



From the Masthead

SOUTH BAY CRUISING CLUB

May 2023

FROM THE HELM

Jeff Frederick commodore@sbccsail.org

Fellow SBCC Members and Associates!

This is the part of the season where my shoulders ache at night, and sometimes even the “upwind shoulder”, that is the shoulder I am not lying on in bed, will fall asleep because I spent too much time at the yard polishing the hull. I’m sore all the time. Brushing my teeth requires a pep talk. But I truly believe the best antidote to “bigger boat-itis” is this spring commissioning ritual (I am not suffering from the ‘itis... but do imagine how much pain 10-feet more of faded hull would be). If I were to pay the yard to do this, sure, I’d be out a few bucks. But there would exist no physical or psychological barrier between me and a 48’ boat, or 58’! There is no “braking mechanism” to prevent one from careening toward a much bigger boat when you hand off commissioning to a yard hand. It’s all upside, apart from the purchase price, dockage, maintenance, and storage fees (Haha). Now don’t get me wrong, the day is coming when I will do just that, and happily hand off the drudgery to a yard hand in exchange for money. And I will smile all spring knowing that I have avoided one of sailing’s great miseries. But I will also be at a point in my sailing life-arc where a bigger boat is simply out of the question (I sure hope I never eat these words!). Painfully polishing each ft² of *Cam-bria’s* navy-blue hull and watching her come back to life as the wax permeates her 20-year-old gel coat is certainly gratifying. But 38 feet LOA is my physical limit. And I am painfully reminded of that limit every spring.

Some folks mark the arrival of spring by the warming breeze, or the appearance of blooming flowers, or budding trees. Not me. I smell wax and bottom paint, and I open the yearbook and see we are only

weeks away from the best racing on the bay!

Saturday May 20th – Spring Race to Atlantique; 1200 start in Bay Shore

Tuesday May 30th – Bay Shore Invitational Race (BSIR) Spring Series, Race #1; 1900 start in Bay Shore.

The racing fleet will surely be ready to go, and if you are interested in crewing on Tuesday nights, Cook’s Boatyard is the place to meet up before the BSIR! Boats are getting the last coats of bottom paint, hull wax, and hitting the slings. I hear “splashing” up and down the south shore these days. If you are in the water, don’t forget we have a full schedule of RVs this season, beginning with the New Members/ Cinco de Mayo RV in Bellport this past weekend.

Commissioning Day 2023 is also just around the corner! Be sure to join us on Sunday, June 4th at the BSYC from 1200-1600. We will officially commission the fleet, and with the crack of the cannon, our 2023 will be officially underway. We will also hold our second general meeting of 2023. It’s a great party at a great venue, hope to see you there!

Upcoming Events

- **May 13th—“Soup’s 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**

SPRING COCKTAIL PARTY***Susan Moran and Jean Sidebottom***

The Hospitality Committee started off the events of 2023 with a BANG! The Spring Party was held on April 15th at the Bay Shore Yacht Club, and the committee provided small plates, appetizers, desserts, and more. Just over 80 people were in attendance, and it was a huge success! It was great to see so many "vintage" members, as well as many new members. Membership Chair, Pam McCarthy, has been reeling them in at a great rate! We now look forward to building on that success with Commissioning Day, Sunday, June 4th at the Bay Shore Yacht Club from 1200-1600. This event will feature some team grill-masters on the BBQ, Sandy Carlberg and Michele Jaeger as the consummate bartenders, and the Hospitality Team providing sides and desserts! We are all looking forward to the next event in our calendar!



The Bayshore Yacht Club was once again gracious enough to allow us the use of their facility for our Spring party. We are most grateful and thankful for their willingness to help out fellow sailors.



Co Hospitality Chair Jean Sidebottom checks in guests.



Yearbook Chair, Jay Pizer distributes the annual Yearbook. Another outstanding edition!



Our very own sailor of all seas, Eric Forsyth!

SPRING COCKTAIL PARTY



SPRING COCKTAIL PARTY



As usual, the food was abundant and delicious!

Thank you to Scott Gesele for providing the photos!

