



From the Masthead

SOUTH BAY CRUISING CLUB

June 2023

FROM THE HELM

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Fellow SBCC Members and Associates!

Opening Statement: "If I only knew then, what I know now" is the sociopsychological inverse of "what if I had the money/savings then, that I have now?" in the world of sailing or boating.

Hear me out. Have you ever sat and walked back in time through the list of boats you've coveted or even owned over the years? For whatever reason or preferred characteristic at the time, the list has invariably changed across the decades. For me, my first boat was just "a boat" that happened to beat out the salvaged 48 Formosa Ketch (because I wasn't insane) by being closer to home and inexpensive. There is nothing I could say about its graceful lines, fine entry, or soundness of the build that would be remotely true. It was a sailboat which floated, sailed, and powered (sort of) at or below all expectations, but it was MY sailboat. And for two seasons on the Jersey shore, I loved her.

As my dreams advanced in complexity, so did the boat required to meet those imagined needs. I dreamt of solid, hardy, seaworthy vessels that really sailed, really performed, and didn't have translucent hull sections. The natural counter-reaction to my first boat. Unfortunately, a cross-country move and working for the government made my savings account too small, while my dreams grew. I decided to build a wooden gaff rigged boat in my garage, if nothing else to give me something to do during the Oregon winters. Even while I sailed that little lake day boat for two summers, I was dreaming of the next boat, a Pacific Seacraft Flicka *Destiny* which I acquired in 2003 and owned until 2019.

Now, between then (2003) and now, my dreams wandered. Referring back to my opening statement – what would I have done then, if I had the means? The Hans Christian 33 or a Baba 30? Too big to drag east, I would have been forced to leave her behind. While living back on the east coast, I've coveted the Shannon 37 and 38, one a sloop, one a ketch. No good for the Great South Bay with their deep keels. Or

the Hans Christian 43, or worse yet, the 48; way too deep and too tall, but beautiful boats, all!

Time travel is a tricky business, but it's hard to imagine a scenario above where I wouldn't have wasted significant resources ultimately choosing the wrong boat for the job. We sailed *Destiny* until we were simply too much (Flicka ≠ a family of four + a future dog? Lol,) and I was ready to buy a boat that more perfectly matched the type of sailing and cruising we would do as a family. All of those deferred decisions to buy or move up, when an impulse buy might have occurred, cascaded into a pretty nice "delayed satisfaction" outcome for us.

What boat would you have bought when you were young (if you'd had the means) that in retrospect was not a great idea for what you ultimately wanted or needed from a boat? I look forward to the stories and opinions.

Check out the notes from Regatta Captain and Fleet Captain that follow, there is a lot going on right now with racing and cruising. We had a fantastic Commissioning Day 2023 on Sunday June 4th. The weather was lovely and the new member class did an amazing job pitching in and executing under the continued leadership of Susan and Jean! Also, many thanks to Glenn and Janice - they had some nice inventory on hand, so be sure to check out the SBCC store online too!

Upcoming Events

- **June 9—Babylon Cup**
- **June 10—"Take Me Out to the Ballgame" RV at Great River**
- **6/13, 6/20, 6/27—BSIR Races**
- **6/15 and 6/29 —Babylon Twilight Races**
- **6/17—"Roll Out Those Lazy, Hazy, Crazy Days of Summer" RV at Hemlock Cove**
- **6/23—Start of the Two-Week Cruise**
- **6/24—"Italian Feast" RV at Coast Guard Cove**

IN MEMORIAM—BILL COOK**Duncan Burns**

Bill and Mary Ann Cook joined the South Bay Cruising Club in 1960. They have always been active in both the cruising and racing programs. They were chairs of the Hospitality Committee back when the Fall Party used to get over 200 at Babylon Yacht Club and the Lobster Party got 300-350 folks. Bill and Mary Ann were able to get new members to help with the parties (which we still do today!) They cruised to Montauk, Block Island, Cuttyhunk, Newport, Essex, and Martha's Vineyard with their children Billy and Cathy. The cruises were one big family back then. One morning Mary Ann asked the kids if they wanted breakfast and they replied, "No thanks. We already had pancakes with the Logans, bagels with the Rosenbergs and eggs with toast with the Westhorns."

Twenty years ago, I was an intern clergy at St. Mark's, Islip and Bill and Mary Ann asked me if I would like to sail Race Week after the service. I sailed in my black clerical outfit with winged tipped dress shoes. We sailed in a brand new C and C that was so fast we couldn't even see the second place boat. Mary Ann was on the helm and it was obvious that she was one of the best skippers in the club. Bill won many weekday and weekend races in the club and many national and international events. They won the Newsday Cup for first overall in the Around Long Island Race. They won Block Island Race Week twice and the Governor's Cup three times.

There are so many stories to share, but I will just tell a few. One race Mary Ann was racing from the bridge to red buoy 10. She saw a red flasher in the channel and proceeded to take the entire fleet over the shoal. Over 10 boats ran aground and the Coast Guard told them to, "dig themselves out."

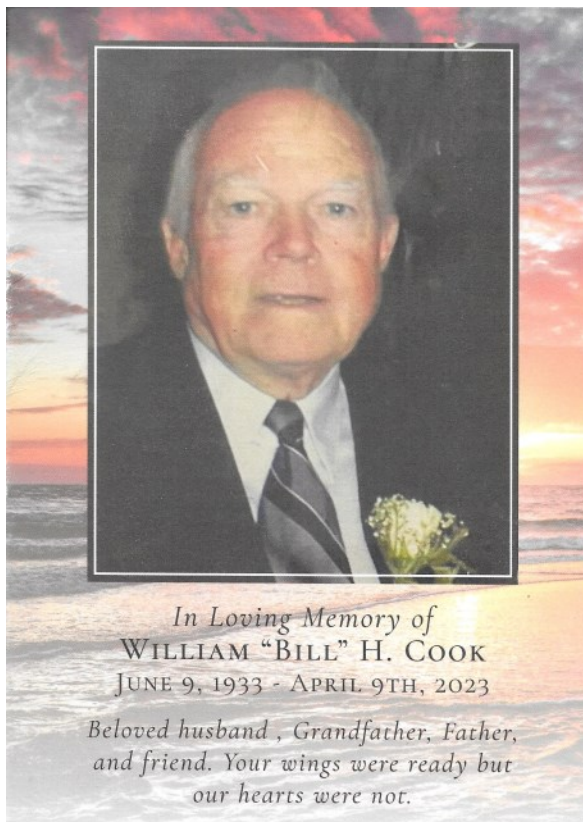
There was one Thursday evening race, while rounding the weather mark, the tiller broke off. What could have been a crazy return to the dock, but instead ended up being an opportunity to steer with just the sails under the moonlight and tell stories. Bill and Mary Ann said how they would go out for a leisurely evening sail with Cathy and Billy, sail till late into the night, and return with the kids sound asleep and carried them into bed.

