

From the Masthead

SOUTH BAY CRUISING CLUB

April 2023

FROM THE HELM

Jeff Frederick commodore@sbccsail.org

Fellow SBCC Members and Associates!

I hope you have all been catching the evolving series on Celebrity Sailors - and the sailboats of famous rock n roll stars! So far, Joe Werkmeister and Todd McCarthy have submitted great stories about David Crosby and Pete Townsend. Looking forward to seeing more of these in future mastheads. Great job guys!

We are rapidly approaching the 2023 season, and many of you are likely already in the water. I'm still about four weeks out, but the RV schedule begins at our typical kick-off location: Bellport on May 6-7. The "New Members/Cinco de Mayo" RV (4:00 on Saturday), and Bellport is easy to get to by car if you haven't splashed yet. I drive to this one ~100% of the time as my splash date slides to the second week of May. Ha! Michelle and Sandy (our Welcoming Committee) always do an amazing job with this RV, and I strongly encourage our new members to join us!

So, the winter projects on Cambria continue apace, although it is looking like the v-berth redesign and construction will be put on ice until next winter. The concept was to convert the berth into a cross-over bunk style cabin for the boys. Since I had it pulled apart for the bulkhead replacement, it seemed like a natural time to complete the project. Alas, I chickened out and contacted a shipbuilder to contract the project. Now it seems like his spring schedule is tight, {note: I reached out to him in December, *sigh*} and he can't guarantee a "finish date" that makes me comfortable enough to begin the work. So, I'm putting it all back the way I found it and will try again next winter!

On the electrical front, John (Chad) Chadwick continues to impress me with his attention to detail, his design skills and creativity. In addition to the long planned and requested upgrades, he added in subtly during our planning chats, "Hey, since we're running

wires, do you ever plan to upgrade your electronics? If so, now would be a good time to install the NMEA 2000 backbone." I'm sure there were moments of regret on his part, but he's done a wonderful job of not just routing, but the redesign and replacement of my main battery breakers, the emergency cross-over switching, and all of the new battery monitoring and solar charging hardware. *Cambria* will soon have integrated 21st century systems.

That said, I know we were all disappointed that the "Marine Electrical Systems" presentation by the aforementioned marine electrics guru Chad Chadwick of Coastal Marine Systems was cancelled due to illness. Many thanks to our Programs Committee Jeff Mattera and Bob Foreman for lining up this talk. I am confident we will get it re-scheduled.

The Spring Cocktail Party is just around the corner! Be sure to join us on Saturday April 15th at the BSYC from 1600-2000. We will hold our first general meeting of 2023, and I promise to keep it brief! Apart from the required business, the party itself will be good fun. Hope to see you there!

Upcoming Events

- **April 15th—Spring party at Bay Shore Yacht Club**
- **May 6th— "New Member Welcome" RV at Bellport**
- **May 13th—"Soup Is On" RV at Coast Guard Cove**
- **May 20th—Spring Family Weekend RV at Atlantique and Race to Atlantique**
- **May 27th—"Memorial Day Cookout" RV at Hemlock Cove**
- **May 30th—BSIR Spring Race 1**
- **June 1st—Babylon Twilight Race Early Summer 1**
- **June 4th—Commissioning Day and Creepstakes Race**



SOUTH BAY CRUISING CLUB

2023

Spring Cocktail Party

SATURDAY, APRIL 15TH
1600-2000 Hours

BAY SHORE YACHT CLUB
20 West Shore Road, Bay Shore, NY

Appetizers
Delectable Desserts
Beer, Wine, Signature Cocktail
Soda, Coffee & Tea

There will be a General Meeting at approximately 1800 hours
Yearbooks & membership cards will be distributed

\$25.00 per person donation (15 and under are free)
RSVP and pre-payment by April 10—no walk-ins
Online payment preferred: <https://sbccsail.org/shipstore/club-parties/>
Or mail a check, received by 4/10, payable to South Bay Cruising Club
Susan Moran | 451 Potter Boulevard | Brightwaters, NY 11718
email (preferred): smoran@sco.org | phone: 631-987-4595
Remember to bring your name tags!

Ready, Set, GO! Let's jump into the 2023 sailing season at the Spring Party!

Saturday, April 15th from 4-8 PM at the Bay Shore Yacht Club (20 West Shore Rd, Bay Shore).

Refreshments provided by the Hospitality Committee, so you know you're going to have some great food and super-yummy desserts!

There will be a general meeting during the event as well. We are looking forward to seeing everyone!

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

"Ahoy there!"

Michael and Ronnie Quigley were approved as full members on 3/27/23. They sail a Tanzer T7.5 named *Ronnie Sue* berthed at Southhard's boatyard in Babylon.

Mike has sailed and crewed with John Davis and James Reichel who both gladly sponsored them. Now that the Quigleys have their own sailboat, they plan on participating in the Babylon Twilight Races and occasional rendezvous with the SBCC. Let's give a warm welcome when we meet them out and about!

FROM THE REGATTA CAPTAIN**Charlie Margeson**

I'm happy to announce that our Regatta program is now t-ed up and ready to go for the upcoming season. Thank you to all the Tuesday and Thursday night racers for completing the race committee assignments. It takes a team effort and its so great to see everyone stepping up each season.