FROM THE HOSPITALITY CHAIRS**Susan Moran and Jean Sidebottom**

The weather is getting better and the boats are being launched, which must mean it's time for Commissioning Day and the Creepstakes Single-Handed Race! Creepstakes start is at 11 AM and Commissioning Day from 1200-1600 Sunday, June 4th with a General Meeting at 2:30 PM. BBQ lunch provided by the Hospitality Committee.

**SOUTH BAY CRUISING CLUB
2023 COMMISSIONING DAY***Kick Off the Season Right!*

SUNDAY, JUNE 4th
1200 to 1600 hours

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

CREEPSTAKES RACE ~ 1100 hours

BARBECUE LUNCH
Appetizers, burgers, dogs, salads
beer, sangria, soda, coffee, tea & dessert too!

COMMISSIONING CEREMONIES & RACE AWARDS

GENERAL MEETING ~ 1430 hours

\$30 donation per person, children under 12 are free
RSVP with pre-payment only made by Tuesday May 30th—no walk-ins
Online payment preferred: <https://sbccsail.org/shipstore/dub-parties/>
Or mail a check, received by 5/30, payable to South Bay Cruising Club
Susan Moran | 451 Potter Blvd | Brightwaters, NY 11718

CONTACT INFORMATION:

Hosts: Jean Sidebottom & Susan Moran
email (preferred): hospitality@sbccsail.org
Phone: 631-560-7839

BELLPORT NEW MEMBERS RV**Joe Werkmeister**

Perhaps this invitation by Fleet Captain, Todd McCarthy, sparked an excellent turnout for the first RV of the season: "The Fleet Captain is feeling generous for the first RV of the season. I will be offering 1 RV credit for those attending by car, and staying to the end. Lol. And 2 RV credits if you come by boat and stay overnight.

Let me recap; One if by Land, Two if by Sea. The first one to see the British coming gets an additional point."

As inviting as that was, more than likely, this well attended RV resulted from our members desire to welcome our new members and make them feel at home. The gorgeous weather certainly helped as well! It was a great kick-off to the 2023 RV season!



Thank you to Stephanie Pizer for providing the photos!

FROM THE REGATTA CAPTAIN**Charlie Margeson**

May is finally here and so our SBCC Regatta schedule begins later this month. Some of you were lucky enough to take advantage of the mild early spring and I know both Yacht Service and Cook's yard have been getting our club boats in.

JUST A NOTE: Our Handicap chair Ted Drossos has sent out a notice to all SBCC members where re-certification of your PHRF handicaps are needed ('21-'22 and yes I was also on this list). Thanks to all that have responded. Please check Ted's e-mails of April 16th and April 29th (also included on the next page) and get back to Ted if you are on the list or have made any substantial changes to your rig that should be noted. If you have any questions, please contact Ted or myself.

Our 2023 schedule begins with the following:

Saturday, May 20th - Spring Race to Atlantique: What a great excuse for a spring shake-down sail! It's a casual race for both racers and cruisers to enjoy an afternoon race from Bay Shore to Atlantique (12:00 noon pursuit start.) Stop over at the Atlantique marina for a beer and a walk to the beach (or stay overnight if you dare.) It's only a \$25 charge for an afternoon slip and SBCC members get resident

rate of \$2.50/ft for an overnight stay (Dockwa reservations required).

Tuesday, May 30th - BSIR (Bay Shore Invitational Race) Spring 1: What we've all been waiting for! The BSIR Tuesday evening racing season begins. Come join the best racing program on the Bay. There are always a few crew spots available for those looking to become familiar or for cruisers looking for some excitement and to "take it up a notch."

Thursday, June 1st - Babylon Twilight Series: Our traditional racing series starts with some great competition on the Babylon side of the bridge. It's every other Thursday again. Check our schedule (yearbook and our racing website) for dates. FYI- we scheduled this around the high tides this year for you guys needing some water!

I'm excited about the upcoming season, as we continue to fine tune our program. Based on my conversations with new members I'm looking forward to seeing some new racers out this season.

Let the season begin!

See you on the Bay!



