

From the Masthead

SOUTH BAY CRUISING CLUB

July 2023

FROM THE HELM

Jeff Frederick commodore@sbccsail.org

Fellow SBCC Members and Associates!

Ahoy! The two-week cruise fleet is back in the bay, the three-week cruise fleet has returned as well, and only our Fleet Captain and Membership Chair Todd and Pam McCarthy remain at sea! We wish them continued fair winds and following seas as they make their way back to the bay in the days ahead.

It may be too early to judge, but the two-week cruise was a success! We had our challenges, and I'm sure the stories have circulated, have been exaggerated as is appropriate for all sea stories, and legends are being born. There were sea monsters, squalls, and pirates! But I must confess, the fleet really impressed me with their versatility and adaptability. We didn't exactly follow the itinerary – changes were made, the fleet split up to deal with issues, and everyone pitched in at some point to help a fellow member out with issues or concerns. It's a real joy to watch this club and its members work together to make memories of a lifetime.

I must admit my head is a bit out of the game – we returned just yesterday from our extended cruise. Coming up next weekend we have the Commodore's Cup on Sunday July 23rd, a 1300 start. Regatta Captain Charlie Margeson and I will be on the committee boat, we hope to see you out there for this fantastic race!

We also have an RV in Great River next weekend hosted by Mary and Bob DeSimone aboard *Mareva*, their Catalina 30 MKII! They'll be flying the giant SBCC burgee, so you'll know where to find the party! I know we've had some tough weather (boy, do I

know!) and with so many boats out cruising, attendance has been low. But now that we're all back, let's get out there and liven up the RVs!

Last Thursday's Babylon Twilight Race was cancelled due to dangerous conditions on the bay. Another great call by our Regatta team, and I appreciate their prudence and judgement. We weren't so lucky aboard *Cambria*, as we found ourselves in the thick of it on our 13.5 hour run from Block Island to Fire Island inlet! Needless to say, we got inside safely and took an entire lay day at sore thumb to rest and recover.

The BSIR Early Summer series wraps up this week, and with the new race tracking software we've employed, you can relive the races over and over again!

It's back to reality for the Commodore and his family. We'll slowly settle back into the usual rhythms of life. Summer is only 25 days old— if we haven't seen you out there yet, we hope we do see you soon! Cheers!

Upcoming Events

- 7/18, 7/25 and 8/1—BSIR Races
- 7/22—Great River RV
- 7/23—Commodore's Cup
- 7/27—Babylon Twilight Race
- 7/27-7/30—Around Long Island Race
- 7/29—"Pirates of the Caribbean" RV at Hemlock Cove
- 7/30—Champagne Breakfast—Hemlock Cove
- 8/5—"Saturday Night Disco" RV—Oak Island Lead
- 8/6—GSBYRA Invitational Regatta

COMMODORE'S CRUISING MUSINGS**Jeff Frederick**

The following is the original "Commodore's message" that Jeff submitted for this Masthead. He subsequently submitted a more traditional message as published on page 1, but I felt that this article was well worth publishing and asked for his permission to publish it as well. As I explained to Jeff, when I first began to read the article, I was inclined to have my first mate, Christina, read it as a form of encouragement. As I read further, I said to myself, "If she reads the full article, she will never sail an ocean with me again!" I could not agree more with the wise words of Sterling Hayden quoted below and strive to incorporate his wisdom into my life. Sailing the oceans is a big part of that effort and I'm confident that despite the difficulties of this years cruise, I am a better Captain (no longer fearing fog) as a result and my first mate has experienced much of the worst that the weather can throw at us as coastal cruisers. Here's to next years two/three-week cruise!

Joe Werkmeister

We arrived home from the two-week/three-week cruise today. We are fatigued, but happy. We just returned home from the land-based RV today at the Smith's – thank you for hosting, we had a great time! My head is in limbo, with so many memories and thoughts and observations swirling in my head in the afterglow of what I can only describe as "an epic" of a cruise! The quote below from this incredible book and author has been banging around in my head the last few weeks. A prolonged cruise can make you consider your choices in life. I'm not going anywhere, and I feel I've made choices appropriate for me, and for us as a family. But still, it's a great quote:

"I've always wanted to sail to the south seas, but I can't afford it." What these men can't afford is not to go. They are enmeshed in the cancerous discipline of "security." And in the worship of security, we fling our lives beneath the wheels of routine – and before we know it our lives are gone.

What does a man need – really need? A few pounds of food each day, heat and shelter, six feet to lie down in – and some form of working activity that will yield a sense of accomplishment. That's all – in the material sense, and we know it. But we are brainwashed by our economic system until we end up in a tomb beneath a pyramid of time payments, mortgages, preposterous gadgetry, playthings that divert our attention for the sheer idiocy of the charade. The years thunder by. The dreams of youth grow dim where they lie caked in dust on the shelves of patience. Before we know it, the tomb is sealed.

Where, then, lies the answer?

In choice. Which shall it be – bankruptcy of purse or bankruptcy of life?"

Sterling Hayden – Wanderer

Going to sea in a small boat can be a 360-degree assault on your senses. Of course, we try to pick our days, but sometimes the forecast and reality simply don't mesh. On those rare "full conditions" voyages, the wind can really howl, its roaring noise is completely indifferent to your cares, or needs. It whistles in the rigging, it luffs and bangs sails, and exerts pressure on your face - literally pushing you away! Your ears become pitch perfect at sea. It doesn't matter if you can't sing or hold a tune or if you just mouth the words to

FROM THE COMMODORE**Jeff Frederick**

Happy Birthday because you sound so bad. When the wind is howling and whistling through the rigging, even the slightest change in pitch is detected and quantified by your brain. Clearly, higher pitch is bad. Whole octave shifts up, very bad! Luffing sails - "Snap! Snap! Snap!" Something needs fixing or tweaking. "Bang! Bang! Bang!" Too much sail for these conditions, it was time to reef again 20 minutes ago. Haha. This is a lesson every sailor learns a dozen times – if you think you should reef, you should have reefed 20 minutes ago.

The sea is chaos and beauty. The patterns emerge in the wind driven waves, the swells emerge from 100 miles offshore, born of some other pattern two days earlier. They combine in an attempt to overwhelm your reason, to confuse you into thinking they can be deciphered or solved, that there is regularity. Then one of those waves emerges, towering over the others! Your bow rises to meet it, and then plunges into the void behind it sending green water over the bow and probably soaking the exhausted skipper in the process. It leaves with you the lasting impression that they're all that size. Its deception is complete.

The boat develops its own rhythm in response to these inputs, it's wild motion challenges your brain and inner ear. The two struggle to work together, to make sense of life at this odd and chaotic interface. When the brain and ear fail to negotiate an understanding, the brain revolts! The eruptive results are painful and gross. Then you add to it all fear, and fatigue. They say fatigue makes cowards of us all. They also say of small boat sailing in heavy weather: By day, fear. By night, terror. When confronted with the discomfort and fatigue and wind and waves, even if it has successfully negotiated with the inner ear, our brains will immediately set out to undermine your will and turn the boat back to harbor. It will throw crazy "worst case" scenarios at you, especially at your lowest. Gear failure? Holing? Broaching? MOB? etc. I knock on wood every time one of these disaster scenarios creeps into my consciousness.

The trick is to game those thoughts away. What if I lose the mast? Fall off, engine to neutral, cut the shrouds, carry on – knock on wood! Hole? Find it, stuff it, run the pumps, carry on, get home and in the slings – knock on wood! MOB? We've practiced it many times on both *Destiny* and *Cambria* with the little ones. Mom goes overboard to secure the little one in the water, the little one in the cockpit points to the package at all times, and I bring the boat back as quickly as possible – knock on wood! It's a wild place, the sea. And stuff does go wrong, but you practice for it, you think about it a lot, and you do everything in your power to prevent the worst.