As we all start prepping for the year, here's a checklist of key items to take care of now for a smooth start to your season:

-Check Standing Rigging (stays)- look for meat hooks, worn spots, or any telltale rust. Check the turnbuckles and cotter pins. Tuning up is done after launching,

-Check all Running Rigging (sheets and halyards)- look for frayed halyards- especially at the shackles and look for worn sheets. The jib sheets take the most beating so its worth looking them over carefully each spring,

-Plan your Schedule- check our Regatta schedule and put race dates on your calendar now so there are no surprises. The summer is a busy time with work and family so it's good for you and the crew to know your race plans.

-Get Crew List together- make contact with your crew now so everyone knows the plans. You may have your usual group for your weeknight series but need different crew for any weekend races, so be sure to ask. Also, we have many new members who are potential new crew so it's worth making contact if you are short crew.

-Check your SBCC PHRF Handicap- an updated SBCC handicap is required to participate in our races. We re-did our handicap formula in 2021 so please check your dates. If in doubt please contact Ted Drossos, (handicap@sbccsail.org) our Handicap chair. Also, any substantial changes to your rig, sails or underwater items (props, etc.) should be updated on your handicap forms.

Finally, for all our new SBCC members please file for your SBCC PHRF Handicap. Call Ted (631-894-2760) or myself (631-235-2965) for any questions. A great option to become familiar with our race program is to join as crew on someone's boat for a few races. There is ALWAYS a need for crew and most racers would be happy to have you aboard. If you have any questions, please contact me. Have a good spring and I'll see you in the boatyard!



Pandemonium and Kickin' Back vying for positioning in the 2022 Mayor's Cup Race.

Photo by Rich LaBella—www.rjlabellaphotos.com

Eric Forsyth Cruise to the Baltic Sea***Joe Werkmeister***

On 4/2/23, Bob Forman and Jeff Mattera, co-program chairs, arranged an excellent presentation for the Club. Eric Forsyth presented his exciting adventure sailing to the Baltic Sea in the early 1980's. His self produced and directed video gave the large group of attendees an awesome understanding of the ups and downs of venturing off on a 10 month sailing adventure. The sights and scenery were amazing and Eric's expertise and ingenuity were extremely evident throughout the trip. Eric also presented his vast experiences sailing to Maine and encouraged anyone living on Long Island to consider Maine as a cruise destination. He stated that it is well within the reach of anyone with a reasonable boat and a minimum of one month time to allocate to the trip. Refreshments were provided thanks to Jeff Mattera and Todd and Pam McCarthy.



LOOKING ASTERN - SBCC HISTORY**Joe Werkmeister**

This page from a 1952 SBCC newsletter is the 1952 version of our current rigging locker pages. Note the 3 year old 39' sailboat selling for \$9000! Or perhaps a new sail for less than \$50?

SOUTH BAY CRUISING CLUB**MARINE EQUIPMENT EXCHANGE LISTS****SAILS**

MAINSAIL	40' 5" luff	22 foot	10 oz duck	poor condit	\$ 20
MIZZEN	20 "	11 "	"	fair	10
JIB	32 "	10 "	8 oz	good	30
JIB	28 "	9 "	Ratsey Egyptian	Excellent	40

EQUIPMENT

Lavatory sink, corner model, white china, with pump	30
without pump	15
Galley sink, white porcelain with strainer	15
Main Boom, 22½ ft Hollow 5" diam beautiful spar	Price on request
Mizzen boom, solid 12 ft long painted	10
Steering wheel, 24" diam bronze rim lignum vitae spokes	25
Doors for companionway, mahogany	Price on request
Anchor 50 lb Yachtsman type	15
Shaft log, flexible 3/4" shaft NEW never used	4
Stuffing box " " " NEW never used	3
Cockpit canopy, white 8 oz duck 14'x 8'	10
Mainsail Cover, khaki, 22½ long good	10
Comb. Running light, electric, NEW for boats under 26'	3

WANTED

Winches (2) for sheaves of 7/8 diam
 Sharpie (rowboat) 12' in 50' very stable for children

YACHTS FOR SALE

GRAND ISLAND # 3 #12 Cat rig LOA 23½ draft 2½ 10 hp engine sleeps 2
 Built 1915 Asking \$1,800
 FAIRWIND # 39 Ketch rig raised deck LOA 43 draft 5' 25 hp engine
 Built 1949 by Trout Watts designed Asking 9,000

FOR CHARTER

REVERIE # 4 - Yawl rig LOA 40½ draft 3' 8" board up. Lead keel
 with centerboard. Sleeps six Standing headroom
 enclosed toilet stainless galley alcohol stove
 airfoam mattresses Engine 45 hp Kermath Sea Jeep
 Speed 6½ kts at 1450 rpm fuel 1½ gal/hr 23 gal tanks
 Water 40 gal 12 volt generator and light system
 New mainsail and jib, two anchors, one with chain
 Cockpit canopy, screens on all hatches & skylight.
 Beautiful 9 ft. Old Town dinghy.
 Short Fall charters (Mon to Fri) are welcome at
 very low rates.

For all info on any of the above items contact Secretary

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

Rich Troy and myself joined a large contingent on March 26th, to clean up around a lake in Massapequa that leads directly into the Bay.



Melissa Wood, along with her son, joined the West Babylon effort to clean up Santapogue Creek on April 2nd.



Brad Baldwin was joined by his brother at the West Babylon cleanup. Together, they excavated two shopping carts and lots of garbage from the Creek.