Photo by Rich LaBella—www.rjlabellaphotos.com

40 REASONS TO SAIL**Joe Werkmeister via ASA.com**

I received this article in an email from ASA.com. They are celebrating their 40 year anniversary and thought this would be a good way to add to the celebration. Unfortunately, the article is protected and I was unable to copy it in. However, it may be accessed at this link. I consider it excellent reading.

[Celebrating 40 Years with 40 Reasons to Sail - American Sailing \(asa.com\)](http://www.asa.com)

FROM THE REGATTA CHAIRS**Gary Sebouhian and Ted Drossos**

Just about 4 weeks to the start of the 2023 BSIR season. The first race is Tuesday, May 30.
Attached are the following that you need in order to race in the BSIR in 2023:

-2023 Bay Shore Invitational Races Marks of the Courses	Marks of the Courses
-2023 Bay Shore Invitational Race Courses	Race Courses
-2023 BSIR Race Committee Boat Responsibilities	Committee Boat Responsibilities
23 BSIR Committee Boat Assignments	Committee Boat Assignments
-2023 BSIR Scratch Sheet (for committee boat use)	Scratch Sheet
-2023 Bay Shore Invitational Races Notice of Race and Sailing Instructions	NOR

Throw away all information from last season. Print this 2023 information and keep it on your boat. Prior to the season the website will be updated and it will be available at www.sbccracing.org.

The **Starting Time Offset Spreadsheet** for the first series will be sent to everyone, and will also be available on www.sbccracing.org, approximately one week prior to the first race once all the starting handicaps are finalized.

Here are the dates and base starting times for the 2023 BSIR season:

May 30 – August 15	19:00 (7:00 pm)
August 22 – September 12	18:30 (6:30 pm)
September 19 – October 10	18:00 (6:00 pm)

Note: As July 4 is on a Tuesday this year, that race will be Wednesday July 5.

If you are currently not racing your own boat or know someone that wants to race their boat, here is the procedure. The skipper must register their boat one week prior to their first race in order for a handicap and starting time be determined. Register by contacting sailboatracing@gmail.com.

We're looking forward to a great 2023 season.

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

This month we have the pleasure of welcoming five new memberships.

Joining as regular members are the following:

Will Reichel sails *Naughty Dog*, a C & C 25 MKII berthed in West Islip.

Will is a third generation SBCC member. He is preceded by his father, Jim Reichel, and his grandfather, John Davis. They are both very active in our Regatta program and Will is following in the family tradition by racing *Naughty Dog* in our Tuesday night series. What better way to keep the SBCC moving forward than welcoming Will into our club? He was sponsored by Charlie Margeson and John Davis.

Norman Rubin sails a 34 C&C named *Fuzzy Logic* that will be berthed in Bay Shore. His interests lie in both racing and cruising. His previous sailing endeavors led him to the recent purchase of his C & C. He was sponsored by Gary Sebouhian and Lenny Feldman.

James and AnnMarie Mitchell sail a Tanzer 25' named *Sheaylin*, out of Babylon. Jim is a member of the Babylon Volunteer Fire Department. They were sponsored by Ian Holzmacher and Fred Cornman.

We are pleased to welcome two Associate memberships to our club:

Dawn and Brian Ruggiero are currently looking for a sailboat. They have already volunteered with Hospitality and attended the Spring Party. This kind of participation and enthusiasm is just what SBCC needs! Pam McCarthy and Chris DeMarco were happy to sponsor them.

John and Jackie Wolf power a Cutwater 248C named *Nauti Wolf* out of Morgan's Marina in Patchogue. John likes to fish and Jackie likes to cruise, so this works well for them right now. They are used to boating on the North Shore. They are a delightful couple and will make a great addition to the club. They were sponsored by Fred Liesegang and Jeff Frederick.

FROM THE FLEET CAPTAIN**Todd McCarthy**

Spring has sprung, and boat Commissioning has begun. *Bleu Moon* launched May 2nd, and she is looking forward to another great summer and stretching her legs on the Two-Week Cruise.