Bill Cooks passion for sailing is unparalleled and one of his strongest qualities was getting

others to share in his love of sailing. Bill made his boat yard available for many boat yard parties and countless Tuesday night after race barbeques. He made everyone feel like family. Most of us can remember a time when Bill sold us a boat. Barb and I have truly enjoyed sailing with Bill and Mary Ann these past 20 years. The SBCC will forever grateful for Bills contribution to racing and cruising on the Great South Bay.

Smooth sailing in heaven Bill,

Rev. Duncan A Burns, Fleet Chaplain



IN MEMORIAM—BILL COOK

Duncan Burns



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

The 2023 Sailing Season is officially open! Commissioning Day was celebrated on Sunday, June 4th at the Bay Shore Yacht Club. While the weather reports were iffy, the sun shone (for the most part) throughout the day. Jean Sidebottom took the lead for the day, backed up by the entire Hospitality Committee. As usual, the food was both plentiful and delicious, with everything from Orzo, Caesar, potato, and fruit salads, two kinds of coleslaw, baked beans, sliders, dips, and sweet and sour mini hot dogs. Center stage was the BBQ team, led by Fred Cornman, Joe Nador, Brian Ruggiero, and Jackie Scoglio. Commodore Jeff Frederick introduced the Flag Officers: Vice Commodore, Scott Gesele; Rear Commodore, Stephanie Pizer; Treasurer, Rich Troy; and Recording Secretary, Wendy Gesele. The club burgee was raised by Scott Gesele, and the cannon was detonated by Todd McCarthy. A formal meeting was held, and then it was dessert time with lots of goodies: cupcakes, mini cheesecakes, cookies, brownies, and a crumb cake – calories a plenty! There were lots of stories (some of which might be true,) lots of laughter, and lots of talk about what the season will bring. The Hospitality Team, as always, worked hard to make sure a good time was had by all! Next on store is the Blast, which also serves as the start of the One-Week Cruise. This will be held on August 19th at The Wharf in Oakdale from 1200-1500. It is a catered event, and the desserts are made by the Hospitality Committee so you know they will be super special. Mark your calendars now so you don't miss the next big event of the season!

COAST GUARD COVE RV—May 13-14**Todd McCarthy**

We had a great RV in Coast Guard Cove and Pam's stuffed cabbage soup was a big hit! *Bleu Moon* rafted with *Aqua Soulis* and we had a nice evening with Jamie Blumenthal. We were treated to a nice sunset with views of the Manhattan skyline. Jamie made a big pot of popcorn and provided us a tour of his Southerly. We enjoyed conversation in his salon. Unfortunately we had some uninvited guests! Gnats came to visit on and off but insect repellent and a fresh NW breeze in the evening took care of that. Chris DeMarco came by on his new boat a 36 Pearson, *Banshee* and anchored nearby with some friends. Sunday was clear and cool, and we decided to stay until early afternoon and take a leisurely sail home on a SW breeze, with minimal traffic in the state boat channel. Many boats were not ready yet for the season but will be soon.

**SRING FAMILY RV AT ATLANTIQUE—May 20-21****Todd McCarthy**

Although the Atlantique RV was overshadowed by a major rain event, there was no less enthusiasm at hosts Wendy and Scott Gesele's home as 20+ members gathered. Scott had the RV flag hung on his front stoop.

Charlie and Barbara Becker brought an aerial picture of Atlantique to get us in the mood. This picture was from the 70's and given to them by Past Commodore Roger and Peg Daisley. There was good conversation and plenty of food and beverages, which goes without saying. There were also some aspiring pool sharks, Elias and Joseph Frederick running the pool table. We also had some wagering on the Preakness horse race which we viewed on Scott's big screen projection TV. The winners were Scott Gesele, Charlie Margeson and Jeff Mattera.

HEMLOCK RV—May 27—28**Jeff Frederick**

Four boats arrived early to pre-game on Friday night (*Cambria*, *Haven*, *Rising Tide*, *Polaris*) with a surprise visit from Regatta Captain Charlie Margeson via runabout. There were cocktails, cigars, and some swimming and laughing. Wetsuits are recommended for the faint of heart, as the early season water temps are in the low 60's. Weather/wind was "variable" on Friday (haha): a northerly out of Patchogue, then a NW, then dead, then a stiff SW backfilled at 15-20 kts. It was a particularly chilly wind for a Sou'westerly! Hemlock was peaceful, no wind and no bugs. Saturday dawned gorgeous and sunny. Throughout the day, more boats arrived (in no particular order): *Eagles Wings*, *Bleu Moon* (arriving after spending the day in the ocean watching the airshow!), *Shadow*, *Aquae Soulis*, and new members Ryan and Melissa Wood and family aboard *Your Love* (nine boats in total.) We enjoyed watching the air show from afar on Saturday afternoon before the RV - and once the grill was fired up, the hot dogs, cheeseburgers, and abundant salads were rolled out for a massive feast. Elizabeth worked hard to make custom cocktails for everyone: hand muddled basil and lime gin gimlets! Fantastic and refreshing! The seven boat raft stayed together for a very quiet overnight and a windless, no-see-um filled morning. No worries, the light southerlies built quickly and blew the bugs away. Jaimie Blumenthal and the Fredericks hopped aboard *Your Love* with the Woods for a quick trip to Zach's Bay, where we watched the Sunday air show "up close and personal." It was incredibly impressive, and the kids loved it as much as the adults!

We returned to Hemlock to find the raft had decided to raise their signal flags, hoping to attract a low altitude fly by from the boys in the air. No luck, but what a sight! We ended up finding reasons to send Jeff Materra and Scott Gesele up masts to accomplish some early season maintenance and repairs. Good exercise for the Commodore. The Fleet Captain was feeling generous, and decided to award one bonus RV point to boats that stayed a second night! With our eye on the coming weather, four of us remained until early Monday AM, before racing home to beat the front. Winds went from zero to 15kts easterly at precisely 8:53am, seven minutes earlier than forecast. *Cambria* pounded home for the last hour, with gust building to 25kts and short square seas ensuring I got a salt-water shower at the helm.

Tired, sun kissed, and salty: the way summer ought to be! Thanks to all for coming out for a great long weekend!



