



From the Masthead

SOUTH BAY CRUISING CLUB

August 2023

FROM THE HELM

Jeff Frederick commodore@sbccsail.org

Fellow SBCC Members and Associates!

The SBCC summer schedule is in full swing, and we here are getting back to the normal routines of land life after our most amazing 2023 Three-Week Cruise. There are so many stories to share, and I prepared a new piece called the Commodore's Cruising Musings last month to share a short bit I wrote on the beach at Sore Thumb as I thought about the sail we had done the day before. This month, I have one more that speaks to the mechanical issues (a.k.a. "Gremlins") encountered on this year's cruise. Almost all of us made that list, and I hope the piece serves as a reminder to us all that stuff happens, especially when you use your boat hard! Cruising life dictates that you must pack your spares thoughtfully and be ready to fix your boat underway as needed – no exceptions to this rule.

The Commodore's Cup was well attended, despite the conflict with BSYC's own race that day. We had 11 boats participate in this classic weekend pursuit-style race. I crewed aboard *Shadow* with the Folcarellis and of course the captain and skipper, Charlie Margeson. We had light variable winds at the start, but the northerly asserted itself for another hour before it died down between #11 and #1. The usual sou' westerly filled in quickly at the rounding, and we had a spirited upwind beat to the finish line! It was a perfect Sunday afternoon on the water, and I am told this is the first time in many years that the SBCC Commodore was not only present for the race but crewed on the winning boat!

We have a lot going on right now: The BSIR mid-

summer is getting started and the starting time off-sets have been distributed. If your boat isn't rated, you can still get on another boat to crew, as captains are always looking for a competent set of hands. We also have the West Island Invitational race coming up on Saturday, August 12th. Start time is 12:00, leaving plenty of time to shoot over to Sore Thumb for the RV if you are so inclined.

The upcoming RV "Tie Dye" at Sore Thumb will lead us into "The Blast" and the One-Week Cruise!

Cruise Captain Joe Werkmeister has been sending out informational emails and making sure everyone has reservations. We are looking forward to all of the events in the coming month. Don't forget, we are hosting the "Sailing Vernacular Spectacular" RV at Hemlock Cove on August 26-27. The sailing lingo trivia has been vetted, edited, reviewed, dry-tested and ranked by difficulty. There will be a prize \$ for the winning team.

That's it! You don't have to do it all, but you really need to do some of it. We hope to see you out on the bay soon!

Upcoming Events

- 8/8, 8/15, 8/22, 8/29 BSIR Races
- 8/10, 8/24 —Babylon Twilight Races
- 8/12—West Island Invitational Race
- 8/12—"Tie Dye" RV at Sore Thumb
- 8/19—"The Blast" at The Wharf
- 8/20—Start of the One-Week Cruise
- 8/27—"Sailing Vernacular Spectacular" RV at Hemlock Cove



SOUTH BAY CRUISING CLUB

Join us at

The Blast

Saturday, August 19th

1200-1500 Hours

General Meeting ≈ 1400 hours

The Wharf

445 Vanderbilt Blvd., Oakdale, NY 11769

Arrive by car or by boat—Anchor out & dinghy in (must tie up outside of basin)

Appetizers:

Coconut shrimp • Chicken potstickers • Tomato mozzarella skewers • Swedish meatballs

Main Courses:

Seasonal Pasta Primavera • General Tso's Chicken • Marsala Sliced Steak

Dessert:

Assorted desserts supplied by the Hospitality Committee

Cash Bar Only

Music by our very own

South Bay Salty Dogs

\$30.00 per person donation

\$12.00 per child under 12 donation

RSVP at hospitality@sbccsail.org by August 14th and pay in advance

You must receive an email confirmation—no walk-ins

Online payment is preferred: <https://sbccsail.org/shipstore/club-parties/>

Or mail a check payable to South Bay Cruising Club:

Susan Moran • 451 Potter Boulevard • Brightwaters, NY 11718

Contact: Farley Nachemin (516) 446-2994; farley55@icloud.com

COMMODORE'S MUSINGS**Jeff Frederick**

These contraptions we travel in are interesting things. Part of them: car: engine, transmission, drive shaft, alternator, wheel. We know these things, the components, because we drive cars for most of our lives. Even the mechanically dis-inclined among us know these words and vaguely what each does.