May started this seasons RVs off in Bellport getting to know new members and them getting to know us. We have a busy season planned, so follow along in the 2023 Yearbook for all the activities. The Two-Week Cruise is planned, and if you want to join, contact our Commodore and Cruise Captain, Jeff Frederick. The One-Week Bay Cruise is in the final planning stages with stops at Great River, Watch Hill and Sailors Haven. If you're interested in club racing, contact Ted Drossos or Gary Sebouhian for Tuesday night Bay Shore racing, and Charlie Margeson for the Thursday Babylon races to get on a boat as crew or to enter your boat. Any questions please feel free to contact me.

See you on the bay!

GSBYRA SPRING DINNER MEETING**Rob Gutmann**

You're invited to the 2023 GSBYRA
Spring Dinner Meeting
At
Moriches Yacht Club on Friday, May 19, 2023

Cocktails at 1800 Hours – Cash Bar

\$35 per person cash or check payable to: **Moriches Yacht Club** at door

Kindly RSVP by Sunday, May 11th to

Regina Soto email: rlind3805@yahoo.com or (631) 578-2984 (text preferred)

Please forward this email to any new officers, members and sailing staff at your Club, as our contact list has not yet been completely updated for the season.

Looking forward to a lovely fundraising scholarship evening and seeing you all there!

HAVEN DELIVERY—BOSTON TO BAY SHORE**Charlie Margeson/Joe Werkmeister****Part 1 by Joe Werkmeister:**

The deal was done (almost), the plans were made, the weather forecast was excellent and all was set to bring home *Haven*, the Gesele's new to them, Catalina MK 11, from Boston to Long Island. Scott and I headed up to Boston via the New London ferry on Tuesday, April 18th to sea trial and get a head start on prepping *Haven* for the trip prior to the arrival of Charlie Margeson and Jay Pizer on Wednesday. All was good in the world, until it wasn't! It should have been an omen when we discovered that *Haven* had been berthed in the furthest possible slip from where we had to park the car, in a VERY large marina. We had an SUV full of boat stuff to transport down a very long dock and a very steep ramp in howling winds! It was nearly dark when we finally finished and I thought to myself how happy I was to have been there to assist Scott, despite being quite exhausted! Unfortunately, the sea trial revealed an engine over-heat issue and after a full assessment on Wednesday morning, Scott decided it would be unsafe to venture out as planned. Fortunately, we were able to turn around Charlie and Jay before they boarded the ferry. The hunt was on for a diesel mechanic! After much Ubering, walking and assorted disappointing news on that front, and much determination by Scott, his luck changed and a mechanic basically fell into our laps. Long story short, crisis was averted and *Haven* was repaired and given a clean bill of health. I stayed on Wednesday night and Scott and I enjoyed some grub and brews at the oldest tavern in Boston! He even made the fatal mistake of going outside to make a phone call, which allowed me the opportunity to pick up the tab! (If you knew the history of Scott and my bar hopping and tab paying, you'd realize this was a major coup on my part!) Additionally, we were able to tour the *USS Constitution* and the WWII destroyer *USS Cassin Young*, for free! Unfortunately, I had flight plans to head down to Florida and was unable to join in on the actual delivery. Unable to find a rental car we were forced to Uber me to the New London Ferry while Wendy eventually headed from Long Island to Boston to pick up Scott! It was a huge disappointment for me to be unable to crew on this trip as it would have been a first, but I'm so very happy that *Haven* is home and the Geseles will be enjoying her for many years to come!

Part 2 by Charlie Margeson:**Luck be a Lady- The Gesele's delivery of their new boat *Haven***

After some searching last year, the Gesele's have finally found their new and final boat. It was located in Boston Harbor so after their final "in-water" survey and the completion of the sale, the final step was to get her to her new home port on the Great South Bay.



Scott's original delivery was planned for April 19th with Joe Werkmeister, Jay Pizer and myself. But as is usually the case, life, logistics and some very good luck intervened. Engine problems cancelled the planned trip. However, that allowed Scott to spend 5 days on the boat and he had an expert diesel mechanic diagnose and clean out the very clogged heat exchanger which probably saved us some real delivery problems. Likewise, I got to see the delivery of our first grandchild Rose who came 2 weeks early. Lady Luck saved the day for all of us!