Shadow, *Bleu Moon* and *Rising Tide* raised the colors to hopefully invite a flyover! *Polaris* brought our own air show, and *Haven* (left) attended her maiden SBCC RV. The crew of *Cambria* as well as Jamie Blumenthal joined John and Jackie Wolf on *Nauti Wolf* for an excursion to Zach's Bay for a closeup of the air show.



FROM THE REGATTA CAPTAIN

Charlie Margeson

The SBCC racing season is now in full swing.

The Tuesday night BSIR Pursuit series began May 30th with 8 boats enjoying a steady 18 kt ESE wind for some great racing. Thanks to Ed Anderson and crew for their Race Committee duties.

Here's Ted & Gary's BSIR Committee report:

There were eight boats that participated in the first race of the BSIR 2023 racing season. We ran course number 5 (start at 1, 4 starboard, 10 starboard, finish at 1). The wind speed remained steady at 17-19 knots throughout the evening keeping the boats moving quickly and the crews working hard to maintain speed and control. Most of the boats had their first reef tucked in on the upwind leg and shook it out going downwind. The long fetch down the Bay from the east generated some big rolling wave action, and an occasional heavy spray over the bow that made it into the cockpit. It felt like the water temperature was warmer than the air.

Congratulations to team *Squidward* for their first place finish.

ATTENTION BSIR racers- Boats needed for Tuesday night. We currently have an overload of crew looking for boats to race on for Tuesday night! What a wonderful problem. Please give Ted or Gary a call if you need crew and come join the BSIR racing excitement.

The Babylon Thursday Night Twilight series began June 1st with 3 boats racing in a light south wind of 5-10 kts. It was a beautiful night and the wind held up for the beer run home at sunset after the race. Rick LaTorre's team did the RC honors and we look forward to seeing them back out in *Dark Star* for the next race in two weeks.

Check the full race results for each race here in the Masthead.

The **Creepstakes Single Handed race** was cancelled this year. Thanks to Eddie Anderson for being on station with RC duties! The Creepstakes race leads off our Commissioning Day ceremonies which was on Sunday June 4th. It's a fun exhibition race and an SBCC tradition. We hope to bring this race back next year.

Next up-**The Babylon Cup Invitational race** will be on Friday evening June 9th. This is a joint SBCC/BYC sponsored race that always brings out the Great South Bay sailing talent for some spirited beer-can racing. The after-party will be at the BYC Clubhouse and food is provided by the SBCC. Come join the fun, race your boat or call me if you would like to crew. There's always crew needed and it's a great way to dip your toe in the racing waters.

It's good to see the racing fleet expanding over the past few years at SBCC with new members joining. It's a great way to sharpen your sailing skills and meet some like-minded souls.

Give me a call if you want to learn more about racing your boat with our fleet.

See you on the Bay!



BAY SHORE INVITATIONAL AND BABYLON RACE RESULTS

2023 BSIR Race Results

Race: BSIR Spring 1

Date: May 30, 2023

Committee Boat: At Last Skipper: Anderson

Course: 5 Wind Speed: 17-19 kts. Wind Direction: ESE

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Squidward	269	Polansky
2	PHRF	Czech Mate	196	Dennerlein
3	PHRF	Mo'Sun	17	Feldman
4	PHRF	Pandemonium	2224	Seboughian
5	PHRF	Aleboat II	232	Winberry
6	PHRF	Derailed	217	Marko
7	PHRF	Snoopy	682	DeRuvo
8	PHRF	Bertha	126	Rainis

Date..... 6/1/23
 Event..... Babylon Early Summer 1
 Race Committee..... R. Latorre
 Course Name..... Babylon 2
 Course Distance..... 3.84
 Spin Start Time.....
 No Spin Start Time..... 19:05
 Wind Direction and Speed..... SSW 8kts
 Comments.....

Class	Sail #	Yacht	Owner	HCP	Finish	Elapsed	TOD	Place
N	203	Shadow	C. Margeson	155	20:30:05	1:25:05	1:15:10	1
N	1227	Kickin' Back	M. O'Connell	152	20:33:46	1:28:46	1:19:02	2
N	68	Banshee	C. DeMarco	153	20:40:23	1:35:23	1:25:35	3
		#N/A	#N/A	#N/A		#####	#N/A	
		#N/A	#N/A	#N/A		#####	#N/A	

FROM THE WELCOMING CO-CHAIRS

Michele Jaeger and Sandy Carlberg

We would like to welcome the following new members:

Jason Eidenoff and Angel Macchia: They sail *Aqua Libra*, an O'Day 27 berthed in Lindenhurst. Jason is an avid sailor with racing and offshore experience crewing on various yacht deliveries. They are looking forward to mainly cruising and joining our rendezvous. They have been sponsored by Scott Gesele and Todd McCarthy.

Gustave Rappold: Gus is a previous Associate Member of SBCC and is now a full member who sails *Stray Cat*, a Gemini Legacy 35 catamaran berthed in Amityville. He has served as Governor, Handicap Class Fleet Captain and delegate for the GSBYRA. He is an experienced sailor who is ready to lend a hand both on and off the water. He has been sponsored by Robert Gutmann and Jay Pizer.

The following article can be found in the March 1975 edition of Motor Boating & Sailing Magazine. I was thrilled to take temporary stewardship of this magazine to be able to read the article and also to present it to our members in the following pages. Obviously, for the sake of readability, I had to work some cut and paste magic! I hope you all enjoy this look back as the SBCC circa 1975.

Thank you to Bob Sheppard for offering the content for publication in the Masthead!

SERVICE TO THE FLEET:

The success story of the South Bay Cruising Club

by Tony Gibbs

On the face of it, the Great South Bay is not a promising home for a gang of cruising sailboats: Lying between the south shore of Long Island and the Atlantic Ocean barrier beach, the bay is at most some five miles across and 20-odd miles long, depending on who's counting. Its average depth—including the deep water channels—is perhaps five feet, and it is speckled with sedgy islets that change shape from year to year with the migration of the bottom.

There isn't any spectacular scenery here, although the sandy-shored bleakness is something that can grow on one. I grew up there in the 1940s, and I love the bay within reason, but owning a cruising sailboat would never have occurred to me then, any more than cruising the bay would now.

Despite the drawbacks, however, one of the nation's most successful boating groups flourishes in its shallows. The South Bay Cruising Club, only two dozen years old, has managed to turn virtually all the bay's liabilities into assets, to the point where there are now well over 350 cruising sailboats, averaging over 28 feet in length, flying the SBCC's distinctive green-and-white burgee.