I tell the boys "No accidents on the boat! Safety is everything." One hand on the boat at all times! Three points of contact! The end results of this cruising lifestyle are incredible sights, experiences, and memories. Elias at five has over 1,000 sea miles and 100 days at sea, Joseph at nine, a bit more. I forget sometimes how young they are, and yet how smart and capable they have become. We've tested them well beyond the normal limits, and what I see makes my heart swell with pride. Joseph is such a resilient kid. He laughs off his sea sickness from Thursday, referring to himself as a "sea cucumber." The sea cucumber will expel the contents of its gut to cloud the waters and escape its predators. Joseph did the same Thursday, but his "predator" was the wind and wild, boisterous sea.

We are happy to be home and we have so many fun events lined up this month and next. The weather continues to be "unsettled" but we will see you out there when the forecast gives us a chance.

FROM THE REGATTA CAPTAIN**Charlie Margeson**

It turned out to be a great evening for our SBCC/BYC Babylon Cup Invitational Race, Friday June 9th.

The racing gods were kind to us. The forecast called for SW winds of 7 kts but after a brief downpour at 6:00 the skies cleared and we had a steady 12-14 kt SW wind for the start. The racers gathered at the BYC clubhouse for a pre-race beer and to catch up with old friends. Then it was out to the race course. I was on Race Committee duty and Eddie Anderson kindly offered to help and use his boat *At Last*. We chose Babylon course #2 (a favorite for a SW wind) and eight boats came out for an exciting start. Two boats had to restart, but everyone quickly got dialed in. *Mirage II* was first around the windward mark and then led the fleet on the downwind run.

Its always exciting to watch this race from the BYC clubhouse. One by one the racers disappear under the bridge. You can't see the boats battling the bridge wind shadow and jockeying for position. You can't hear it, but you know the crews are jibing around the downwind mark and cranking jib sheets, adjusting vang's and dropping centerboards to get upwind and back to the center span. Crews are watching the wind, looking for the lift and teamwork is key.

Then from the BYC clubhouse you see the boats reappear from under the bridge and head to the finish line at the clubhouse. This last leg is usually a sprint to the finish with boats heeled on a close reach. You can see their bow waves as they get close.

The Babylon Cup race took 1 hour. Kevin Padden and crew on *Rettsie* sailed well and were first over the line (with a real clean bottom) followed 2 minutes later by *Kickin' Back* and *Mystic* (Jack, good to see you out racing.) It was a close race with only 5 minutes between the first 6 boats to finish.

In the end, 1st place went to Joe Mulle in *Wild Blue II*, just launched that morning. Team *Rettsie* took 2nd place and in 3rd place was *Kickin' Back*. See the final scoresheet attached for the full results.

The awards party at the clubhouse was truly the real prize. The SBCC provided the pizza, chicken wings and salads and BYC provided the clubhouse and refreshments. We had close to 30 people attend and everyone had a great time. The party was still going when I left at 22:00.

Come join the fun with your boat or as crew. We have plenty of racing still to come so check the schedule and make plans.

Next up is the Commodores Cup race on Sunday July 23rd with a 1:00 PM start. This is a Babylon/BSIR series throw down race challenge so lets have some fun and may the best boat/crew win!"

See you on the Bay.



2023 BABYLON EARLY SUMMER RACE RESULTSFor complete race results visit sbccracing.org

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



Date..... 6/15/23
 Event..... Babylon Early Summer 2
 Race Committee..... M Oconnell
 Course Name..... Babylon 2
 Course Distance..... 4.14
 Spin Start Time.....
 No Spin Start Time..... 19:35
 Wind Direction and Speed..... SW/W 10
 Comments.....

Class	Sail #	Yacht	Owner	HCP	Finish	Elapsed	TOD	Place
N	7700	Dark Star	R. LaTorre	165	20:28:53	0:53:53	0:42:30	1
N	395	Bionator	M. Goodman	179	20:35:25	1:00:25	0:48:04	2
N	101	At Last	E. Anderson	138	20:34:36	0:59:36	0:50:05	3
N	177	Galatea	A. Mirchel	229	20:50:03	1:15:03	0:59:15	4



Date..... 6/29/23
 Event..... Babylon Early Summer 3
 Race Committee..... K. Padden
 Course Name..... Babylon 2
 Course Distance..... 3.80
 Spin Start Time.....
 No Spin Start Time..... 19:35
 Wind Direction and Speed..... SW 12kts
 Comments.....

Class	Sail #	Yacht	Owner	HCP	Finish	Elapsed	TOD	Place
N	7700	Dark Star	R. LaTorre	165	20:20:30	0:45:30	0:35:03	1
N	68	Banshee	C. Demarco	153	20:24:46	0:49:46	0:40:05	2
N	101	At Last	E. Anderson	138	20:25:19	0:50:19	0:41:35	3
N	185	Intrepid	C. Goodwin	196	20:29:25	0:54:25	0:42:00	4
N	177	Galatea	A. Mirchel	229	20:33:49	0:58:49	0:44:19	5

2023 BSIR SPRING RACE RESULTS *For complete race results visit sbccracing.org*



The happy crew of *Rising Tide* finishing 2nd!



Race: BSIR Spring 1

Committee Boat: At Last

Course: 5

Wind Speed: 17-19 kts.

Date: May 30, 2023

Skipper: Anderson

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	Sebouhian
5	PHRF	Aleboat II	232	Winberry
6	PHRF	Derailed	217	Marko
7	PHRF	Snoopy	682	DeRuvo
8	PHRF	Bertha	126	Rainis

Race: BSIR Spring 2

Committee Boat: Jubilee

Course: 7

Wind Speed: 4-7 kts.

Date: June 6, 2023

Skipper: Ahern

Wind Direction: SW-NNE

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Moonrise	446	Gutmann
2	PHRF	Lady in Red	11047	Drossos
3	PHRF	Tortoise	40014	Wheeler
4	PHRF	Pandemonium	2224	Sebouhian
5	PHRF	Aleboat II	232	Winberry
6	PHRF	Mo'Sun	17	Feldman
7	PHRF	Derailed	217	Marko
8	PHRF	At Last	101	Anderson
9	PHRF	Wind Dancer	378	Pfister
WDR	PHRF	Snoopy	682	DeRuvo
WDR	PHRF	Integrity	11	Figueria

Race: BSIR Spring 3

Committee Boat: Derailed

Course: 5

Wind Speed: 15-24 kts.

Date: June 13, 2023

Skipper: Marko

Wind Direction: W

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Lady in Red	11047	Drossos
2	PHRF	Rising Tide	50110	Pizer
3	PHRF	Tortoise	40014	Wheeler
4	PHRF	Pandemonium	2224	Sebouhian
5	PHRF	Mo'Sun	17	Feldman
6	PHRF	Moonrise	446	Gutmann
7	PHRF	Cur Non	13541	Lindahl
8	PHRF	Integrity	11	Figueria
9	PHRF	Aleboat II	232	Winberry
10	PHRF	Czech Mate	196	Dennerlein
11	PHRF	Galatea	177	Mirchel
12	PHRF	Snoopy	682	DeRuvo
13	PHRF	Wind Dancer	378	Pfister
WDR	PHRF	At Last	101	Anderson
WDR	PHRF	Bertha	126	Rainis

Race: BSIR Spring 4

Committee Boat: Tortoise

Course: 6

Wind Speed: 15-20 kts.