With the delivery rescheduled for May 1st, Scott, Jay and I drove up early Monday and prepped the boat. Unfortunately, Joe couldn't make this trip.

What a boat, the Catalina 42 is well designed for a liveaboard with a 13.8 ft beam and very efficient set-

HAVEN DELIVERY—BOSTON TO BAY SHORE**Charlie Margeson/Joe Werkmeister**

up down below. We slept aboard that night and woke to a cloudy day and with winds on the nose. We left Boston Harbor for an 8 hour run to the head of the Cape Cod Canal. The winds averaged 15-18 kts from the south. We dodged two of the three rain squalls but our trip was happily uneventful. We got to Sandwich Marina with plenty of time to walk around and admire the many large sailboats still on the hard (a boat geek's delight!). It was a cold evening and Scott treated us to beers and dinner at Salty Sam's Seafood (fried lobster their specialty). It was very good seafood!

Wednesday morning was partly sunny and dry for our final run through the Cape Cod Canal and overnight push home. This was a marathon leg of 27 hours and would take us through the C C Canal and Buzzards Bay, past Newport Harbor and north of Block Island. We then headed south to Montauk Point and then west "straight on till morning" to Fire Island Inlet.



We were up at 8:00 am and headed to the fuel dock to top off fuel and to pump out. Scott timed our 9:00 AM departure to ride the favorable tide through the Canal. It was a beautiful morning and we enjoyed the scenery and Scott's great breakfast burritos as we motored at 7 kts. The wind picked up to 14-16 kts as we hit Buzzards Bay with its famous short steep chop. The wind was on the nose again (of course) but *Haven* with its long waterline, strong engine and large dodger, powered through nicely and was very com-

fortable. Our course was southwest and in the afternoon it veered more south so we set the mast-furling main and motorsailed past Block Island all the way to Montauk Point. At sunset, the wind veered west and lightened up so we furled the main and we settled in for the 16 hour run from Montauk Pt to FI Inlet. The clouds came in and it got damp so we split up the night. I took the 12-2 am watch, Scott took 2-4 am and Jay took the final 4-6 am night watch. I joined Jay at 6 and we woke Scott for the final approach to FI Inlet.

We did get some light rain but made good time on the run down the south shore, picking up a 2 kt positive current at Shinnecock. We got to FI Inlet at around 7:00 AM which was 2 hours early. The Inlet buoys were on station but a call to Rick La Torre, an SBCC member and professional fishing boat captain, strongly suggested taking "the chute" (last years course from the head Inlet buoy to the radio station) which we did with no issues— thanks Rick! Dennis Krug also warned us about the dredge in the inlet which we avoided.

Boy did it feel good to be home in our own Inlet. We got to Cooks Boatyard and *Haven's* final slip a little after 9:00 am and Todd McCarthy, Dennis Krug and Bob Van Tassel met us at the dock.

This is an important step for the Geseles as they are planning on retiring early and heading off on *Haven* in a few years. Jay and I were happy to help in the delivery and be a part of their new adventure.

Congrats to Scott and Wendy Gesele (our Vice Commodore and our Secretary) on their final purchase of *Haven*, their new to them Catalina 42. We certainly look forward to seeing them on *Haven* out at the Club's RVs this year.



Log for 1954

THIRD ANNUAL CRUISE

Under the capable direction of Merritt Smith this was a memorable event, with twelve cruising boats and one "X" boat going the distance. The KATINKA and MACY II were the only veterans of the first cruise in 1952. The big event this year was the stepping and un-stepping of masts at Shinnecock Canal. Great excitement was provided when a catboat attempted to pass under the railroad bridge at full speed with her mast still stepped. Sparks flew, the bridge shook, and the cat bounced off undamaged.

Merritt led the fleet to Sebonic Harbor, Greenport, Orient Harbor and Sag Harbor with stops in the Great South Bay at Smith Point and Westhampton. There was not much sailing but the social program kept all hands busy and the mixing never lagged. The report is that all the boats that turned out will be back for more this year. What courage! Here are those who endured to the end:

Lady Lou V
Katinka
Halcyon
Scamp
Teal
Teezim
Wooden World
Judy
Chiquita
Cygnet
Macy II
Bear
Mary Clyde

John Beinert
Merritt Smith
Ray Davis
Stew Patterson
Tom Underhill
Ted Zimmerman
Don Streit
Gus Hansen
Bill Cain
Jamie Swan
Hank Post
Fred Becker
Doc MacDonell, Sr.