SBCC boats are everywhere on the bay, because the Club has no headquarters and thus no single locus for its activities. A club event can draw any member because it's hard to be more than a few hours' sail away—and one thing Great South Bay can boast is adequate wind. Even in July or August (when sailors to the north in Long Island Sound are bobbing helplessly) it's a rare day when the southwesterly fails to come up around mid-morning, holding till about cocktail time, as a rule.

This past summer I dropped in at SBCC's principal event, a combination Clan-na-Gael and shoot 'em up called Great River Week. Like most SBCC affairs, it's carefully tailored to the requirements of the group's rather special membership, and opens with one of the more unusual yacht races in my experience.

The West Island Race begins at Great River (named according to the same kind of reasoning that came up with *Greenland* to describe a place covered with ice). From there, the course is roughly rectangular, with the turning mark at—appropriately enough—West Island. What makes it different is that racers are allowed to circle the course in either direction: This results in some Gothic moments at the far turn and a finish line that has the heads on the committee boat swiveling like spectators at a tennis match, as the boats approach from the two extremes of a 90° arc.

In between, racers can go pretty much anywhere they please, taking their craft into the shallows as far as prudence, daring or madness suggests. The morning I was there, the start was enlivened by a wind with a base force around 20 knots, gusting well over 30. The effect this has on a fleet of centerboard sloops is dramatic: Times Square at rush hour, tilted 30 degrees, with half a dozen classes sorting themselves out while trying to avoid collisions and

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CRUISING CLUB

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groundings. Happily, the representative of MB&S was able to pep things up by being aboard a boat that dragged its anchor, with magnificent inevitability, the full length of the start line just as the first—and most desperate—class came roaring down. There were moments when I wished the bay would open and swallow us; and with the chop caused by a 20- to 30-knot wind in six feet of water, that possibility was not so remote.

The 1974 West Island Race was, they assured me later, shamefully small, with only 50-some starters. It seemed (especially at its beginning) entirely large enough. What was really impressive, though, was the assembly of the fleet afterwards. Inside the confines of Great River collected a group of boats that would have done credit to any major club anywhere, including a considerable number of well-handled character craft.

Minutes after the hooks dug in, the conviviality began. A reporter gets used to hospitality, especially a reporter who goes forth among cruising people, but this was downright overwhelming. Fortunately, the history and structure of SBCC are well enough documented so that temporary amnesia is not crippling.

According to its official history, the South Bay Cruising Club was founded in the early summer of 1951, “born for iron men in wooden ships propelled by alcohol.” Among the 18 at the first organizing meeting was Hervey Garrett Smith, the noted author, artist and marine historian, who provided the club with the design for its burgee. The initial fleet was heavily dominated by catboats—a type that was historically typical of Great South Bay: In the Club’s first race, there were two classes, one for cats and the other for everyone else.

The second year, the Club began its series of “green-

water” (as opposed to blue water) cruises—voyages in which the likelihood of running aground was rather greater than that of being rammed by a killer whale. (In fact, grounding runs like a threnody through the conversation whenever two or three SBCC members get together for the cruising skipper’s great sport, lying.) It wasn’t long, though, before the Club began to venture farther afield, until now elements of their fleet can be observed at Essex or Nantucket.

As of 1969, equality came to the SBCC, and cruising powerboat owners were admitted to full membership. Their number has remained both constant and low, even as the total number of members and of cruising sailboats has rocketed. According to several skippers with whom I talked, most of their powerboat colleagues were in fact former sailboat owners.

What’s interesting to a cruising sailor from somewhere other than the bay, I think, is not so much what SBCC has done as how they’ve done it—how, in effect, they have made a singularly vital organization bloom in a very unpromising spot. It’s hard to pinpoint the soul of a group, but perhaps the greatest visible attribute of the Club is the way it functions to provide the kind of service the members want. There is, to be sure, little or no competition from other clubs on the bay, most of which have stuck with day-sailers. But the SBCC operates very nearly year round; the only two months with no activities are March and April.

Racing and socializing—which with SBCC members seem to be coincident—begin in mid-May, and while racing events predominate, there are cruising rendezvous every weekend from late May on. The annual cruise takes a three-week bite out of midsummer, and the relatively new Great River Week (which really does run a full week) is the last major operation, in October.

Given the nature of the bay, the SBCC fleet is not unusual—every vessel in it shows the owner’s response to thin

water. There are few of the hot racers one sees elsewhere, and a lot of boats that have been bypassed by the IOR pandrums. SBCC racing events are split in two, with half the fleet sailing under the club's own performance handicap system, and half measured to MORC or Storm Trysail systems.

In addition to the yearbook, itself a compendium of cruising information as well as a running history of the Club and directory of members, SBCC has created, for its members' use, a cruising guide to the Great South Bay—an area ignored with religious intensity by compilers of most other