Andy Mirchel, the West Islip "Creek Defender" can be found at nearly all of the Creek Defender events. Read about Andy's extensive efforts towards Bay restoration at the savethegreatsouthbay.org site.

Thank you to all who participated in the recent cleanups! The Great South Bay thanks you as well!

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

Thank you again to those that volunteered already. Due to weather related cancellations, many of the remaining dates have multiple events scheduled. Please consider volunteering at one of these events. (Thank you also to those who have already committed to future dates.) 4/16—Babylon and Blue Point, 4/22—Bayshore, Bayport/Sayville, and Brookhaven, 4/23—West Islip and East Patchogue, 4/29—Lindenhurst, 4/30—Islip. Visit this link to sign-up. <https://savethegreatsouthbay.org/volunteer/> Once you provide your email you will receive email notification of specifics for the event you signed-up for.

PAID FELLOWSHIP OPPORTUNITY**Robyn Silvestri (Save the Great South Bay)**

Join our team to help us create the first ever Health of the Creeks Report Card!

Application deadline is March 29, 2023, **by 5PM EDT**. See below for information on how to apply. Applications will be evaluated during April and applicants will be notified by April 21, 2023.

Long Island Great South Bay Fellowship

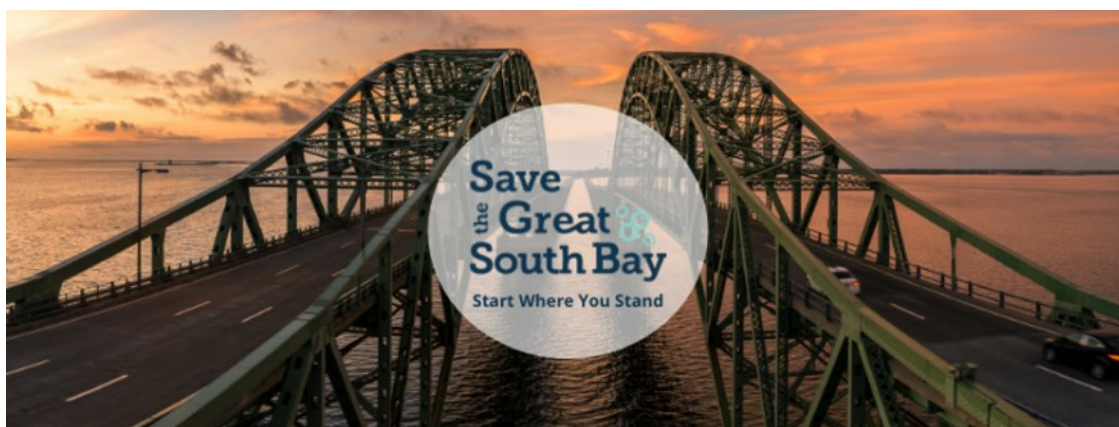
The successful applicant will provide assistance to Katherine Bunting-Howarth, Associate Director of NYSG, Kathleen Fallon, Coastal Processes and Hazards Specialist at Sea Grant, and Robyn Silvestri, Executive Director of Save the Great South Bay, to analyze data that has been collected by participants in the Creek Defender and A Day in the Life programs during clean up events of the creeks along the Great South Bay. The fellow will use the data to generate report cards that assign a letter grade to each creek based on their overall health, this can be used to compare creeks not only to each other but over time.

The fellow ideally will be able to participate in field work along the Great South Bay and its creeks. They will also need to work with relevant partners including Brookhaven National Lab, Suffolk County Pine Barrens, NYS DEC, SSER, and Stony Brook University to determine how best to analyze the data and report it. Additionally, the fellow may have the opportunity to participate in various speaking and presentation opportunities.

This fellowship will be based at Stony Brook University (SBU) with remote opportunities, as well as field work taking place along the Great South Bay and relevant creeks.

Download the application packet here

Email Robyn Silvestri at info@savethegreatsouthbay.org with any questions.



BAY FRIENDLY YARDS: THE THREE ESSENTIAL ELEMENTS

Long Island invented the suburban lawn. Fields of green with ornamental bushes brought in from all over the world. All manner of care was required -- watering, fertilizing, pesticides -- so that these exotics and plants from other climates could survive here. But this search for artificial "perfection" came with a heavy price, especially for local wildlife and the ecosystem services provided by our bays. Local waters, tainted in part by lawn runoff, are on their way to becoming lifeless. Populations of insects, including many pollinators, as well as crustaceans, mollusks, birds, fish, amphibians, and reptiles, have been decimated. It's time to move from the 1950's to a future we want for our local environment, for the Great South Bay.

What is a bay friendly yard? They are lawns, or simply sections of your yard, with a composition of native trees, bushes, shrubs and grasses that help filter nitrogen, manage stormwater and create the ecosystems necessary to support local birds and insects, particularly pollinators such as bees and butterflies. They are rich, colorful landscapes that can look meadow-like or be more manicured, but require little extra water, and no chemicals or pesticides, because they belong here. In addition,

the complex, intertwined root systems of the native plantings, and the rich biome they create through leaf litter and soil accretion, means cleaner water for a healthier bay.