Date: June 20, 2023

Skipper: Bill Wheeler

Wind Direction: East

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Lady in Red	11047	Ted Drossos
2	PHRF	Czech Mate	196	Chris Dennerlein
3	PHRF	Pandemonium	2224	Gary Sebouhian
4	PHRF	Aleboat II	232	Eric Winberry
5	PHRF	Mo'Sun	17	Lenny Feldman
6	PHRF	Moonrise	446	Rob Gutmann
7	PHRF	Cur Non	13541	Ken Lindahl
8	PHRF	Integrity	11	Bob Figueria
9	PHRF	At Last	101	Eddie Anderson
10	PHRF	Wind Dancer	378	Harry Pfister
11	PHRF	Thriller	2261	Tom Miano
12	PHRF	Galatea	177	Andy Mirchel
DNF	PHRF	Derailed	217	Matt Marko

2023 BSIR EARLY SUMMER RACE RESULTS For complete race results visit sbccracing.org



Race: BSIR Early Summer 1
Committee Boat: Sweet Harmony II
Course: 4 **Wind Speed: 15-20 kts.**

Date: June 27, 2023
Skipper: Justin Martinich
Wind Direction: SSW

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Pandemonium	2224	Gary Sebouhian
2	PHRF	Integrity	11	Bob Figueroa
3	PHRF	Aleboat II	232	Eric Winberry
4	PHRF	Lady in Red	11047	Ted Drossos
5	PHRF	Jubilee	354	Rebecka Russo
6	PHRF	Snoopy	62	Dave DeRuvo
7	PHRF	Czech Mate	196	Chris Dennerlein
8	PHRF	At Last	101	Eddie Anderson
9	PHRF	Mo'Sun	17	Lenny Feldman
DNF	PHRF	Espirit de Mer	888	Jean Sidebottom



Race: BSIR Early Summer 2
Committee Boat: Wind Dancer
Course: 7 (4.51 nm) **Wind Speed: 8-12 kts.**

Date: July 5, 2023
Skipper: Pfister
Wind Direction: SW

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Lady in Red	11047	Ted Drossos
2	PHRF	Pandemonium	2224	Gary Sebouhian
3	PHRF	Mo'Sun	17	Lenny Feldman
4	PHRF	Aleboat II	232	Eric Winberry
5	PHRF	Tortoise	40014	Bill Wheeler
6	PHRF	Jubilee	354	Rebecka Russo
7	PHRF	Snoopy	682	Dave DeRuvo
8	PHRF	Rhododendron	258	JV Phillips
9	PHRF	Integrity	11	Bob Figueroa
10	PHRF	Cur Non	13541	Ken Lindahl
11	PHRF	Arbacia	230	Jim Gathard
12	PHRF	Espirit de Mer	888	Jean Sidebottom



Race: BSIR Early Summer 3
Committee Boat: Mo'Sun
Course: 12 (5.8 nm) **Wind Speed: 12-17 kts.**

Date: July 11, 2023
Skipper: Feldman
Wind Direction: SW

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Naughty Dog	42371	Will Reichel
2	PHRF	Pandemonium	2224	Gary Sebouhian
3	PHRF	Aleboat II	232	Eric Winberry
4	PHRF	Rising Tide	50110	Jay Pizer
5	PHRF	Lady in Red	11047	Ted Drossos
6	PHRF	Galatea	177	Andy Mirchel
7	PHRF	Czech Mate	196	Chris Dennerlein
8	PHRF	Snoopy	682	Dave DeRuvo
9	PHRF	Cur Non	13541	Ken Lindahl
10	PHRF	Jubilee	354	Rebecka Russo
11	PHRF	Sweet Harmony II	5702	Justin Martinich
12	PHRF	Papilon	166	Nick Loretta
13	PHRF	Arbacia	230	Jim Gathard
14	PHRF	Wind Dancer	378	Harry Pfister
15	PHRF	Rhododendron	258	JV Phillips
16	PHRF	Bertha	126	Matt Rainis
17	PHRF	Espirit de Mer	888	Jean Sidebottom

2023 BSIR SPRING SERIES RESULTSFor complete race results visit sbccracing.org

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Lady in Red	11047	Ted Drossos
2	PHRF	Tortoise	40014	Bill Wheeler
3	PHRF	Pandemonium	2224	Gary Sebouhian
4	PHRF	Moonrise	446	Robert Gutmann
5	PHRF	Mo'Sun	17	Lenny Feldman
6	PHRF	Czech Mate	196	Chris Dennerlein
7	PHRF	Aleboat	232	Eric Winberry
8	PHRF	Derailed	217	Matt Marko
9	PHRF	At Last	101	Eddie Anderson
10	PHRF	Integrity	11	Bob Figueroa
11	PHRF	Snoopy	682	Dave DeRuvo
12	PHRF	Wind Dancer	378	Harry Pfister
13	PHRF	Cur Non	13541	Ken Lindahl
14	PHRF	Squidward	269	Polansky/Becker
15	PHRF	Rising Tide	50110	Jay Pizer
16	PHRF	Galatea	177	Andy Mirchel
17	PHRF	Bertha	126	Matt Rainis
18	PHRF	Thriller	2261	Tom Miano
19	PHRF	Jolly Mon	175	Dennis Ahern

Historically the BSIR Spring Series has the least amount of boats racing. We're thrilled to see 19 participate this year. Some skippers are still working toward getting their boats launched and rigged. It's shaping up to be a great season.

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

Brian and Dawn Ruggiero joined as Associate members in April and have now become full members. They purchased a Catalina 27 named *Out of Bounds*. It is berthed at Cook's Boat Yard in Bay Shore. The Ruggieros are already active and enthusiastic and we are pleased they have become full members.

Andrew Aguirre sails an O'Day 23 named *Lady Day* out of Patchogue. Andy is relatively a new sailor, but has taken sailing lessons and has crewed for our club. He is a true lover of the sport and is an avid learner and participant. He was sponsored by Eddie Anderson and Farley Nachemin.

Carrie Vasiluth has decided to join us as a new Associate. She has crewed on sailboats during races and is eager to crew for the SBCC. Carrie is very personable and attended the first RV of the season in Bellport, as well as Commissioning Day. She has also shown interest in joining our Hospitality Committee and we welcome such enthusiasm! Carrie was sponsored by Stephanie Pizer and Sandy Carlberg.

So glad to also welcome new Associates Michael Saganic and Nicole Scala. Mike learned to sail at the Babylon Yacht Club under the tutelage of Bob Forman's daughter, Kara. Mike is actively looking to purchase a sailboat. He is an excellent offshore sailor and racer who has participated in the Newport, Bermuda, Block Island and Halifax races. He looks forward to participating in our racing program with perhaps his own sailing vessel. He was sponsored by Bob Forman and Jeff Mattera.

GREAT RIVER RV—JUNE 10th**Todd McCarthy**

Joe and Christina Werkmeister hit it out of the park with their "Take Me Out to the Ballgame" Rendezvous at Great River, with good food and good fun and a baseball trivia game.

Four boats arrived for a pregame on Friday night: *Polaris*, *Eagles Wings*, *Haven* and *Bleu Moon* with an informal gathering on *Haven* that evening.

On Saturday the boats started arriving early catching a high tide. *Salt Shaker*, *At Last*, *Whisper*, *Cambria*, *Alexa Grace II*, *Aquae Sulis*, and *Windswept* were in attendance.

Joe held a baseball trivia game with Jim Persson winning the "American League Championship," Glen Bernichon winning the "National League Championship," and Jim Persson winning the "World Series" with most correct answers.

We did it! We broke the RV attendance record for this season thus far. The record was nine boats, and we had ten. Way to go! This sets the bar a bit higher, needing at least eleven boats at the next rendezvous to break this record.

Honorable mention goes to Lenny Feldman, an enthusiastic Tuesday night racer, who came out and joined for the day. He also did pretty well in Joe's baseball trivia game!