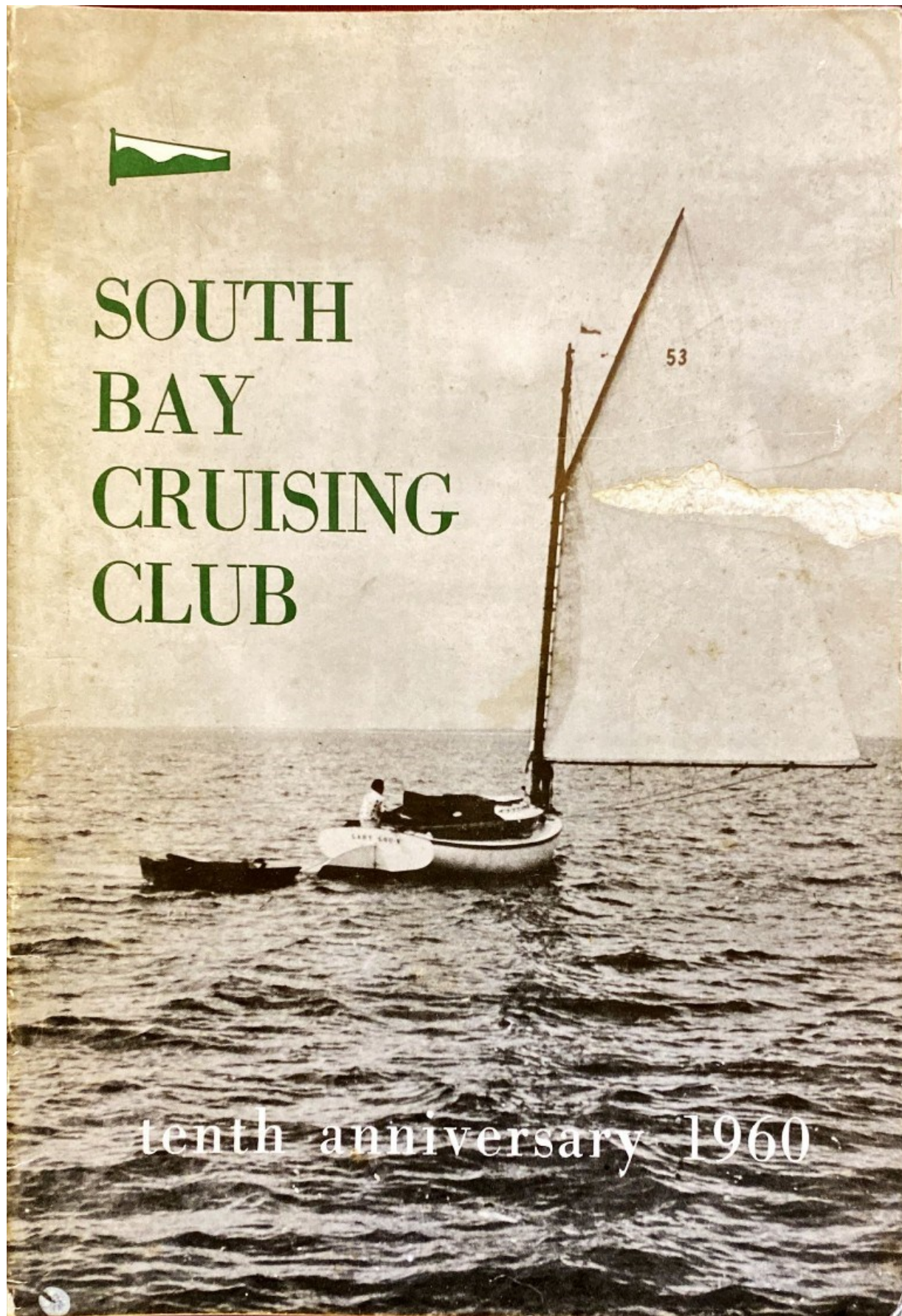


guides. SBCC members hardly mind—in fact, their attitude toward cruising visitors from other parts is ambiguous in a friendly way: “We’re happy to see them, but we don’t want to be discovered,” was the way one owner expressed it. Like the British discussing their nation’s weather, SBCC members are cheerily negative about the Great South Bay’s attributes for cruising vessels.

The dues are breathtakingly low, the requirements for membership not impossible for anyone save perhaps Attila the Hun. As a result of this relaxed posture, SBCC members tend to be more easily sociable than do people from more relentlessly “social” organizations. It is, in fact, a unique and effective melding of service to the fleet and *gemutlichkeit*, and it may well be the way of the future for yacht clubs. ‡

SBCC HISTORY— circa 1960**Joe Werkmeister**

I thought this look back at the cover and first page of the 1960 yearbook would be apropos as we all ready our boats for the 2023 season!



SBCC HISTORY— circa 1960 (continued)**Joe Werkmeister**

Two Jima? No, the Commodore's flagship



Gracie Beinert's attique sail loft

Bobby Lawrence sandpapers Lorelei faster.



Bob Odrig's inside job



Jamie Swan likes air

FITTING OUT IS HALF THE FUN ?



Honest John's cellar spar shop

*Fred Braddon
solves knotty
engineering
problem.*



BRINGING WINDSWEPT HOME**Glen Bernichon**

The trip to bring *Windswept* home from Huntington to Bay Shore started well before the actual trip. Once we purchased the boat, the planning of the trip began. How am I going to do this? Who can I reach out to for information and guidance? I had not traveled the ocean since 1976 when the Cruising Club made its way to New York Harbor for the Bicentennial celebration (Op-Sail.) I was outwardly confident that it would be a simple trip while being inwardly nervous about making this trip. I had never traveled down the East River on a sailboat before.

Fortunately, I had many days in SBCC as a child, as my parents joined the club before I was born. My Dad was an avid sailor and taught me about navigation on the open waters surrounding Long Island. He taught me how to read the charts and navigate in the fog with nothing more than a radio direction finder. We did not have Loran, GPS, or any other modern navigation aids which are available today.

So I looked through the chart table on *Windswept* to see what charts were on the boat. I was not impressed. I went to West Marine to purchase the charts covering Long Island Sound to NYC and to the Great South Bay. Using the knowledge my Dad had imparted in my younger years, I was able to determine the distance from Huntington Harbor to the Throgs Neck Bridge (TNB) to Hell Gate and on to the Verrazzano Narrows (VNB), then on to the Fire Island Inlet. I referred to my Eldridge for the currents and tides timetables. With the use of Excel, I was able to estimate how long each leg of the trip would take at various speeds over ground. Knowing I did not want to run through the East River nor enter the Fire Island Inlet in the dark, I soon discovered this was going to be a 2-day trip.

I reached out to members of the Club who have made this trip to, first, see if they would be able make the trip with me, second, to pick their brains for suggestions. Using Excel and not knowing the exact date of departure, I had many different scenarios as to when to leave Huntington and where to spend the night. As the departure date pushed further to the right so did the slack time at Hell Gate. It became obvious that Hell Gate was to be reached in the afternoon of the first day and the overnight was to be south of VNB. Dennis Krug provided the insights to spend the night, in Great Kills Harbor on Staten Island, with the option of using the East Rockaway Inlet if the ocean was rough. Dennis also recommended getting the bridge info from the various bridges. He also suggested reaching out to the Fire Island Coast Guard Station for information on the condition of the inlet. I also reached out to Todd McCarthy as he too has made this trip more than once. My desire was to possibly have both Dennis and Todd on the boat with me, but unfortunately Dennis was not able to attend.



BRINGING WINDSWEPT HOME (continued)**Glen Bernichon**

We settled on departing on May 25th as my son Chris would then be able to make the trip. The weather gods were in our favor as the prediction was for perfect weather for the two days. We departed from the mooring at Coney's Marine at 9:20 AM and headed into the 13-15 knot winds from the north as we headed out of the harbor. Once we were able to turn west, we opened the head sail and motor sailed to the TNB. Needless to say, we were going to be early so the engine was shut down and we arrived at the TNB right on time. With Todd on point and guiding our way, we took in the headsail and motored through to Hell Gate and the Hudson River enjoying the view along the way.

As we entered the Hudson, we motored north for a bit looking for some big ships, but none were to be seen. Heading down to the VNB we took in the sights of the Statue of Liberty and headed to Great Kills for the night. We feasted on Janice's homemade baked ziti, polished off a bottle of wine, and crashed for the night.