How does one create a yard that is bay friendly? By incorporating these three essential elements:

#1 Habitat Restoration

There is no piece of land too small to make a difference, and it can have either a natural or more manicured look. Examples of habitat restoration include: Identification and removal of invasive species, planting of native plant species, or reducing lawn area. What you plant depends on your soil type - inland yards tend to have drier soils, coastal waters naturally tend to have damper soils.

#2 Stormwater Management

Stormwater runoff, and the damaging nutrients and chemicals that it contains, continue to degrade the Great South Bay. A bay friendly yard is one that endeavors to maintain stormwater onsite. Techniques include the use of rain barrels, rain gardens, permeable pavers/pavement, and planting native plants that require little to no additional irrigation.

#3 Local Stewardship

We prefer the term stewardship to yard maintenance. An obvious step one can take is to eliminate the wasteful and damaging practice of the application of pesticides or fertilizers. Instead, try mulching your leaves in the fall and allowing them to fertilize your yard over the winter. Mow less often and use a mulching blade where you can—every two



weeks is fine, and your lawn won't grow out of control. Continuous monitoring and removal of invasive plants also constitutes good stewardship.

Learn More About Bay Friendly Yards

Visit our website at www.savethegreatsouthbay.org to learn more and for more tips and information on how you can have a bay friendly yard. Already have a bay friendly yard? Get certified on our website and proudly display our sign.

About Save The Great South Bay

Save The Great South Bay is a local 501(c)3 non-profit that advocates for and implements real solutions that help protect and preserve the bay, and with that, strengthen our South Shore communities. Our volunteer-riven activities include the Creek Defender creek clean up program, the Great South Bay Oyster Project and a multitude of Habitat Restoration programs. It's our bay, our heritage — and our legacy. It is up to all of us to protect it for today and for future generations to enjoy. To learn more about Save The Great South Bay, visit www.savethegreatsouthbay.org and follow us on social media.



FEATURED SAILBOAT—SOUTHERLY 110**Joe Werkmeister**

This edition of “Featured Sailboat,” features Jamie and Karen Blumenthal’s Southerly 110. What follows is an edited review article from Practical Sailor written by Darrell Nicholson in 2005 and updated in 2019. Please consider offering your boat up for review as I’d love to keep this series going focused solely on member boats. Just drop me an email or text message if you are interested, provide a few photos, and I’ll find the information necessary for an article.

This picture is worth considerably more than a thousand words. It’s the image of the *Aqua Soulis* nearly high and dry, the boat surrounded by nothing but shallow water and sand. (Karen Blumenthal is standing on the bottom at the stern.) The photo is eloquent testimony to the unique and remarkable capabilities of the vessel’s swing keel, and the go-anywhere, two-and-a-half-foot-draft-with-beach-ability concept that has gained a devoted following for the Southerly family of unique cruising auxiliaries built by Northshore Yachts, Ltd. The S110, the 35-footer that appeared in the U.S. for the first time early in 2005, is the first Rob Humphrey’s designed Southerly that he designed from scratch.

**Design**

The heart of the S110 is her hydraulically operated swing keel. It differs remarkably little from the original mechanism that the boats of the '70s and '80s were built around. The assembly includes a large cast-iron housing, the keel itself (also cast iron), and the machinery to raise and lower it. According to Humphreys, “North-shore has evolved the lifting-keel system from the beginning, and we’ve stayed with it.” With the S110 the plate is eight feet by four feet, three inches deep and weighs 4,455 lbs. The keel weighs 2,310 lbs. This gives the boat (which weighs just over 15,000 lbs.) 6,765 lbs. of ballast. The S110 is thus on the heavy side for a cruiser of her size, but enjoys a very high (45%) ballast/displacement ratio. Curmudgeonly though it may seem, at PS we harbor a deep-seated mistrust of massive movable underwater weights and the systems necessary to control them. Pry, poke, poll, and investigate as we could, however, we unearthed no evidence of a Southerly keel system failing. One owner testified: “I got beneath the boat, undid the nuts, and had the boat literally lifted off her keel after five seasons... no wear on the pivot pin...no problems at all.” Said another, “I’ve heard of people renewing the Spectra pendant every five years or so, but that’s about it.” The hydraulic system (through-bolted to the grounding plate) is rated “robust” and “durable” by other owners. On the S110, it is operated by an electric pump, but there is a manual backup. (“It takes about three minutes to bring the keel all the way up by hand.”) Clearly, a big part of the Southerly’s success comes from a swing keel that does what it’s supposed to, reliably and well. But a two-ton keel is somewhat obtrusive—accommodations are certainly affected. And there are definite requirements in the shape of a hull that’s designed to sit flat on the ground when the tide goes out. The steering, powering, and sea-keeping ability, along with the volume distribution and virtually every aspect of the S110’s design revolves around her unique, retracting keel.

Superior sailing performance has long been a big part of Humphreys’ design objective. “When you calculate the ratios, you’ll find that the S110 has perhaps less sail area for her displacement than the average American cruiser,” explained Humphreys, “but when you think in worldwide terms, I believe that she is slotted about right for pure cruising. Her smallish sail plan means that you need not reef so early and makes her more manageable and pleasurable to sail.” The S110 has a standard masthead rig with an overlapping (110% or 135%) genoa. “There’s no doubt that the dual rudders work well.” Humphreys continued. “As the breeze comes on, the lee rudder becomes increasingly vertical and thus gains efficiency. There is some slight parasitic drag from the dead rudder to windward at lower speeds, but overall we’re very happy with the result. Combined

FEATURED SAILBOAT—SOUTHERLY 110 (continued)**Joe Werkmeister**

with the capacity to change the trim and center of lateral resistance by raising the keel, the new Southerlies offer helming feel and control that are exceptional.” A byproduct of the twin rudders is the elimination of “prop wash” as a maneuvering component under power. The boat’s high ballast/displacement ratio plus the form stability derived from her virtually flat-bottomed midsection make her very stiff as well. When the keel is extended to its full 7’ 2”, the righting arm achieved gives her remarkable sail-carrying capacity. Still, when the keel is retracted fully, her generous ballast gives the S110 stability that is remarkably close to that of a conventional fin keeler.