**HEMLOCK COVE RV—JUNE 17th****Todd McCarthy**

Bob and Peg Van Tassel hosted three boats for the rendezvous including *Bleu Moon*, *Haven* and *Rising Tide*. We tried to have fun despite the periods of crazy weather. The theme was "Roll Out Those Lazy Hazy Crazy Days of Summer" and as the song lyrics say, those days of soda and pretzels and beer. *Margaret Gale* supplied warm German pretzels with dipping sauces, sodas and beer, and listened to a few rounds of Nat King Cole singing his famous tune. Delicious homemade snacks were supplied by the other boats.

COAST GUARD COVE RV—JUNE 24th**Todd McCarthy**

This RV was cancelled due to inclement weather.

GREAT RIVER RV—JULY 1ST**Joe Werkmeister**

New members Mike Quinn and Jackie Scoglio hosted their first RV, “Other Plans” on their Catalina 25. It was well attended and was also their first overnight on the boat. Great job! Also, thanks to Jackie for the photos!

**HEMCLOCK COVE RV—JULY 8th****Todd McCarthy**

This “20,000 Leagues Under The Sea,” themed RV was hosted by Bob and Peg Van Tassel. They were filling in for Robert and Christine Smith who were unfortunately unable to host, but have offered to host a substitute RV. Bob and Peg had a full boat with Jim Hackett and his children Declan and Quinn on board. They even invented a new “20,000 Leagues Under The Sea” drink and tried it out on Bob. Unfortunately the host boat was the only boat in attendance, so Bob and crew had to drink all the grog.



SHENANDOAH RETURNS TO VINEYARD HAVEN HARBOR Submitted by Joe Werkmeister

Having visited Vineyard Haven on the two-week cruise, I was excited to view all of the amazing vessels within the harbor. My favorite was the schooner *Shenandoah*, so I decided to do a bit of research to learn more about her. As a preview to the next months issue featuring the two/three week cruise please enjoy a bit about this historic vessel as published by the Martha's Vineyard Times.



The beloved schooner *Shenandoah* is back in Vineyard Haven Harbor after seven months of extensive restoration in Mystic Seaport's Henry B. DuPont Preservation Shipyard.

For decades, the tall ship has been providing unforgettable educational experiences to Islanders, and has now set a goal of providing those very same experiences to 1,200 more youth by 2025.

According to *Shenandoah* Captain Ian Ridgeway, the ship's certificate to operate expired at the end of her season in 2019. In order to renew the certificate, a significant amount of money had to go toward repairing the deteriorated stern, among other parts of the ship.

The following year, the pandemic hit, and all *Shenandoah* programming was suspended.

The owners of the *Black Dog* — the Douglas family — were unable to make the necessary repairs to the ship due to the tremendous capital expense.

"It looked like *Shenandoah*'s serviceable career had come to an end," Ridgeway told *The Times*. Ridgeway is also the executive director and co-founder of the Foundation for Underway Experiential Learning (FUEL), the nonprofit organization that currently owns the *Shenandoah* after the original captain, Bob Douglas, donated her.

"We saw such a wonderful opportunity with FUEL, since we were really trying to get our education program off the ground, to inherit the *Shenandoah*'s educational mission, and merge it with our own," Ridgeway said.

By garnering support within the community, FUEL was able to raise the capital needed for the repairs, and

SHENANDOAH RETURNS TO VINEYARD HAVEN HARBOR *Submitted by Joe Werkmeister*

brought the ship to the boatyard in Mystic.

Ridgeway explained that the greatest extent of repairs to Shenandoah were to her stern, where a large portion of timber had to be replaced (although other repairs were needed to the aft deck and hull.)

“We found that many of the frames beneath the hull planking had some deterioration, so it was definitely a significant restoration,” Ridgeway said.

With the addition of some new mattresses, bed linens, and a fresh suit of sails, *Shenandoah* is “very much back to her normal self,” Ridgeway said.

David Guertin of FUEL said there is \$220,000 left to raise to reach FUEL’s \$1 million goal for the *Shenandoah*: Sailing into the Future campaign, which will support the ship and its programs following a massive fundraising response by the Vineyard community.

Beginning Monday, July 5, the ship will embark on week-long voyages with students from eight Island schools. The ship’s program schedule is full through August, with more than 225 students experiencing life at sea and sailing aboard the *Shenandoah*.

“We believe that guided adventures are vital to human development. We saw an opportunity to save something that was in peril — something that I believe is really important for youth and our Island,” Ridgeway said.

He expressed his gratitude to the individuals, families, and businesses who donated on such short notice, and made the campaign and the future of *Shenandoah* possible. “It has really been so humbling and inspiring to see that response from our community,” Ridgeway said.

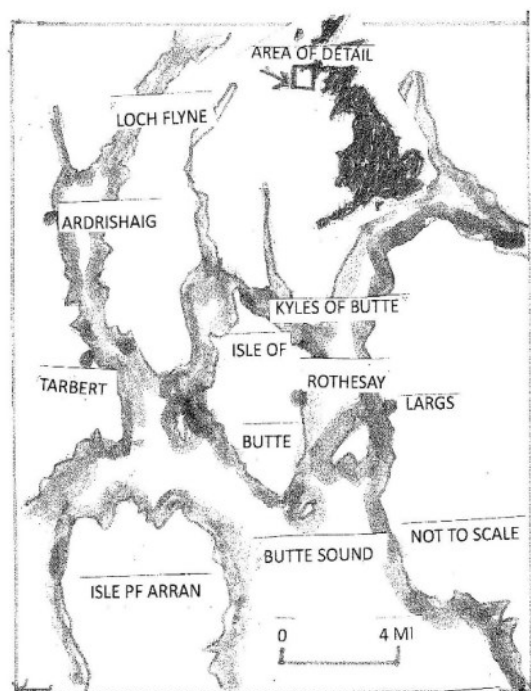
Shenandoah is a U.S. Coast Guard-inspected passenger vessel certified for coastal cruising not more than 20 miles from a harbor of refuge. She has sailed for 59 seasons out of Vineyard Haven, Marthas Vineyard and brought over 17,000 people sailing on week-long, immersive voyages. She has carried over 5,000 of Martha’s Vineyard children on week-long voyages with their classmates, and has been crewed by over 400 young men and women. She is sailed with a captain, mate, chef, bosun, and five deckhands and able to carry 30 passengers. She is the only topsail schooner in the world without an engine for propulsion.

- Length Overall: 152 ft.
Length at the Rail: 108 ft.
Waterline Length: 101' ft.
Beam: 23 ft.
- Rig Height: 94 ft.
Sail Area: 7,000 sq. ft.
Draft: 10.5 ft.
Displacement: 170 tons
- One single-bunk stateroom
- Three two-bunk staterooms
- Five three-bunk staterooms
- Two four-bunk staterooms
- Main saloon with two 18-person tables
- Six-bunk forecastle (crew quarters)
- Two-bunk captain’s stateroom
- Galley (kitchen)
- Two “doghouse” cabins on deck
- Fresh Water Capacity: 2700 gallons

STEAMING SLOWLY THROUGH LOWLAND SCOTLAND

Eric Forsyth

Many years ago, when I was chugging along the Caledonian Canal in the Scottish Highlands aboard my cutter, *Fiona*, an antique apparition appeared coming round the next bend. It was a small steamer belching out thick clouds of black smoke, a genuine “Puffer,” a relic of the hundreds that once served the needs of the Western Isles, and the rocky coasts of Scotland and Northern Ireland. These small boats provided transportation to coastal communities along with the essentials of life then—coal, kerosene, food, building supplies, everything.