Friday, heading out at 6:30 am, as we exited Great Kills Harbor, Todd spotted a deer swimming across the channel. We guessed she was heading to the beach for the day. We sailed across the lower bay to Rockaway Inlet and turned to run along the southern beaches of Long Island. As we passed Jones Beach, we had the best view of the Air Show practice runs of the Air Force Thunderbirds. The wind turned SSE and picked up a bit, so we opened the sails and cruised to Fire Island Inlet, again, arriving at the prescribed time to enter the Inlet. Following the route provided by Rich LaTorre, Todd was again on point and monitoring our position, we entered the Inlet with no issues and arrived at Long Island Yacht Sales at 3 PM. Janice, Pam, and Dennis met us at the dock along with my daughter-in-law, Katy, and our two grandchildren where we celebrated the arrival of *Windswept*. All that planning paid off for a smooth trip home! All in all, the boat handled well and I was able to get some experience with the Raymarine chart plotter and auto pilot.

My thanks to all for assisting me in moving *Windswept* home.



The crew was treated to some awesome views of the New York City skyline!

CELEBRITY SAILORS—NEIL YOUNG**Chris Caswell for yachtingmagazine.com**

In the late '60s, singer-songwriter Neil Young disbanded Buffalo Springfield, the rock group he had formed with Stephen Stills, and, at loose ends, hooked up again with Stills to join a fledgling group called Crosby, Stills & Nash, moving the ampersand and tacking his name on after it.

The rest is history.



Crosby, Stills, Nash & Young, known to the cognoscenti as CSNY and constantly embroiled in turmoil and interpersonal strife, remains a lasting influence on music and culture, in spite of the fact that its meteoric brilliance burned barely a year before it imploded. That the musicians were in the right place and time is evident because they were invited to an unknown music gathering, where they started their set by admitting “This is only the second time we’ve performed in front of people. We’re scared. ...” That event is now known as Woodstock.

The wind and the sea had always drawn Canadian native Neil Young, so it was no surprise that, with his newfound wealth, he acquired a most unusual yacht. At a time when rock musicians were more likely to be

partying aboard flashy, large motoryachts, Young chose a rustic 101-foot Baltic trading schooner.

A ship, indeed, but not a new one. Built in 1913 to haul granite through the rugged northern seas, she was 77 feet on deck and weighed a Rubenesque 280,000 pounds — 2.5 times the displacement of a similarly sized Swan yacht. As such, she’s much larger than *Mayan*, the 59-foot Alden schooner owned by Young’s CSNY singing partner, David Crosby. Young named her *W.N. Ragland* after his grandfather, and, for the next 35 years, he sailed far, wide and handsome aboard this pirate ship, lavishing care and maintenance upon her without regard to cost.

You cannot describe *Ragland* without using the words husky or rugged, but even such evocative words pale when you see the yacht up close. Launched before the opening of the Panama Canal and the First World War, *Ragland* comes from an era when such a vessel had to be seaworthy and self-reliant in every possible wind and sea condition. There was no Sea Tow to come fetch you when the winter gales howled down the Skagerrak off Scandinavia. There was no radio to call for help from a lee shore, and even the term Mayday, the international distress call, wouldn’t be coined for another decade.

When Young sailed away, *Ragland* was more than half a century old, and she needed work. Originally built of oak, she had closely spaced 6-by-6-inch (yes, inch!) ribs, but the topsides planking had taken a beating from years of hard toil. With royalties from the many successful CSNY albums and concerts, Young ordered a railroad car filled with 20,000 board feet of furniture-grade mahogany to replank the yacht.

Stand on her teak decks and you feel like you’re on a concrete sidewalk, because the quarter-sawn teak is as much as 4 inches thick! In an era when the wood veneering on modern yachts is paper-thin, *Ragland* is simply remarkable. The exterior teak is left to turn a pleasant silver, giving the decks, the enclosed pilothouse and the various rails and skylights a properly seaworthy glow. Maintenance is as straightforward as hosing the decks, using the high-pressure saltwater fire pump.

CELEBRITY SAILORS—NEIL YOUNG**Chris Caswell for yachtingmagazine.com**

Though a previous reunion of CSNY had gone down in flames, the foursome couldn't stay away from each other, and CSNY has produced several albums and concert tours in recent years. More impressive is Young's long and flourishing solo career. Nevertheless, it was time for *Ragland* to find a new owner.

Young listed *Ragland* for sale with Walter Wallace of Wallace Yacht Co. in Port Townsend, Washington, not only because that was her home port, but also because Wallace has a passion for classic wooden yachts. Wallace found a buyer, but the deal fell through and *Ragland* languished in a yard while the attorneys fought it out.

Wallace, who owned both a 1926 65-foot tugboat plus a live-aboard trawler, couldn't bear the thought of *Ragland* deteriorating and took it upon himself to haul the yacht and get her ready for listing again. When Young found out what Wallace had done, he was very appreciative and he also made an interesting suggestion.

"Why don't you buy her?"



The offer startled Wallace, but he was hooked. He sold his two boats, bought *Ragland*, and moved aboard. At this point, he's lived aboard for about three years, entertaining friends and family, sharing her with the public at wooden boat festivals, and even sailing in a few regattas.

And now *Ragland* is ready for her next benefactor. Wallace says she's too nice "for just a dude and a dog," referring to his Jack Russell terrier. "For me to go aboard and build a fire and watch TV and then go to work the next day, well, it just isn't right. It's a waste of a great boat!"

She'd be perfect for a family wanting to go cruising, or perhaps an organization since she is U.S. Coast Guard documented and grandfathered under the Jones Act for coastal trade. But *Ragland* isn't your typical yacht. The interior of this floating home must be seen to be believed, because she is quite simply unlike any other yacht. She is Haight-Ashbury-hippie-pad-meets-Swiss-Family-Robinson-treehouse. She is wood and polished bronze and gleaming varnish and Turk's head knots and a hearthstone fireplace and cozy nooks for curling up with a good book. And she is, um, eclectic.

To mention that she has actual elephant tusks wrapping around the edge of the berth and settee might give you an inkling — as would mentioning that the immense solid-wood coffee table in the salon is actually a flensing block on which old-time whalers once carved up blubber. Or that the huge redwood burl table in the owner's stateroom is from Young's California ranch and could be installed only when the mast was lifted out.



The interior was clearly arranged for space and comfort, and the owner's suite occupies fully a third of the yacht, complete with a wood-burning fireplace, comfortable seating, a private head with shower and the aforementioned table wrapped around a mast the size of a tree trunk. Oh, yes, there's a pipe organ at the forward end just in case you want to work out the lyrics for your own album.

