission, a topside restoration, and the replacement of the bulkhead between the chain locker and the V-berth. With a few more years of dedicated off-season project planning and execution, she will be Bristol condition and ready to take us away to the ports-of-call that fill our winter dreams.

SPECIFICATIONS		
Length Overall	11.430m	37'6"
Length Waterline	9.787m	32'1"
Beam	3.772m	12'4"
Draft (Fin Keel)	1.900m	6'3"
Draft (Shoal)	1.45m	4'9"
Displacement (Fin)	8303kg	18,266 lb
Displacement (Shoal)	8342kg	18,352 lb
Ballast(Fin)	2380kg	5,236 lb
Ballast(Shoal)	2563kg	5,638 lb
TANKAGE		
Fresh Water	363 ltr	96 US gal
Fuel	180 ltr	48 US gal
RIG		
I	13.660m	44'10"
J	4.067m	13'4"
P	12.549m	41'2"
E	4.236m	13'11"
SAIL AREAS		
Mainsail	26.6m ²	286 sq ft
Furling genoa	35.0m ²	376 sq ft



CELEBRITY SAILORS - PETE TOWNSHEND
Excerpted from Boat International 6/2015 Written by Caroline White

Submitted by Todd McCarthy

Pete Townsend, lead guitarist of “The Who” owned numerous boats of all shapes and sizes, both power and sail. This month’s celebrity sailor edition will focus on just one of his most recent sailing vessels, *Gloria*.

Gloria was originally built for Mikael Krafft, founder of Star Clippers, who fell in love with and tried to buy the 1938 Mylne-designed schooner *Panda* before discovering she had deteriorated beyond repair. So he commissioned Pieter Beeldsnijder to design a modern representation of the boat, with Jongert and Lowland to build her. Launched in 1986, she fulfilled her brief: graceful exterior lines and classic interiors in high-gloss mahogany, but with a modern staysail schooner rig and powered furling, meaning she is comfortable at sea and requires only five crew to sail her, three at a push.

Krafft eventually sold her, and two owners down the line English entrepreneur Peter de Savary bought and refitted her. Townshend, a good friend, took a look around when de Savary decided to sell some years later. “I went down into the engine room, I came back up and I said to my yacht manager Tim Dewhurst, ‘Don’t go downstairs. Don’t look in the engine room and don’t point at the bits of deck that need doing.’ I just knew that if I went into it too intently I wouldn’t buy her. She needed a lot of money spent on her. But I thought, well, I’ve got a lot of money and I love boats.” He shook hands with de Savary on the second day of the Newport Bucket and with her new owner in charge she came in second the same day.

Townshend has been good to her, arranging an extensive refit at Pendennis that ran from new decks to paint, rigging and more. Today, the boat is full of little delights, from a working fireplace to ornate woodwork saved from an older boat, and a dining table with superb marquetry beneath a skylight in the dining saloon. He uses her for short cruises and racing, in particular the Superyacht Challenge in Antigua, and has a clutch of cups below decks (this is his second favorite cruising location after Cornwall and he is a major supporter of the Antigua National Sailing Academy).

“I bought *Gloria* so that I could have adventures and that’s what I’ve done,” he says. “Now I feel a bit taunted by her. She’s in such great shape – we did the decks and everything is running really well. She’s the kind of yacht that you could go round the world in but I just haven’t got the time.” So with regret, after six years and a successful career as regatta-ready charter yacht, *Gloria* was put up for sale.



Schooner *Gloria*

Photo by Jongert

The full article, which highlights many of Townshend's boats may be accessed at this link::

[Celebrity sailing yacht owner Pete Townshend](#)

TAME YOUR SAIL HALYARDS

skippertips.com

How can you keep long halyard tails and extra line organized? Sure, you might use the "twist and hope it stays on the cleat horn" finishing touch. But that can fall off when you sail heeled over in heavy weather. Follow these sailing tips to make any line work easier aboard your small sailboat.

Sail short-handed and lines can pile up like spaghetti dumped from a five-gallon barrel. Halyard tails are the longest lines at the mast that need to be contained. But they also need to be ready to cast off in a jiffy for trim adjustments, reefing, hoisting or hauling down the sail. The more common method will be to coil the tail and drape a twisted bite over the top cleat horn. And hope for the best!

Slippery halyards built of high-tech material can work their way off the top horn. I've seen this happen more than once. I get in a hurry, make up the tail, return to the cockpit. A while later the loop slides off the cleat horn.