CLYDEDALE, SCOTLAND

The Puffers grew from the barges that were hauled along the Scottish canals by horses, the dimensions strictly dictated by the size of the locks. Early in the 19th century people tried installing steam engines driving paddle wheels (even before Mr. Fulton). But fearful of damaging the canal sides, that idea was abandoned and the adoption of a two-cylinder steam engine driving a screw propeller set a design that hardly varied after the mid-nineteenth century until a decade after World War II. The early engines emitted a puff of steam after every stroke but later improvements condensed the steam for re-use in the engine, the boats became quieter and more efficient. Now they are all gone, except for one or two rescued by enthusiasts and converted to passenger steamers. An excellent comedy was filmed in 1954, in which an unscrupulous skipper deceives a rich American into shipping furniture for a house on a remote island aboard his decrepit Puffer, *The Maggie*.

Early this year I spotted an ad for a sailing vacation on one of the remaining Puffers, I seized on the chance to experience a unique piece of sea-lore. I was fortunate—I was able to convince one of my long-suffering crew of *Fiona*, Louise, to accompany me to the U.K. The boat was called VIC 32, and it had been ordered during the second World War by the Government to service ships and towns in Scotland. “VIC” was bureaucratese for Victualling Inshore Craft. The boat is about 65 feet long and weighs about 85 tons. The cargo hold has been divided into five cabins, two heads, a large dining area, and a good galley.

Our crew consisted of the skipper, Gordon Patterson, first mate Jim, chief engineer Richard, and two lady cooks who worked very hard. Feeding times were breakfast at 8:30 a.m., morning tea and homemade cookies at 11 a.m., lunch at 1 p.m., afternoon tea and homemade cake at 4 p.m. and dinner at 7:30 p.m.

Louise and I flew to Glasgow from New York and took a two-and-a-half-hour bus ride to a small village on the mainland of Argyllshire called Ardrishaig. The Puffer berthed in a sea lock of the Crinan Canal.

We were the firsts guests to arrive but we were soon joined by three other couples, all relatively elderly and retired. The next five days followed a similar pattern, an early start with the boat tied up for the afternoon to a scenic dock.

STEAMING SLOWLY THROUGH LOWLAND SCOTLAND (continued)**Eric Forsyth**

VIC 32 (Vessel Inshore Cargo) at the Ardrishaig Sea Lock

Once or twice we left the dock in the evening and spent the night anchored, which was an opportunity to watch the massive steam-operated windlass in action. Throughout, the weather was perfect with dry, warm days. Our routes took us through sheltered waters with no seas to speak of.

Guests were encouraged to visit the wheelhouse and the engine room. The first day I spent a few minutes steering the Puffer using a large, conventional disc compass. The wheelhouse had controls to regulate speed and engage forward and reverse. There were several additions that would have delighted

the earlier Puffer seamen—a GPS chart plotter and an electronic depth finder. I found the engine-room to be fascinating. It was very cramped and the engineer struggled to keep up the steam pressure, 120 psi max, as he shoveled coal from the bunker to the greedy boiler. He told me the vessel consumed 4 tons a week.

The engine ran beautifully, with absolutely no vibration or noise—although, of course, I am somewhat deaf and it may seem noisier to other folk. There was a gorgeous smell of hot oil.



Eric examines the two cylinder engine



Furnace of VIC32

Thursday evening on board the cooks laid on a sumptuous dinner and guests were encouraged to dress up a little. After dinner I showed a video of one of *Fiona's* voyages through the Caledonian Canal and on to Portugal and the Caribbean. It was an extremely interesting and pleasant voyage with delightful fellow-guests and very competent, courteous crew.

Some of the scenic spots we visited included the Marquis of Butte's ancestral house, Mount Stuart on the eponymous island, Loch Flyne, Loch Linney, Kyles of Butte, Rothesay, Largs and Tarbert.



Mount Stuart, home of the Marquis of Butte



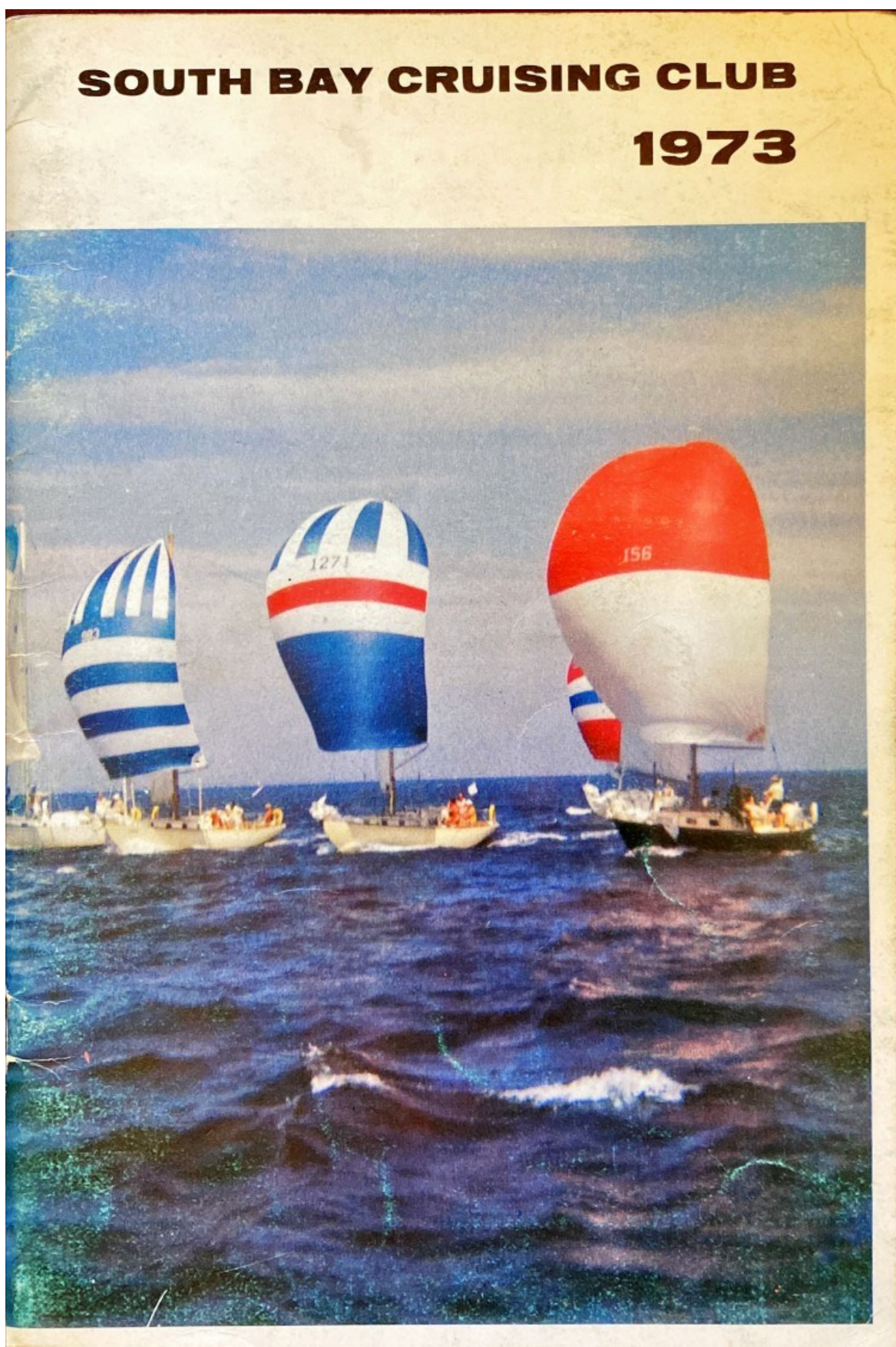
VIC 32 under full steam



Louise and Eric dressed up for the final

SBCC HISTORY— circa 1973**Joe Werkmeister**

This is the cover of the 1973 Yearbook. It struck me as apropos as we have just celebrated our Independence Day. After viewing this photo of SBCC boats flying the red, white, and blue, I suspect they might have been doing the same.