CELEBRITY SAILORS—NEIL YOUNG**Chris Caswell for yachtingmagazine.com**

The salon is a comfortable gathering place, with another redwood burl dining table facing across the 22-foot beam to a settee, with a snug pilot berth tucked behind an arched entry like the sleeping compartment on a vintage Pullman car.

The galley shouldn't come as a surprise, because this is not a yacht that would suffer the usual Corian or granite countertops — no, this is a yacht for which solid pieces of longleaf yellow pine were used, covered with thick layers of resin. The cabin sole is just as unusual, because it is beautiful maple reclaimed from the Windsor Hotel ballroom floor in New York. This is a yacht that defines the word patina.



Three private guest cabins open into the salon from the corners, with two doubles to starboard and a single to port. Past the companionway to the pilothouse and into an alleyway, you'll find the engine room, which, like the rest of the yacht, is immaculate.

In fact, I had been braced for that gamy aroma of old yacht when I first climbed down the companion stairs, but she is absolutely sweet and unscented. None of the usual eau de diesel mixed with parfum de moldy cushions and accented with cologne de spongy wood. No, one look in the bilge shows that *Ragland* is as tight and dry as the day before she was launched.

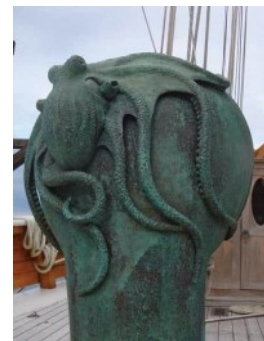
Now that we're in the engine room, it's worth taking a peek under the hulking 350-horsepower Cat 3406 TA, and all you might see is a little dust in the pan. No oil, no grease, no drips. That big piece of iron will shove *Ragland* along at up to nine knots for about 2,000 miles and, with her immense 44-inch four-bladed prop, she could probably power straight up Niagara Falls. Two Northern Lights 12 kW gensets are in sound boxes and accessible; a full workbench is above the engine, and, should you need to lift anything really heavy, there is a 2.5-ton (ton!) chain hoist that runs on an immense I-beam track over the engine. Nothing wimpy about this yacht! Other goodies in the engine room include a commercial-size Craftsman tool chest and Poseidon dive-tank compressors. Filling the after portion of the hull is the captain's cabin, with a king-size berth, settee and desk.

Moving around on *Ragland's* deck is easy with high solid bulwarks and teak rails. Forward of the pilothouse and between the masts are the two bronze-grated skylights that bring light to the salon, but the one thing that will stop you in your tracks is the large bronze cowl vent that has an equally large bronze octopus draped comfortably over it. It's just one of the many things about *Ragland* that will make you grin.

Up on the foredeck is another uniquely *Ragland* feature: the hydraulic anchor windlass from a German U-boat. What can you say? Wallace has added a hydraulic winch at the base of the main mast that raises sails, runs crew aloft in a bosun's chair and can offload tenders and gear as well.

Technically, *Ragland* is a topsail schooner, with an athwartship yard on the foremast for broad reaching and running offshore. In keeping with her looks, her sails are all tanbark-colored, and she has traditional gaff-headed main and foresail as well as a flying jib and jib off the bowsprit, plus a forestaysail on a self-tacking boom.

Under way, *Ragland* fairly reeks of tradition. Experienced skippers know that she's meant to go offshore; landlubbers think she's a square-rigger, and children know she's really a pirate ship. I think she's quite wonderful.



It's easy to see that Walter Wallace, like Neil Young before him, is torn about parting with her. Even spending a few hours aboard is infectious, and it's almost too easy to fall in love with this eclectic and remarkable vessel.

SCUTTLEBUTT**Members First Sail****Jackie Scoglio**

- Chip and Cathleen Messina have sold their boat, *Out of Bounds* to one of our newest members, Brian and Dawn Ruggiero. We wish them lots of fair winds and calm seas as they accustom themselves to sailing their new boat.
- Steve and Diane Morgan have sold *Sea Breeze* and are the new owners of this Catalina 32, *Salt Shaker*. She will be berthed at Sunset Harbor Marina in East Patchogue. My apologies for the inaccurate information presented in the May Masthead, but at least the boat grew since last reported!



- Todd McCarthy received a report of 2 eagles sighted by Timber Point Golf Course area in Great River. He also personally spotted one in Bay Shore at Coastal Yachting this spring. Keep your eyes open !

- 5/26/23 was our first outing alone from Bergen Point. We are both new to sailing. To say I was proud of my husband, Mike for meeting his goal to learn to sail, is an understatement. I was so proud that I shed a tear for him. He couldn't get the grin off his face. We charted our first trip on the navigation (I still don't know how I did that.) After a few attempts we docked our boat at our slip (I still believe he set me up to fail with the telescopic boat pole, lol! You can imagine how that went.) I had an adrenaline rush running into Bergen Point to my fathers office like a kid! "We did it!" It was a priceless moment for Mike, my dad and me. Mike and I are grateful to Fred Corman and my father John Scoglio for introducing us to SBCC. We are also thankful to the club members for welcoming us with open arms. We are learning so much, setting/meeting goals and having so much fun doing it. Mike and I look forward to building relationships and memories.



MEMBER PASSIONS Joe Werkmeister

While sailing is for many in our club their primary passion, automobiles are also a passion for some of us! At the suggestion of Fleet Captain, Todd McCarthy, I've decided to start this new column focusing on club members "other passions." This month features Eric Forsyth and his beautiful Bentley. If you have another "hobby" that you would like to share with our members, please let me know.

Eric states: "My car was made by Rolls Royce which acquired Bentley Motors in 1931 when it went bust due to the Depression. In 1934 Rolls Royce made a new version of the Bentley, I have one made in '37 and production ceased in '39 due to the war. After the war Rolls Royce and Bentley cars were identical except for the radiator grill and mascot. My car is a model S1 identical to a Rolls Royce Silver Cloud. It is the last model built by Rolls Royce with a straight six engine. The two companies separated in 2002 to make their own models."



Pinching and Feathering skippertips.com

When you first learn to sail, it's easy to allow the boat to head a bit too close to the wind. And that means it can slow down, lose speed, and become sluggish. But this technique can be used on purpose to help keep the boat on her feet.

Practice pinching and feathering to help you become the true master and commander of your sailboat. Apply these skills when day sailing, racing, or cruising for more speed, balance and comfort.

Pinching to Windward

Get onto a close-hauled (beating) course. You want the boat right on that fine "razor's edge" that lies between the no-sail zone and the start-sailing zone. Your telltales on the luff of the Genoa or jib should all stream like a "V" on both sides.