Part of the fleet with masts un-stepped passing through the Shinnecock Canal Locks with a few beers being passed to the Attendants.



SAVE THE GREAT SOUTH BAY CREEK DEFENDER Joe Werkmeister

With the spring Creek Defender schedule having concluded, I would like to once again thank all of our members that volunteered time and effort to help clean up the creeks that enter the Great South Bay. Those participating since the last Mast-head was published were: Cindy LaValle and Mike Janoska joined Andy Mirchel who is the Creek Defender for West Islip, at the Blue Point clean-up. Also volunteering at Blue Point were Don and Ellen Sweeney. Doug and Kathy Crocker were accompanied by their granddaughter Keelyn Brink at the West Islip and East Islip clean-ups! The Sayville clean-up was represented by myself at the South end and by the entire Frederick Family at the North end. I am very pleased and grateful to all those who volunteered and look forward to next years effort. There are a few additional clean-ups conducted throughout the year, and I will notify the members ahead of time as I become aware of them. To close out the season, I would like to quote Doug Crocker, as it is always an eye opener for those that volunteer for the first time. "It is truly amazing how much debris is in the headwaters of these creeks...mostly cans but many tires as well." Perhaps, you will consider volunteering next year!



**Cindy LaValle, Mike Janoska and Andy Mirchel
at Blue Point**



Me with the Sayville South crew!

SCUTTLEBUTT

- SBCC members Jackie Scoglio, Mike Quinn and Dawn Ruggiero are out for a day of sailing and instruction on Fred Cornman's boat *Emerald Seas*. Also along for the sail was Bryan Ruggiero and Joe Nador. Everyone had a great time with a 15 knot wind out of the south east. When finally back at the dock they all enjoyed some champagne to toast a wonderful time with fellow club members!



- Steve and Diane Morgan have sold *Sea Breeze*, they're Oday 27.2 and have upgraded to a Catalina 30.
- Fred and Mara Liesegang have returned from their nearly week long educational trip to learn all there is to learn about the Great Loop. They continue to prepare *Dust In the Wind* for a departure date later this spring.
- Charlie and Janie Margeson welcomed their first grandchild, Rose, into the world on April 22nd.
- Alex and Cathy Stephani bought a new to them Beneteau 312 and brought it around from Huntington. They arrived at the dock May 8th. With help from Scott Gesele who provided a Navionics file and Todd and Pam McCarthy providing guidance via phone, they were able to successfully navigate the Fire Island Inlet. Let's wish them lots of luck with their new boat!

SAND RECLAIMS SUPER STORM INLET

Newsday.com

Below is a reprinted article from Newsday that I found interesting. Please forgive the quality as I had to do quite a bit of cutting and pasting and reformatting. Hopefully I'm not violating any copyright laws!

BY THOMAS MAIER

thomas.maier@newsday.com

A large Fire Island inlet carved out by Superstorm Sandy has filled up naturally with sand, prompting concern among baymen, environmentalists and others about increased pollution and greater risk of future "brown tide" algae blooms in nearby Bellport Bay.

In 2012, the storm opened a gap about 1,000 feet wide and 20 feet deep through the Otis Pike Wilderness section of the Fire Island National Seashore, located about two miles west of Smith Point County Park in Shirley.

The rush of clean ocean water through the inlet washed away pollutants from cesspools and other dirty runoff from the mainland that seep into Bellport Bay.

Now, the environmental benefits from this "ocean flushing" appear to be ending, endangering water quality and recreational and commercial fisheries as Bellport Bay loses its direct link to the Atlantic Ocean, according to federal and state experts.

Christopher Gobler, director of the New York State Center for Clean Water Technology at Stony Brook University, said water quality in Bellport Bay "could be reversed" with closure of the inlet.