Also from the 1973 Yearbook is this Commodore's message. I've posted this on the heels of my wife, Christina, having participated in her first venture offshore on a sailboat (or any boat for that matter) on the three-week cruise. She endured less than optimum conditions on our first few days out, including running aground in Tiana Bay, and started to doubt the stories I've told her of the beautiful weather and calm seas that we had during last years two-week cruise. She is not very fond of having her feet off terra firma and endured a nagging tooth ache for much of the cruise, but through it all, she was a smart, thoughtful first mate. So, to Christina and all of the ladies that enhance our cruising on so many levels, I say, thank you!

FROM THE COMMODORE:

Over the years the club has made much of the skipper and his yacht with little attention paid to the most important member of the crew. . . his wife, we do hold a race for the ladies but as far as club kudos is concerned it seems to end there.

Consider. . .any lady who says I do at the altar inadvertently takes a vow of poverty when she marries a sailor. Given the need for a decision between a mink jacket or a new spinnaker we know who gets what.

Consider. . .the wind is up to fifty knots, the seas are breaking green off the bow, the cabin is a mess and who looks up to you so sweetly and says "Let's go home hon" and thus gives you a good excuse for quitting the race.

Consider. . .who, with the aid of a dull ice pick and a bent spoon can cook up such meals as to put Brillat-Savarin to shame?

Consider. . .who, for the first run ashore, must struggle into a wet girdle and a wetter bra and thus be traumatized for the rest of the cruise?

Consider. . .who, instinctively, knows what's wrong with the engine when you are stumped?

Consider. . .who, when you are feeling out of sorts, tells you you drink too much?

Consider. . .who plays the role of charming hostess at the rendezvous while we sit around swilling and bragging?

Consider. . .who puts out the fenders and dumps the killick?

Consider. . .what in God's name would we do without them?

All of the foregoing was put together by a select committee as a bow to the wonderful ladies who make seagoing a pleasure and the committee, in the event of an investigation, now claims executive privilege in not divulging source material.

Bill Bradt

Fire Island Inlet – Two Centuries of Dynamic Equilibrium

Jeff Frederick

When waves hit the beach, we are all comfortable with the concept that the wave can push sand up onto the beach, while the retreating water is also capable of carrying sand away from the beach. We watch it all summer long as the waves break, deliver their energy and sediment load, and then the water gently retreats. The beach profile, that is the width and steepness of the beach, is largely determined by the amount of wave energy delivered (as well as the composition/grain size of the beach). For example, powerful winter storms crash on the beach with enough energy to pull more sand offshore into the shallows than they “deposit” on the beach. The net effect of this is what is called a “storm profile” denoted by a narrow, steep beach. The sand didn’t really “go away”, but it has been deposited just offshore in the shallows. There it awaits the gentle swell and waves of summer, who’s net effect will be to push that sand back onto the beach, creating a wide flat summer beach profile.

If waves hit the beach perfectly parallel to shore, the sand transport story might end here. But they don’t, and the net effect of wave energy hitting the beach at an angle creates a longshore current. The strength of this current is affected by many things, including beach slope, the incident angle, wave height and wave period. The longshore current easily carries sediment “along the shore”, resulting in an equilibrium condition where there is net sand loss and net sand gain at different places along the shore. Any interference with the movement of sediment along the shore will destroy this equilibrium and result in a new erosional and depositional pattern determined by the nature of the interference (Thurman, 1991). Oceanographers often refer to the movement of sand along the shoreline as the “sand budget”, with inflows and outflows, net gains and losses. The hypothetical beach described above would be said to be “at equilibrium” but certainly not static, where the net gains equal the net losses.

Fire Island Inlet History

Fire Island Inlet is one of six permanent inlets located on the south shore of Long Island, New York. It is classified as a barrier overlap inlet, indicating that wave-induced sand transport dominates over transport by tidal exchange. Growth of Fire Island is a well-known example of spit elongation and owes to longshore sand transport strongly directed to the west. Westward growth of Fire Island stranded the lighthouse originally built in 1827 (rebuilt in 1854) at the eastern edge of the inlet. It is now located 8 km to the east of the present inlet entrance. (Kraus et al, 2003)

Bottom friction associated with the great hydraulic length of the inlet, presently stretching 6.5 km from the entrance to Great South Bay, weakens the tidal current and promotes shoal development and closure of the entrance. Vessels exiting the inlet must travel abeam to Atlantic Ocean waves before cutting safely south, although the finger shoals afford protection during lower water. Smith et al. (1999) documented that approximately $12.2 \times 10^6 \text{ m}^3$ of sand was dredged from the entrance from 1954-1994, or about $300,000 \text{ m}^3/\text{year}$. That volume has increased in recent years to an annualized average rate exceeding $400,000 \text{ m}^3/\text{year}$, approximately equaling the total annual dredging at the other five federally maintained inlets. The present annualized cost of dredging at Fire Island Inlet, with the sand bypassed to the down-drift side, is about \$5 million. (Kraus et al, 2003)

A jetty was constructed on the east (south) side of Fire Island Inlet (1939-1941) to stabilize the entrance, but by the mid-1950’s it had become impounded, with finger shoals encroaching into the navigation channel. As noted above, this intervention created a new erosional and depositional pattern that was determined by the nature of the interference – and the net effect was not good! So in 1959, an 800-m long sand training dike was constructed to force the ebb current away from Oak Beach on the west (north) side of the inlet. The dike was said to “stick out like a sore thumb.” (And now you know!)

Storage of sand in the shoals around Fire Island Inlet has reduced bypassing capacity, contributing to chronic erosion along Gilgo Beach, located 5 km to the west of the entrance. Gilgo Beach may be in a nodal region of longshore transport created by the shadow of the combined masses of Democrat Point and the Fire Island Inlet ebb shoal and bypassing bar. Concern remains about the erosive ebb current running along Oak Beach and condition of the training dike, which is maintained by local government. Some back passing of dredged

Fire Island Inlet – Two Centuries of Dynamic Equilibrium (continued) *Jeff Frederick*

sediment is also performed to Atlantic-fronting beaches east of Democrat Point; backpassed sand is eventually transported west and re-enters the inlet. (Kraus et al, 2003)

The Future of Fire Island Inlet

Fire Island and Jones Beach Island used to be connected. It is a safe bet that they will be connected once again. The westward march of Fire Island is assured, and either mother nature or the USACE will dictate how and where a new inlet emerges. The attached figure shows the historic location of the inlet over the last 190 years. The Sore Thumb intervention is an interesting feature, as it appears to show evidence of net sand accretion on the west side of the jetty, suggesting a longshore counter-current, or perhaps in this area the tidal effects overpower the longshore current effects. Perhaps the westward longshore currents deposit sand in the shoals off the inlet, and then flood currents carry that sand to the jetty? It is difficult to know in such a complex environment. In the literature, there is reference to ongoing concern of ebb scour at Oak Beach; perhaps, but after close inspection of the various backyard jetties here it also looks to me like the area has become sand starved by the jetty and local net-eastward transport.

There are plans and modeling to support building a new inlet near the lighthouse, with rock jetties much like Shinnecock or Rockaway. There are potential issues, including the likely development of a new flood shoal inside the inlet, just south and east of Sexton Island. It is estimated that the ~\$100M project would take ~20 years to offset the costs of ongoing maintenance (~\$5M/year) of the current inlet. Perhaps someday a decision to intervene will be made, but beware what you wish for – the unintended consequences of a major intervention are difficult to predict. For now, we thank Rick LaTorre for keeping us updated with the best and most current information to safely transit the inlet!