At the price of some added wetted surface, the designer has sculpted a boat that is at her best at the top of the wind speed range. Her relatively high sides also help keep her deck and cockpit dry. Then there is her rounded entry—Humphreys’ remedy for pounding in head seas. Minimal rocker makes the S110 quite easy to turn. Though she’s obviously at home in shoal-water locales, this 36-footer has also been bred to be at her best where the water is deep and the breezes strong. From the beginning, the Southerly aesthetic emphasized function and substance rather than style.

On Deck

The Southerly 110’s cockpit affords its inhabitants substantial protection. It begins with high coamings and continues with a large bridge deck where one could perch comfortably in foul weather, snug beneath the dodger with legs dangling in the companionway. A central opening in the transom facilitates boarding as well as the use of the small (10” shelf) swim platform. This opening is spanned by a hinged fiberglass helm seat that sits just aft of the Whitlock steering pedestal. The cockpit seats are long enough to be used for sleeping because they extend into the bridge deck. All sail control lines from the mast are led aft to line clutches in front of twin cabin-top winches. For the headsail sheets, Lewmar 44 primary winches are mounted on the coaming, but at somewhat of a stretch from the helm. The mainsheet traveler is mounted just forward of the pedestal, so it does divide the cockpit in an awkward fashion, but also provides a better sheeting angle for performance. If there’s a flaw in the deck layout, it’s the lack of space on the side decks, especially just outboard of the bridge deck. This is the price a designer pays to incorporate more volume within the coach roof.

Accommodations

Compare the S110’s accommodation plan with a standard fin-keel cruiser and you’ll bump up against one of the larger drawbacks of the swing keel—it takes up living space. Northshore and Humphreys have done a good job of arranging the S110’s interior so that the space hogged by the keel box is minimal, and so that the integration between the trunk and a galley counter and settee divider is as seamless as possible, but it’s not hard to envision more elbow room and better traffic flow were it not there. The 110’s deep, high-sided hull and house afford better than 6’ 4” headroom, which is nice. However, her raised galley with athwartships counters houses some awkward corners. Still, the area seems sited well to serve cockpit and saloon and to enjoy the freedom from motion afforded by being at the boat’s longitudinal center. The head, located at the bottom of the companionway, is generous, double-doored, and contains both an efficient shower and good oilskin stowage. Countertops in both head and galley are fashioned from Nordstone, a Northshore product available in a range of colors, none of which appear to be found in nature. Forward and aft cabins are de-

***Aqua Suolis on the Great South Bay***

FEATURED SAILBOAT—SOUTHERLY 110 (continued)**Joe Werkmeister**

signed and executed along the lines of those in many modern cruisers of this size. In addition to the generous double berth, the aft cabin includes a vanity and stowage enough for a cruising couple to make this their base. But the sole opening port signals a serious lack of ventilation. Forward, there are options for two, or three single berths. The port berth in the latter set up measures 7' 2".

The primary casualties of space due to the swing keel come, not surprisingly, in the boat's midsection. There you have a cramped and awkward settee to port and the minimal navigation station to starboard. Though the table pivots nicely to admit people into the settee and functions as well as fixed furniture, the space given over to this social center of the boat is not enough to assure elbow room and relaxed comfort. While we don't favor over-sized nav areas in boats under 40 feet, the S110 has a chart table barely big enough for half a chart, and the instrument display cabinet lacks space.

Because the boat is cut in half at this point by the trunk, spaces on both sides suffer. One antidote was Humphreys' use of a deck beam girder in the mast step area to avoid the use of tie-rods and chainplates and thus open up some interior space. The midships stowage afforded by the S110 was excellent. We especially applauded the elegant ingenuity of her built-in wine rack.

An additional problem with the S110 is ventilation. The companionway hatch plus the aforementioned opening ports in the cockpit and two small cabin-top hatches (plus two overhead Dorades) are the sole openings aft of the mast. While the deck vents work well at sea, the breezes they admit cannot be called "tropical." Boats built in the UK rarely evince much thought given to airflow; and the Southerly is no exception.

It's reassuring to know that Southerly builds just 30 boats a year. This means that each boat is an "owner's boat," and that the company works with individuals, helping them choose the features, woods, fabrics, and options that will go into their vessel.