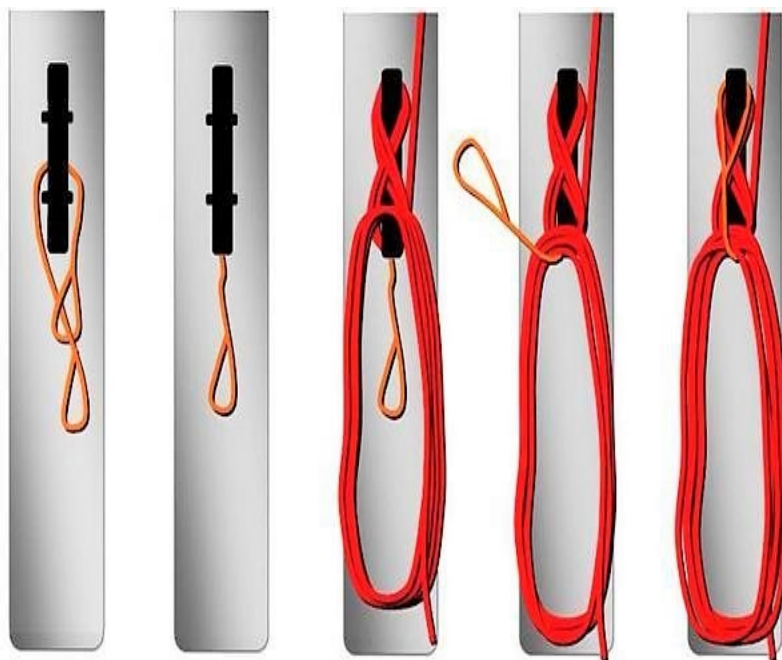
The halyard slides downhill to leeward and spills over the side. Now you have to go forward to the mast again to start all over. Cut this nonsense off at the pass. Install small diameter rope toggles at the mast to contain halyard tails. You can use variations of this super quick technique anywhere aboard your boat. Follow the basic steps below.

Cut nine inches (or a length suitable for your boat) of small diameter line. Form an eye at each end. Push one eye beneath the cleat and between the two cleat legs. Thread the other eye through the first to anchor the toggle to the lower cleat leg (first illustration--toggle length exaggerated for clarity). Pull tight to remove all slack (second illustration.)

Make up the halyard as you always do with figure eights on the cleat. Coil the excess tail and hold it in your non-dominant hand (third illustration). Reach through the coil and pull the eye of the toggle through the coil (fourth illustration.)

Drape the toggle eye over the top cleat horn (fifth illustration.) That's it; you're done! Now, your coil will be ready to cast off in an instant for trimming, hoisting, hauling down or reefing.

Reverse the process to release the coil from the toggle. Hold the coil. Pull the toggle up and off the upper cleat leg and drop the toggle. It'll stay in place, ready in an instant for the next time you need it. And, you can remove it anytime for replacement when it wears out. Use simple sailing tips like these to make sail handling faster and easier, wherever you choose to sail or cruise!



DIY WATER FILTRATION

Darrell Nicholson of Practical Sailor

For those of you unfamiliar with Baja fuel filters, they are multi-layer strainers, purchased or handmade, used to filter diesel fuel of dubious pedigree before loading. Water, whether from a dockside hose or rainwater, presents a similar challenge. We've been exploring freshwater filtration possibilities for a series of articles to come, and while there are great pre-filtration products out there, none offer the versatility of our own home-grown solution, which we call the Baja water filter.

Cartridge filters are bulky, and while they are good for inline filtration at-the-dock systems, they also are susceptible to contamination since the greatest source of contamination is the junk growing in the hose itself. Hose-end filters are convenient, but the filtration is often coarse (10 to 40 microns), and they plug up easily, reducing flow to 2 to 3 gallons per minute after only a few fill-ups. With a few scraps of PVC pipe, simple tools, and common skills, a 4-inch by 14-inch, 1-micron bag filter becomes a multipurpose Baja filter serving all cruiser pre-filtration needs.

What You'll Need

The total cost for all parts is approximately \$25. Here's what you'll need:

- 1-micron polyester bag filter, seamless, trade size 4 (McMaster/Carr, 9316T211, specify 1-micron)
- 2 feet of 4-inch diameter PVC DWV pipe
- 2-inch by 3-inch reducer
- 2-inch by -inch NPT bushing
- inch by -inch NPT nylon barb fitting
- Silicone caulk
- PVC cement



Article submitted by Roger Daisley

(continued on next page)

DIY WATER FILTRATION (continued)

Construction

The 4-inch PVC pipe is small enough to support the top ring of the bag filter, yet large enough to give the bag an easy fit and good flow. To form an internal funnel and a bottom that can sit flat over a deck fill plate, slide the 2-by-3-inch concentric reducer about 5 inches inside the funnel (grind off small tabs that interfere). Seal the reducer in place with silicone caulk.

Next, glue a 2-by-3/4-inch NPT bushing into the reducer with PVC cement. The end of the bushing should be recessed about a half-inch from the end, so the funnel can sit on the deck plate without wobbling. Cut the 4-inch pipe long enough for the bag to hang free plus about 1-inch for stretch—about 15 inches inside the pipe. Insert a 3/4-inch PVC threaded nipple when used over the deck plate, or a 3/4-inch barb adapter for collecting rainwater. Smooth all edges, and add small holes near the mouth to hang from the gutter to collect rainwater.

In Use

Hose water: Drop it in the freshwater deck plate and watch the junk shed from the hose accumulate.

Rainwater: 1-micron filtration produces tank-quality water; rinse the salt and major bird bombs off your collector first.

Jerry cans: Upgrade water pulled from a grimy tap.

Clean: The bag can be laundered several times.

Sanitize: The bag can be dried and sanitized in the sun.