Gobler said the expected decline in water quality could damage recreational fishing — bluefish, striped bass and black sea bass are among fish caught there — and some commercial clamming operations in the Bellport area.

Decline of water quality

"With the inlet closing, there'll be less visibility, and water quality possibly detri-

mental to shellfish and fish," said Gobler, who works closely with government environmental agencies.

Alexcy Romero, superintendent of the Fire Island National Seashore, said he expects "more algae blooms" with the inlet virtually closed. Romero said signs of brown tide in Bellport Bay appeared late last summer for the first time in a decade.

Any human-engineered fix is out of the question, experts and federal officials said.

Federal law prohibits dredging or other efforts to prevent the inlet from filling up with sand as part of the natural flow of erosion along the seashore, Romero said.

Bellport Bay is among a number of lagoon-like bays along Long Island's South Shore protected by sandy barriers such as Fire Island, which was created some 10,000 years ago by glacial activity.

Over the past three centuries, an estimated 28 temporary inlets have opened between the Great South Bay and the ocean, the researchers said.

They noted the new inlet in the Otis Pike wilderness area roughly followed the path of an "old inlet" that opened in the early 1800s, and that filled with sand over time.

Research by Gobler and other Stony Brook scientists has documented the degree to which Superstorm Sandy improved the waters of the Great South Bay, particularly near Bellport Bay, Narrow Bay in Mastic Beach and western Moriches Bay.

From 2013 to 2018, water clarity improved in the area, tests found. At the same time, levels of harmful brown tide

algae, chlorophyll and fecal coliform bacteria dropped significantly.

The improvements were centered around the newly formed Fire Island inlet, where the growth rate of juvenile hard clams also significantly increased. Other sections of the Great South Bay located to the west of the inlet did not get the same benefits, the researchers found.

Inlet made big difference

For Bellport baymen such as John DiNaro, the storm-created inlet "made an unbelievable difference in the water, which went from murky to crystal clear."

DiNaro expressed concern that without an inflow of clean ocean water, runoff of nitrate pollutants from drainage leaks and chemical fertilizers used on lawns would harm the bay's fish and plant life.

DiNaro said he already could see the difference.

"The water is not as clear and the fish don't want to be here," DiNaro said.

"I think what is going to happen is that the shellfishing is going to go down," he said. "The fishing is going to go downhill."

The new inlet helped inspire creation of a local advocacy group, the Friends of Bellport Bay, devoted to the health of the bay, said co-founder Thomas Schultz.

Schultz recalled scientific research allayed fears of local residents that the new divide through Fire Island might lead to flooding on the mainland.

But arrival of fresh seawater from the ocean changed the way local residents viewed the shallow bay, Schultz said.

After the inlet opened, "you could look down and see the bottom," Schultz said of the bay, which he said reaches a depth of only about 7 feet. "You could tell if a quarter was heads or tails with the clear water."