Performance

The steering is a brilliant success. Even in light air the feel on the S110's helm was sensitive and accurate to an impressive degree. The vessel was responsive when we made repeated tacks, retaining control despite progressively losing way. She is an easy boat to turn. However, even with the tall rig we sorely missed the sail area that would have enabled us to make the most of those lightish winds. A drifter and a gennaker (along with a removable bowsprit) are available as options for the S110. Unless the prevailing breezes in your local waters are strong or your plans involve nothing but passage-making, you would be wise to invest in the additional light-air sails necessary to add some life to this heavy boat. We did try beating with the keel retracted. In the benign conditions of Biscayne Bay, the difference was remarkably slight when we put the boat on the breeze with her keel fully lifted. She tacked through 100°, accelerated well, and made leeway that was hardly noticeable. More breeze and bigger waves would sap this performance, we guessed, but we were pleasantly surprised at how mannerly the S110 was, even sailing upwind, in the shallow-draft mode. With her keel deployed to its full 7' 2", the helm was lighter and it was no problem to bring the apparent wind to less than 35°. Footing like this seemed to put her at her best in light air. Steering up close to the wind the boat felt "pinched" and lost much of her drive.

Conclusions

There's more to performance with a Southerly than tacking angles and boat speed. The boat's shallow draft capabilities move her into a whole different realm. Many dinghy hassles go away when your boat is, in effect, her own dinghy. The anchorages to explore, the navigational ease to enjoy, the safety and convenience to exploit, and the special features to relish, all of these are unconventional benefits when you have no conventional fin-keel.

When Is The Last Time You Serviced Your Winches ?

Your winches are the workhorses of your sailboat, besides the sails. Without your winches you could not harness the wind in your sails. Winches are often neglected and forgotten about on many sailboats. They are indeed very reliable pieces of equipment.

In 2014 I purchased my 1984 Tartan and I was just getting the feel of her the first season, when I heard some squeaking from my primary winches. They were badly in need of some love, so I stripped and relubricated them and replaced the pawls and pawl springs. The pawls create the clicking sound you hear when you crank your winch. These winches were original from 1984 but still in good condition.

The main reason for writing this piece started with the recent West Marine Lewmar , buy one get one free winch sale. Although my winches seemed to be in working order I felt it was maybe time to upgrade. Lewmar had stopped manufacturing my Ocean Series 46 Wavegrip winches in 1991, at which time they switched to the current Ocean Series Wavespring Series with spring loaded jaws. From previous research I knew parts were scarce and many parts were not available. If a failure occurred, I would be stuck paying full price and loose sailing time, so I decided to bite the bullet.

I then reconsidered, as it was an expensive investment, my winches seemed in fine working order, despite the chrome drums being a little pitted. I thought maybe I'd strip them, clean and lubricate them, replace the pawls and pawl springs, have the drums re-chromed and save some money.

Upon initial inspection, the mechanicals were fine, but when I removed the Lewmar Wavegrip jaws, on the inside of the upper jaw there was a pretty substantial crack. Until I removed the jaws, which I had never done, I would have never seen this damage. This would have been a cheap fix if new jaws were available. I then decided to go ahead with my winch upgrade. I'm not sure what would have happened when the winch was fully loaded and the jaw snapped off, hard on the wind on a windy day. I'm sure it would have been exciting, but not in a good way. These winches lasted 38 years and didn't owe anyone anything.

The moral of the story is it's better to plan your maintenance than have your back against the wall when something happens and you lose precious sailing time in-season. Things do happen unexpectedly, but it's always better to plan ahead if possible. Winch servicing is not that hard, and if your winches are current, and parts are available, it is best to service them on a regular maintenance schedule. It's not fun stuff, but necessary.

Below is an Excerpt from the current Lewmar Winch Service Manual:

Frequency of servicing

Lewmar winches, like any other precision engineered product, must be serviced regularly. Yacht winches are required to carry deceptively high loads. For example, the genoa sheet load on a 40' (12 m) cruising yacht can easily reach 1000 lbs (453 kg). Regular servicing with attention to correct assembly and condition of parts is vital to the safety and performance of your boat.

1. TWO OR THREE TIMES DURING ACTIVE SAILING SEASON:

Lewmar winches should be stripped, cleaned and re-lubricated.

TODD'S TIPS (continued)**Todd McCarthy****2. AT THE END OF EACH SAILING SEASON OR BEFORE STARTING THE NEW SAILING SEASON:**

All Lewmar winches should be completely stripped, cleaned, thoroughly checked for damage and lubricated as shown in this manual.

External cleaning of drum:

Chrome winches - Wash drum regularly with fresh water and dry with a cloth. Occasionally use non-abrasive liquid chrome cleaner to remove dirt deposits.

Alloy winches- Wash drum regularly with fresh water and dry with a cloth. DO NOT USE POLISHES OR ABRA-SIVES.

Stainless Steel Winches - Wash drum regularly with fresh water and dry with a cloth. Occasionally use non-abrasive liquid cleaner to remove dirt deposits.

I cannot argue with the manufacture's recommendations, but for the seasonal sailing we do, it does sound a bit excessive to strip and lubricate two to three times a season. Stripping them seasonally would be ideal. Every two years, depending on the usage and exposure to the elements, wouldn't be a bad idea either. I'm sure there are many winches on our boats that haven't been serviced in many years. Proper care of these often overlooked expensive pieces of equipment will go a long way to insure you have a reliable and safe sailing season.



Fleet Captain Todd McCarthy showing the Sheila Daytz Award which he treated to some much needed TLC prior to the Commissioning Day Ceremonies

CELEBRITY SAILORS - Morgan Freeman**www.giornaledellavela.com/**

Born in 1937, the son of a barber and a cleaning lady in Memphis, Tennessee, the U.S. movie star fell in love with sailing when he was in his 30s before he became famous.