There are many bag filter materials and sizes available; we've tried them all and find polyester felt to offer the best economy and best removal efficiency of the particles of interest; it has something to do with surface charge and texture. While coarser bags promise more flow, the difference is small and the 1-micron filtration removes more silt and colloidal dust, ensuring a clean tank. There are also lighter versions using garden drain pipe instead of PVC for the main body; nipples and reducers can be adjusted for better flow rates or to tap into existing plumbing.

SCUTTLEBUTT

Pam McCarthy

The SBCC South Bay Salty Dogs performed at a benefit for the Tribute and Honor Foundation to Support Our Veterans on February 4th. This is the second year we have provided entertainment and donated our fee to the organization. Thanks to Lisa Donatelli for arranging this. A good time was had by all for a good cause.



NAUTICAL TRIVIA

Joe Werkmeister

Having read and proofed Jeff's Commodore's article, I came upon the word Bristol. I felt I had heard it previously but wasn't quite sure what it meant. So, I decided to "Google it" and found that the only "definition" of the word available was: "noun 1. A woman's breast, usually as the plural bostols." Fortunately, before I edited out the word, knowing full well I should not be doubting Jeff's mastery of the language, I did some further searching and came upon this interesting article. So, for those needing clarification on the meaning of the term, I present the following gleaned (another cool Jeff word) from <https://www.phrases.org.uk/>.

If something is 'ship-shape and Bristol fashion' it is in first-class order.

Many have claimed that 'ship-shape and Bristol fashion' was a derogatory description of black people who were ready for sale as slaves. This is unsupported by any evidence. The phrase has a perfectly sound derivation which is nothing to do with race.

'Ship-shape and Bristol fashion' isn't widely used outside the UK and even there less so than in earlier times, so a little background may be in order.

Bristol has been an important English seaport for more than a thousand years. The city is actually several miles from the sea and stands on the estuary of the River Avon. Bristol's harbour has one of the most variable tidal flows anywhere in the world and the water level can vary by more than 30 feet between tides. Ships that were moored there were beached at each low tide. Consequently they had to be of sturdy construction and the goods in their holds needed to be securely stowed. The problem was resolved in 1803 with the construction of the Floating Harbour. There's no absolute proof that the term 'Bristol fashion' originates with that geography but the circumstantial evidence seems very strongly in favour of it.

Just as an aside, Bristol has another linguistic claim to fame. In earlier days the town was called Bris-towe (or Brigstow). A quirk of the local spoken dialect is to add els to the end of words, hence Bris-towe became Bristol. Another nice example of this is the name for the laminate sheeting used on work-tops. You might call this Formica; in Bristol it is Formical.

'Ship-shape and Bristol fashion' is actually two phrases merged into one. Ship-shape came first and has been used since the 17th century. It is recorded

in Sir Henry Manwayring's *The sea-mans dictionary*, 1644:

"It [the rake] being of no use for the Ship, but only for to make her Ship shapen, as they call it."

Bristol fashion was added later and is first seen in print during Bristol's heyday as a trading port, in the early 19th century; for example, this extract from John Davis' *Travels of four years and a half in the United States of America*, 1803:

...says I to the girl, "this is neither ship-shape, nor Bristol fashion."

Admiral William Henry Smyth's 1867 *The Sailor's Word-Book: an alphabetical digest of nautical terms*, which is a treasure trove of nautically inspired phrases, has a definition of the phrase:

"Said when Bristol was in its palmy commercial days - and its shipping was all in proper good order."

ON THE LIGHTER SIDE Submitted by Mara Liesegang



Flori Grotolli

I decided to make Leftover Parfait!

- Cut the banana into pieces similar size to the berries.
- Add two teaspoons of sugar and squeeze a whole fresh lemon on the fruit.
- Add two tablespoons of OJ, toss everything together and set aside.
- Whip the heavy cream until set. Fold the whipped cream into two containers of yogurt and set aside.
- Rub a non-stick pan with a light layer of butter.
- Cut the angel food cake into thick slices and brown each side.
- In a clear bowl start with the browned angel food cake as the base.
- Spread the fresh fruit mixture over the cake slices making sure to wet each slice with their juices.
- Add a dollop of whipped cream and top it all off with the berries.



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'
Steering System Wheel on Edson Pedestal with brake and Compass		Beam	10.8'
		Draft	4'
		Displacement	10200 lb
		Ballast	4200 lb
		Sail Area	669 Sq Ft
		Keel	Wing

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)



Student's sextant w/instructions—FREE



Forespar Whisker Pole.
6' > 12' x 1 1/4" for \$75
(from Catalina 22)

Forespar Spinnaker
Pole Ends for 2"
pole. New and Un-
used. Model #304050
Ultra XP-200 EF w/
trip. \$100 takes them
both.



16" Magna grill for parts, includes top
cover, grill rack and bottom exterior.
Interior liner is burned through. No
stand or regulator. FREE

Contact:

Brad Baldwin 631-662-0202

bvbaldwin5@gmail.com

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

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

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 Rich LaBella
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 John Davis
 David Tedesco
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 Joyce Gotard

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

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 GSBYRA Delegate—Rob Gutmann
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 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>