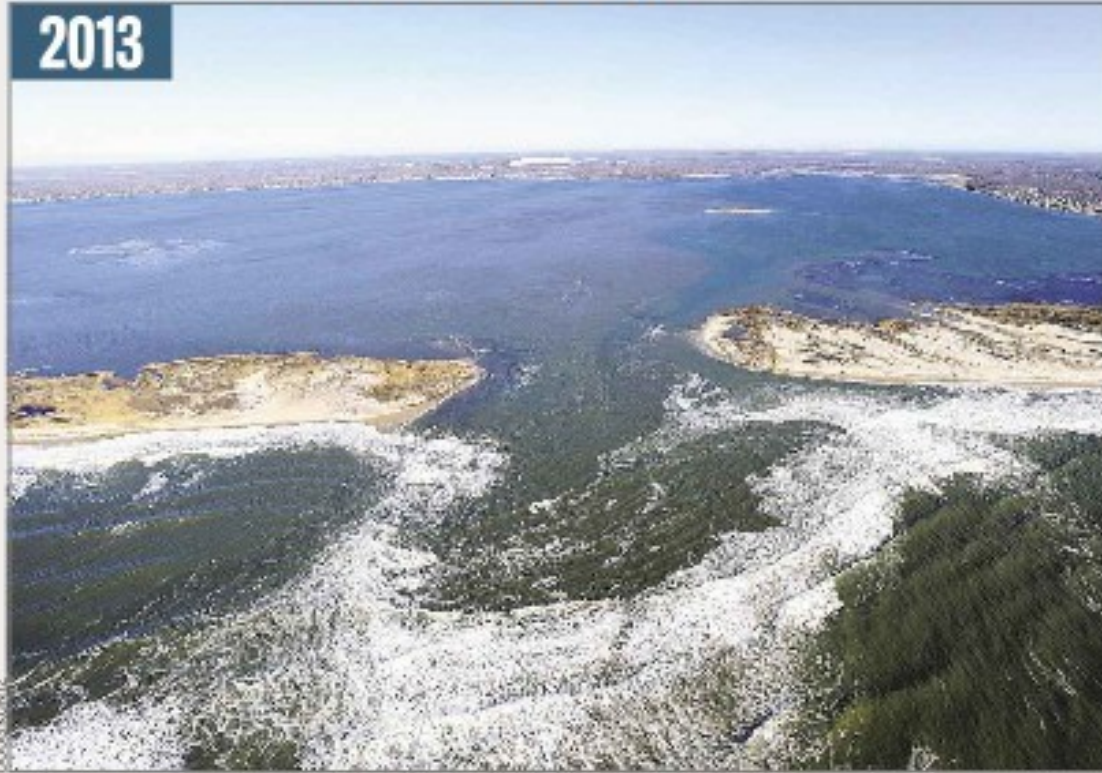
Schultz continued: "I noticed the bay teeming with more life than before and now it's diminished because we are losing the ocean flushing."

SAND RECLAIMS SUPER STORM INLET

Newsday.com

CARVED OUT BY SANDY...

2013



Superstorm Sandy created this inlet on Fire Island, viewed here from the north, in March 2013.

NOW, ALMOST GONE

2023



The view shows how sand has filled in the breach, raising concerns about pollution in Bellport Bay.

The Secret Ingredient to Light Air Sailing Speed

skippertips.com

Use absolute minimum rudder. Too much rudder angle adds drag and slows you down, and building speed again after slowing down can be a tough challenge. Allow the boat to sail herself; you are only there to give her a gentle nudge now and then.

How many times have you pushed the 'iron Genny' button when the winds go light? Sailors should be able to keep their boats moving under working sails (mainsail and jib), even in super light air. What's the #1 secret ingredient to sailing success in these conditions?

Captain John sailing in San Francisco Bay on a rare light air day. The boat is almost steering herself, with the tiller centered. Sitting to leeward helps drop the sails into their designed shape.

This was my third time visiting one of North America's finest sailing grounds: San Francisco Bay. The first two trips, we had more than enough wind, averaging 20 to 25 knots with gusts to 30 knots. Matter of fact, most sailors would say way too much.

But this time? Ghosting conditions of 0 to 3 knots most of the time...

"You're not going to make it. Fall off and come around again," said my sailing instructor, who was the head of 'performance sailing' at the school. I had the boat pointed way too high. Without enough speed, there was no way to push the bow of the sailboat a full ninety degrees through the wind to get her settled onto the next tack.

Another super light air day of variable, shifty winds in San Francisco Bay (illustration above). Stink-pot sailors might turn on the iron Genny, but I was there to find out how North America's best sailors did it and to put these secrets into [my book on sail trim](#).

My mentor explained that footing, or pointing lower in light winds, built speed. Speed was your friend. Nothing else mattered. Speed first, pointing ability second. You cannot expect a sailboat to respond to your commands without momentum. Your rudder will not be as effective, nor will your keel provide as much lift.

After learning how to build and maintain my speed, he had me take her inside the marina for a real challenge. Tacking in close quarters takes on a whole new art form in light, shifty winds. Fall off to a close reach; build speed; swoop up ever so gentle and make the tack; settle onto a close reach; build speed, swoop up and make the next tack.



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

Good Condition. All ends heat sealed and whipped.

2 - 5/8" x 60' 1 - 5/8" x 52'

\$110



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



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

For all items above 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
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 Recording Secretary—Wendy Gesele

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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>