Freeman is a true sailor with many miles behind him, who, in his own words, practices sailing “as a particularly effective antidote to healing from Hollywood.” His sailings usually include Long Island Sound, Block Island, the Elizabeth Islands, Cape Cod, the Maine coast, and Yarmouth, Nova Scotia. Here are all the boats he has owned in his long career.

1979 – HOTEL 30

The first major cruise experience, for Morgan Freeman, was in 1979, when on a small Alberg 30 he pointed the bow toward the Caribbean. Along with him is a family crew consisting of his wife, daughter and Zipper, the house cat. Measuring 9.23 meters long (waterline length 6.61) and 2.67 wide, this long keel sloop with a splintered keel (draft: 1.31 m) was designed by designer Carl Alberg in 1962 and built from the same year by the Canadian shipyard Whitby Boat Works. More than 700 examples were launched, many of them in fiberglass. Some of her features and appearance are reminiscent of the old wooden sailboats of the 1940s and 1950s. The robust construction still makes it a leading boat in the Canadian and North American used boat market.



The Alberg 30 under sail. Image source: sailboatdata.com

80S/'90S – SHANNON 38

The years passed and success as an actor came for Morgan Freeman: starting in the mid-1980s he starred in several successful films that would prove Freeman's versatility and talent. In 1988 he received his first Oscar nomination, for best supporting actor for “Street Smart – On the Streets of New York.”

Rather than be “bewitched” by the glossy world of Hollywood and megayachts, Freeman became the owner of a Shannon 38, *Sojourner*, switching from sloop to ketch rigging, but without giving up the long keel.

The Shannon 38, produced from 1975 to 1988 in more than one hundred examples, was built by the U.S. shipyard Shannon Yachts and designed by G. H. Stadel & Son/Schultz & Associates: 11.51 m long and 3.51 wide, it has a draft of 1.52 m and a displacement of more than eight tons. With this boat in 1989 the famous actor went as far as Sombrero Rock, north of St. Martin, and then, two years later, began a long cruise to the British Virgin Islands.



Sojourner, Morgan Freeman's former boat.

CELEBRITY SAILORS - Morgan Freeman (continued) www.giornaledellavela.com

90S/2017 – SHANNON 43

Years go by, Freeman is universally known; he won an Oscar in 2005 with “Million Dollar Baby.” With his money, he could buy any boat. But for him, sailing is not ostentation: it is passion, challenge. “If you live a life of fiction,” Freeman once said, “your life is worthless until you do something that challenges your reality. And for me, sailing the high seas is a real challenge, because it’s life or death.”

Once again, the actor leaves aside the comfortable millionaire’s yachts and, staying true to the brand, purchased in the second half of the 1990s *Afrodesia*, a Shannon 43. It, too, features a ketch rig, and comes in two versions, long keel or with the more modern blade. Freeman is a creature of habit, opting for the first version.

Freeman sailing on the *Aphrodesia*

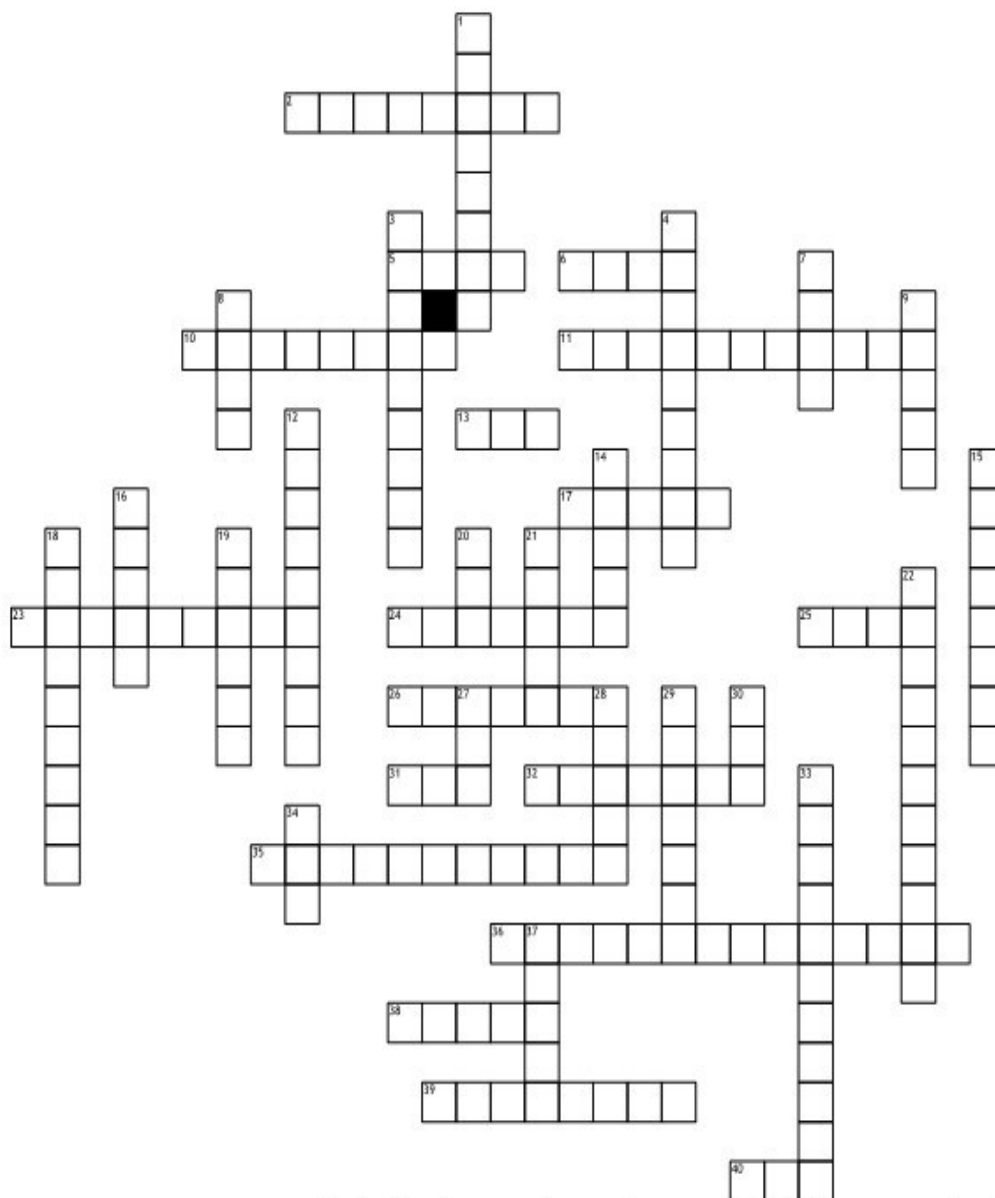
The Shannon 43, designed by Walter Schultz, is 13.36 m long and 3.96 wide, weighs 12,247 pounds and fishes 1.45 m (2.62 in the fin version), with 4,536 pounds of ballast. A boat suitable for long sailing and ideal for those who want to live aboard for a long time. Along with *Afrodesia*, Morgan Freeman explored the Caribbean and went as far as Trinidad before selling the boat in 2017, donating the entire proceeds to charity.