References

Kraus, N., Zarillo, G., Tavoraro, J. 2003. Hypothetical Relocation of Fire Island Inlet, New York. Proceedings Coastal Sediments '03, World Scientific Publishing.

Thurman, H. 1991. Introductory Oceanography – Sixth Edition. MacMillan Publishing Company, New York.



“From the SBCC Shantyman - applications welcome!” Submitted by Jeff Frederick

There once was a ship that put to sea
The name of the ship was the Billy O' Tea
The winds blew up, her bow dipped down
Oh blow, my bully boys, blow (huh)

Soon may the Wellerman come
To bring us sugar and tea and rum
One day, when the tonguing is done
We'll take our leave and go

She'd not been two weeks from shore
When down on her a right whale bore
The captain called all hands and swore
He'd take that whale in tow (huh)

Soon may the Wellerman come
To bring us sugar and tea and rum
One day, when the tonguing is done
We'll take our leave and go
Da-da-da-da-da
Da-da-da-da-da-da-da
Da-da-da-da-da-da-da-da-da-da

Before the boat had hit the water
The whale's tail came up and caught her
All hands to the side, harpooned and fought her
When she dived down low (huh)

Soon may the Wellerman come
To bring us sugar and tea and rum
One day, when the tonguing is done
We'll take our leave and go

The Billy o' Tea — a "Billy" is a pot used for heating water — appears to be a fictional ship. The listener is left to wonder whether this is a whaler's tall tale or, like *Moby-Dick*, a metaphor for human hubris. Can a captain really spend 40 days getting pulled around by a whale his crew harpooned, losing four other vessels in the process? Melville's Captain Ahab might have something to say about that.

So who was the Wellerman in the song, then, who arrives like a *deus ex machina* to supply the Billy o' Tea? Why, he was literally the man from Weller — as in Weller Bros., one of the earliest whaling and trading companies to make a fortune in New Zealand and Australia. Melville actually worked on one of their ships in 1842, meaning that for one brief moment the author of *Moby-Dick* was a Weller man.

No line was cut, no whale was freed
The captain's mind was not of greed
And he belonged to the Whaleman's creed
She took that ship in tow (huh)
Soon may the Wellerman come
To bring us sugar and tea and rum
One day, when the tonguing is done
We'll take our leave and go
Da-da-da-da-da
Da-da-da-da-da-da-da
Da-da-da-da-da-da-da-da-da-da

For forty days or even more
The line went slack then tight once more
All boats were lost, there were only four
But still that whale did go (huh)

Soon may the Wellerman come
To bring us sugar and tea and rum
One day, when the tonguing is done
We'll take our leave and go

As far as I've heard, the fight's still on
The line's not cut, and the whale's not gone
The Wellerman makes his regular call
To encourage the captain, crew and all (huh)

Soon may the Wellerman come
To bring us sugar and tea and rum
One day, when the tonguing is done
We'll take our leave and go
Soon may the Wellerman come
To bring us sugar and tea and rum
One day, when the tonguing is done
We'll take our leave and go

CELEBRITY SAILORS

Submitted by Todd McCarthy

General George S. Patton's *When and If* Schooner (Jeff Harder—www.nshoremag.com)

Fresh back in Salem Harbor, Dylan Salzmann recounts a morning spent gliding out to Misery Island on 15-knot east-southeast winds, then back toward Manchester-by-the-Sea, where, upon tacking into Marblehead Harbor, he announced his arrival with a cannon blast. Considering that the yacht he was sailing, the *When and If*, was built for General George S. Patton Jr., the cannon—which fires 10-gauge blanks, not live ammunition—is a fitting way to call attention. Then again, a 63-foot racing schooner tends to draw a crowd on its own. “Everywhere you go, people are turning their heads looking at this boat,” says Salzmann, the vessel’s 30-year-old captain. “People are on mega-yachts, on really nice boats of their own, and they’re admiring the *When and If*.” The last 79 years has been a long, circuitous journey for the boat that Patton, who commanded the U.S. Army during the Battle of the Bulge, commissioned at the outset of World War II to circumnavigate the globe “when the war’s over and if I live through it,” as one foggy origin story of the boat’s name goes. Instead of embarking on a transoceanic sojourn, the boat changed hands and ports and, nearly 30 years ago, escaped catastrophe off Cape Ann. Now, after a series of overhauls, the *When and If* is in its full glory and has been anchored in Salem Harbor since June, where it offers up to four trips a day to ordinary citizens—trips that, in time, will help finance the voyage that Patton intended all along.

Double-planked with Honduran mahogany and Alaskan cedar, shimmering with bronze fittings and fastenings, and sporting a main mast rising nearly 80 feet above the water, the *When and If* is a shining example of the talents of John Alden, the Boston-based naval architect who gained fame early in the 20th century for his regatta-winning yacht designs. Patton had sailed a smaller Alden schooner, the *Arcturus*, while stationed in Hawaii in 1937, and upon returning to Massachusetts he met with the designer to convey his vision: more space, more headroom, and the fortitude for round-the-world passage. The boat, built by F.F. Pendleton of Maine on top of white oak frames, entered the water in 1939, and Patton puttered around the North Atlantic before journeying to Chesapeake Bay—to hide the boat, Salzmann says, and prevent it from being consigned to the war in Europe. “So, there you go: Patton’s boat is a draft dodger,” Salzmann says with a chuckle. After Patton died in a car crash in 1945, the *When and If* stayed in his family until 1972, when it was donated to the Landmark School, an establishment now in Beverly for children with dyslexia and other learning disabilities. Eighteen years later, while it was moored off of Manchester-by-the-Sea, a November gale snapped its line and smashed the boat against the rocks. A barge ferried the boat in pieces to Gannon and Benjamin Marine Railway on Martha’s Vineyard—among the best wooden boat shops in New England—for a two-and-a-half-year restoration. The boat passed among a series of private owners, sailing from Nantucket Sound to the Caribbean and becoming a fixture at events like the Antigua Classic Regatta. Doug Hazlitt, an Alden schooner aficionado, brought the *When and If* to the Finger Lakes for another major restoration, and recruited Salzmann’s brother, Seth—who, like Dylan, grew up in Key West and worked aboard schooners as far north as Maine—to become its captain. In 2014, Seth purchased the boat himself.



CELEBRITY SAILORS (continued)**Submitted by Todd McCarthy**

Dylan, who's taken over captaining duties while Seth works aboard another boat, estimates he's sailed the *When and If* 10,000 miles in the last six months. She's tender and fast, stable and smooth, the captain says—a boat that plows through swells that rattle others. “They certainly didn’t shortchange her on construction; she was done right, and that’s why she’s about to turn 80 years old,” Salzmann says. He lives on board with a crew of three; the boat sleeps nine below deck, with two state rooms, a full galley, a shower and hot water heater, and other accommodations. The waters off the North Shore don’t lack for scenery, and Salzmann says every week produces a new contender for greatest sail ever. Winds between 5 and 20 knots are ideal, and a typical trip means passing five lighthouses. The boat leaves the harbor with a minimum of six passen-



gers, and up to 32 for private parties or corporate events, and guests are welcome to raise sail and take the wheel. The trips are intended to fund the round-the-world voyage Patton never took, and Salzmann says they’re about four years out from making a 79-year-old dream a reality. For now, there are other, more immediate plans for the *When and If*: competing in the Corinthian Classic Regatta in August and the Gloucester Schooner Festival on Labor Day weekend, plus more cruising, Salem Sound before heading back to Key West in early November ideally returning to Salem again next summer. Nearly every

day Salzmann meets someone with a connection to the boat, including former Landmark School students who took the helm and folks whose parents sailed Patton’s schooner in the Caribbean. And ultimately, beyond remaining a piece of North Shore history that took the long way home, the double-planked, head-turning, nearly 80-year-old grandeur of the *When and If* offers insight into an otherwise caustic military leader. “He had good taste,” Salzmann says. “That’s for sure.” Visit sailwhenandif.com to check trip availability or to book a private cruise.