If you allow the boat to pinch, or come too close to the wind, you will see the luff of each sail start to flutter like a flag. And, you'll see the windward luff telltales twirl and flutter like snakes on steroids.

Fall off the wind a few degrees to put that luff flutter "to sleep". It's okay to have just a tad of luff flutter. Watch your luff telltales and get them to stream in that nice 'V-shaped' pattern that shows perfect sail trim.

Feathering to Windward

Think of feathering as the same as pinching with one important difference; you do this on purpose. Pinching and feathering are often used by sailors to describe the same thing, but I like to think of them like this:

Pinching:

An unintended action that causes the luffs of both sails to flutter.

Feathering:

An intended action that causes the luffs of both sails to flutter.

Use feathering in gusty winds to keep the boat upright, the rail out of the water, and to maintain good drive and performance. For example, imagine that you are out sailing one morning in light to moderate winds. You have a full mainsail hoisted and your Genoa unfurled all the way.

As the afternoon sea breeze fills in, you start to notice cat's paws to windward (dark patches on the water that show gusts).

As the gust moves over your boat, heeling increases, weather helm worsens, and the rail may dig beneath the water surface. These factors combine to decrease forward drive.

Feather the boat to counter the effects of the gust. Use the wheel or tiller to turn the boat into the wind a few degrees to cause the sails to flutter in the forward third of the sail.

As soon as the gust dissipates, fall back off to your original sailing course. Repeat these steps as needed as each gust arrives.

Feathering keeps the boat upright, and on her feet until you can get the mainsail reefed. You need to know how to feather until you have room and time to reef (not always possible if sailing inside a narrow channel or other restricted space).

Follow these tips this season for smoother sailing on the waters of the world!

Creamy Carbonara “Sauce”

Flori Grotolli

Every time we think of pasta sauce, we envision a tomato sauce; with or without meat, spiced with basil or oregano, made from canned plum tomatoes or fresh Campari tomatoes. Then there’s Alfredo sauce; buttery, rich and creamy. But, one of my all time favorites is Carbonara “sauce.”

The Italians don’t really refer to Carbonara as a sauce, but rather a condiment (condiment.) This is because, unlike real sauces, this creamy condiment is never cooked in a pot. The entire creaminess of Carbonara is dictated by the freshness of the ingredients and the technique used. The original Carbonara uses guanciale (or pancetta) cut into 1/2” long strips, 1/4” thick. The flavor of the pork makes the dish exceptional! Here’s how it works:

Ingredients:

- Bucatini, thick Spaghetti or Rigatoni (use your favorite)
 - 1 egg yolk per person - * look for the freshest eggs possible—it makes all the difference!
 - 1/2 cup grated cheese mixture per egg yolk (equal parts pecorino romano and parmigiano)
 - Pepper mill with fresh peppercorns
 - 1/4 cup pancetta (or guanciale) per egg yolk *no bacon please
- Keep in mind that the entire process is very fast, therefore, plan to have everyone seated already at the table so that the Carbonara is served immediately after being tossed. Opening a bottle of red wine gets their attention every time!

Fill a pot with water for cooking pasta and bring to a boil.

Technique - Cook pasta in less water: reducing the amount of cooking water creates a super-starchy base for the sauce. This prevents the eggs from curdling and the cheese from clumping.

Do not add salt to the water as the pancetta and the cheese mixture are salty enough.

While pasta water is boiling, in a glass or ceramic bowl large enough to toss the pasta in once cooked, place the egg yolks. Stir in the cheese and grind the fresh pepper over the mixture to taste. Stir all with a fork until completely combined. Set aside.



Preheat oven to 200 degrees and place your ceramic bowls inside, to keep them warm, until ready to use to serve the pasta.

Technique - Carbonara must be eaten hot and just-made. However, the condiment is not cooked in a pot, in a classic way, so it tends to cool quickly, unless your bowls have been warmed and can preserve the warmth of the condiment.



*Technique - Carbonara must be eaten hot and just-made. However, the condiment is not cooked in a pot, in a classic way, so it

Creamy Carbonara “Sauce”

Flori Grotolli

When water has begun to boil, put the pasta in the pot and allow to soften.

At this time, in a nonstick pan on medium high heat, place the pancetta to cook.

*Technique - stir meat constantly so that the fat becomes transparent as it melts and the meaty pieces brown. Never cook pancetta to a crisp like you would do with bacon. Once cooked properly, remove from heat and cover to keep warm. Set aside.



When pasta has almost reached the al dente stage and just about cooked, remove 1/2 cup of pasta water (per egg) and place in the egg mixture. With a fork, stir vigorously to avoid cooking the eggs too quickly and so cheeses do not clump. You will begin to create a cream. Add water if necessary, but keep stirring so that egg does not become scrambled. Set aside.



I don't strain the pasta through a colander. I lift the pasta out of the pot with a large fork, allow a second or two to shake off excess water, then I add it quickly to the egg mixture. Every time I place more pasta in the egg mixture, I stir again.

Once the pasta is all covered with the Carbonara condiment, add the cooked pancetta. Toss the pasta to coat thoroughly with the condiment while allowing the heat of the pasta to cook the ingredients further.

Place the pasta in your warmed bowls and serve immediately.



I make a meatless version, without the pancetta. It can't be called a true Carbonara, but it's the vegetarian version, and still very delicious!

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

Catalina 30 Tall Rig (Details previous page)



Rigging Locker

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

Items listed on this page are for sale by Rich LaBella.

Contact: Rich LaBella labellar@optonline.net

Barient Super-HD 11" winch handle

Good condition \$60

Davis Merriman 11" Locking winch handle



Barient Winch Replacement Delrin Bearings (4) \$80

For aluminum drums 1 7/8" inside diameter (fits Barient 24 and possibly 22?)



Barient 24 Two Speed Winch and Extra "parts" winch— \$200

Aluminum Anodized drum

Fully operational, cleaned & lubed., No Excessive wear

Second winch has corroded drum, and some other issues, but great to keep around for spare parts - Barient is no longer around so if you need parts you



Pair, Barient 22 Two Speed Winches—\$350

Aluminum Anodized drum

Fully operational, regularly cleaned & lubed.

No Excessive wear — Includes Sunbrella winch



Rigging Locker

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

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



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**



For all items above and left, contact: Rich LaBella

labellar@optonline.net

Rocna 33 Anchor—\$375



Purchased in 2022 for \$450

Contact: Jim Persson 631-560-0520



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

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>

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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>