Morgan Freeman on a boat in the 1970s

NAUTICAL CROSSWORD

Submitted by Jeff Frederick

**Across**

2. I have 2 to 7 masts with the foremast shorter than the others
 5. Left Side of the Boat
 6. To change direction by swinging the stern thru the wind
 10. Running with wind directly behind you
 11. A way to tidy up loose ends of line on a deck and make flat (2W)
 13. Another name for a Plow Anchor
 17. Time between tide changes
 23. Right side of the boat
 24. The "King of Knots"
 25. I have 2 masts with the shorter one stepped aft of the rudder post or wheel
 26. Air filled bumpers used when docking or rafting up boats
 31. "Green _____"
 32. Two boats sailing parallel, one below the other, further from the wind

35. Knot to stop a rope from running through a block (2W)
 36. Best way to attach a fender to a rail (3W)
 38. Color of Starboard Side Light
 39. Type of Permanent Mooring Anchor
 40. Personal Floatation Device

Down

1. Two boats sailing parallel, one closest to the wind
 3. A big, colorful forward sail usually used downwind
 4. Sailing with wind directly on your side (2W)
 7. To change sailing direction by swinging the bow thru the wind
 8. Line used for anchoring
 9. What you fasten a dockline to
 12. Red flag with a white diagonal stripe indicates what?

14. Putting away a sail so that it lies back and forth on itself neatly
 15. What you always do to make sure your anchor is set
 16. Back of the boat
 18. "Red, Right, _____"
 19. A Type of Visual Distress Signals
 20. Front of the boat
 21. Color of Stern Light
 22. Sailing with wind forward of you at 45 degrees or less (2W)
 27. "Red _____"
 28. Line used to pull in a sail
 29. Small craft anchor for temporary use
 30. Color of Port Side Light
 33. Positioning the boat with the wind directly in front of you (3W)
 34. A Forward Sail
 37. Mechanism used in pulling in a sail

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
		Keel	Wing
Steering System			
Wheel on Edson Pedestal with brake and Compass			

ELECTRONICS	SAILS AND INVENTORY			
Garmin 742 Chart Plotter GPS with NEMA 2000 Data Bus AirMar DST810 (NEMA2000) includes Heel and Pitch angle, Wind Speed/Direction Stereo (Inboard and cockpit speakers), Blue Tooth compatible. Standard Horizon VHF with RAM 4 Mic. Raymarine Autohelm with wired remote	Tides Marine Sail track (2022) Main Sail (2020) Material: 8.4 Supercruise with Cross Cut panel Layout 1 Reef Point, 4 Full Battens 256 sq 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)



Unused can of blue paint. Does not match my hull. Slight dent in can. Never opened. Make an offer.

Contact: Rich Mourino 631-312-2525

Mantis 25 lb. anchor



Use only twice as it did not fit the roller on my boat because I have an internal roller. It does hold very well and can be taken apart for storage. The dark mark by the bolts is grease.

Asking \$90.00

Contact: Rich Mourino 631-312-2525

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
	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 **</u> Jackets: Wind Breaker 8925

	<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

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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
 Bob Van Tassel
 John Davis
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 Regatta Captain—Charlie Margeson
 Fleet Surgeon—Kristine Schaefer
 Fleet Chaplain—Duncan Burns
 Corresponding Secretary—Joe Werkmeister

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 Assistant Hospitality Chair—Jean Sidebottom
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 Masthead—Joe Werkmeister
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 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>