Rigging Locker

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

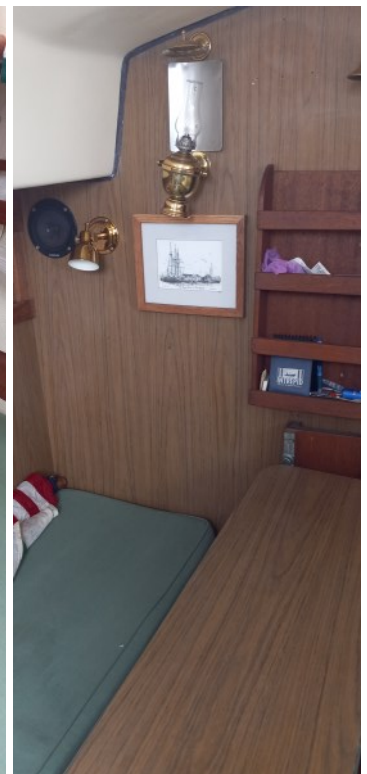
Pearson Wanderer 1968—Leprechaun is for Sale!

- 30 ft LOA , Beam 9' 4" beam, Displacement 9800#
- Draft: 3' 6" board up—6' 9" board down
- Universal Atomic 4. Runs good.
- 3 Sails with roller furling plus cruising spinnaker in a sock
- Full canvas. Mast is tabernacled and can be raised or lowered by two people.
- Boat can sleep 4 with full cushions in good condition
- Enclosed head with holding tank
- Galley with alcohol stove
- Anchor windlass and washdown pump, 3 spare anchors
- Outboard hoist
- Atomic 4 spare short block.
- Many additional extras

The boat is in the water in Bay Shore



Contact: Dennis Connor 631-741-6042



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	
Steering System	Ballast	4200 lb	
Wheel on Edson Pedestal with brake and Compass	Sail Area	669 Sq Ft	
	Keel	Wing	

ELECTRONICS	SAILS AND INVENTORY			
Garmin 742 Chart Plotter GPS with NEMA 2000 Data Bus AirMar DST810 (NEMA2000) includes Heel and Pitch angle, Wind Speed/Direction Stereo (Inboard and cockpit speakers), Blue Tooth compatible. Standard Horizon VHF with RAM 4 Mic. Raymarine Autohelm with wired remote	Tides Marine Sail track (2022) Main Sail (2020) Material: 8.4 Supercruise with Cross Cut panel Layout 1 Reef Point, 4 Full Battens 256 sq ft Doyle Stack Pack Headsail (2018) Material: 5.4 Supercruise with Cross Cut panel Layout Roller Furler Genoa 150% 413 Sq Ft ST Winches for Genny and Halyards Cabin top traveler			
ELECTRICAL SYSTEM (12 Volt)	ENGINE			
2-100Amp Hour AGM Deep Cycle House Batteries (UB121000) (2019), 1 Blue Top Optima Starting Battery (OPT8016 D34 Marine) (2021)	Type	Make	Model	Fuel
	I/B	Universal	M25XP	Diesel

ACCOMMODATIONS
Forward V-Berth. Quarter berth under cockpit. Starboard side bench seat. Port side dinette (table stows on head bulkhead/drops down for berth). Gally w/refrig, propane stove/oven, storage drawers, new single lever faucet, 2 new SS sinks (2022). H&C pressure water system with cockpit shower. Cabin fixed windows replaced 2022. Forward hatch replaced 2020. Fully enclosed head with handheld shower. Drawers and hanging locker.
EQUIPMENT AND RUNNING GEAR
2 Anchor Rollers, Anchor Locker, 2 Anchors (Delta Plow, Fluke) Bow and Stern Rails, Double Lifelines (2021), SS Stern Ladder, Cockpit Bimini, Dodger, Connector (2019). Fold down cockpit table. Cockpit cushions. Furler Roller Furler (2022). All halyards 2022. Mast rewired, LED Lights on mast (2022)

Rigging Locker

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

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

Anchor Rode: \$75

220+ ft of 3 strand 9/16" Nylon anchor line, lightly used with a galvanized eye splice (like new) on one end.

Use for anchor rode or cut for dock lines.

Contact: Charlie Margeson (631) 235-2965

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 den 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>

SBCC OFFICERS, GOVERNORS, COMMITTEE CHAIRS, 2022-2023

OFFICERS

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

BOARD OF GOVERNORS

Charles Margeson
 Rich LaBella
 Bob Van Tassel
 John Davis
 David Tedesco
 Jeff Mattera
 Joyce Gotard

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

COMMITTEE CHAIRS

Cruising—Todd McCarthy
 GSBYRA Delegate—Rob Gutmann
 Historian—Dennis Krug
 Hospitality Chair—Susan Moran
 Assistant Hospitality Chair—Jean Sidebottom
 Legal Chair—Jeremy Wiss
 Mailing—Fred Golder
 Masthead—Joe Werkmeister
 Membership—Pam McCarthy
 Program—Bob Forman
 Racing Website—Eric Winberry
 Storekeeper—Glen Bernichon
 Webmaster—Rich Mourino
 Welcoming—Michele Jaeger and Sandy Carlberg
 Yearbook—Jay Pizer

SBCC Website: www.sbccsail.org
 Racing Website: www.sbccracing.org
 Questions for the Board: corsec@sbccsail.org
 Mailing: P.O. Box 365, Babylon, NY 11702

DIRECTORY of Handy Contact Information

See the **SBCC Cruising Guide** for much more information about cruising in the Great South Bay and points beyond. The Guide is available to members and associates on the [web site](#). See the Table of Contents—Cruising Guide.

Anchorage Yacht Club, Lindenhurst
 Marina & Pump-out
 631-991-7372

Atlantique, Fire Island Marina
 631-583-8610

Bay Shore Marina Snack Bar Gas Dock
 631-665-1184

Captree Bridge
 631-433-3919

Captree Marina Fuel Dock
 631-587-3430

Davis Park
 631-597-9090

Fire Island Pines Marina
 631-597-9581

Jackson's Marina, Cormorant Point
 631-728-4220

Long Beach Bridge
 516-571-7785 or VHF 13

Loop Bridge
 516-578-5903 or VHF 13

Meadowbrook Bridge
 516-578-5903 or VHF 13

Ocean Beach Marina
 631-583-5153

Pump-out in Patchogue or Moriches
 Pump-out boat at VHF 73

Railroad Bridge/Channel Bridge
 516-889-9169 or VHF 13

Robert Moses State Park Boat Basin
 631-321-3515

Sailor's Haven
 631-597-6171

Seaview Marina
 631- 583-9380

Shinnecock Canal Lock Tender
 631-852-8291

Shinnecock Canal Slip RSVPs
 631-854-4952

Shinnecock Canal
 Tobay Marina
 516-679-3911

TowBoatU.S.
 631-666-5380
 VHF Ch16

Wantagh Bridge / Sloop Channel
 516-242-2637 or VHF 13

Westhampton Beach Yacht Marina
 631-288-9496

Watch Hill: 631-597-6455



Note that contact information for all yacht clubs and sailing associations on the Great South Bay can be found in the annual GSBYRA yearbook and on the GSBYRA web site at:
<http://gsbyra.org/contacts.htm>