Part of them, house: water, drainage, septic, heat, a/c, electrical. Smaller systems surely, but no less complicated and often not the newest and shiniest equipment. Add to it the harsh, corrosive marine environment, and the limited real estate on a boat, and even the smallest, simplest repair has all the ingredients for a 6-hour sweat fest in a cramped compartment, cursing the gods and the boat builder.

Part of them, ancient wind ship: deduced intuitively and re-designed a thousand times before written math. There is a simple beauty to what these things are capable of in a breeze. These three modes come together to make a really strange juxtaposition, a wind powered vessel of ancient design refined through the ages, with all the modern amenities, Bluetooth communications, and satellite guidance systems! But it's a really great way to spend quality time with family, learning as we go. Sometimes things go wrong. When cruising with a group, sometimes that thing is on somebody else's boat.

Our good friends and cruise companions Duncan and Barbara Burns noticed a sudden lack of water in their exhaust leaving Nantucket. They shut off the motor immediately and sailed all the way to their mooring here in Edgartown. We all began to help plot their next moves and we all discussed possible root causes. Being a new boat to them, they hadn't yet replaced the raw water impeller, which was our main suspect. With tools in tow, we descended upon their boat at 0830 on Independence Day to help them troubleshoot. Duncan had spent the evening before dis-assembling their galley for access, and still, very tight.

We got to it: I pulled the water pump, opened it up and found the impeller was perfect. Next, open the sea-cock to check flow. Nothing. Working backwards now—raw water strainer - seaweed but not enough to cause the problem. I tried blowing the line out the old-fashioned way – lips and lungs! Nothing! Next, Charlie Margeson dove on the fitting with a screwdriver and pulled out a clump of weeds. Still very little flow, but another attempt to blow it out sent a slug of weeds into the harbor. They need a “South Bay Strainer” on that fresh water inlet! Problem solved, time for a swim!

This scene is not atypical on an SBCC two-week cruise. We may “feel” like we use our boats a lot on the bay, attending RVs, sailing on the weekends. But living on your boat for one week, two weeks, or more really reveals the shortcomings in your systems. Your weaknesses are exposed, and if you want to keep going, they must be quickly addressed.

What follows is a short compendium of assorted issues that arose for the boats participating in the two-week cruise this year. This is in no way meant to shame anyone – these things happen when you put your boat to hard use. The resilience and grit of the respective captains shined through in every case. As you know, the unapproved definition of cruising is “fixing your boat in exotic locations”. As such, we really did some cruising this year! I'll start with ours, then move on to some of the issues experienced by others.

(Continued on page 3)

COMMODORE'S MUSINGS (continued)**Jeff Frederick**

Wet wipe clogged head – cause: a five-year-old gremlin who knows better but lacks impulse control; solution: the awful business of disassembling the head, tracing lines, and locating the offending object at the three-way valve.

Cabin Gas Monitor Alarm – upon arrival in VH, our cabin gas monitor alarm sounded. Reset several times, vented boat, still nothing until I opened the lazarette! The outboard gas can vent was open, and the rough sail tipped it over. My dock lines absorbed the small spill, but it was a scary near-miss.

Gas dinghy motor vapor lock, engine failure – cause: lifting strap covering raw water outlet, leading to overheating; solution: paying attention to the little things!

Electric dinghy motor failure – despite the group-sourcing of a soldering iron and associated kit, the issue could not be resolved. A new gas motor was purchased underway.

Fuel Leak, unknown origin – cause: bad gasket on fuel filter; solution: new gasket sourced locally.

Fuel Leak, tank gauge - cause: faulty yard installation; solution: a stinky boat until returning to port and returning vessel to the vendor who did the work.

Alternator failure – ordered new part in Vineyard Haven, was shipped and hand delivered in Edgartown days later and replaced by the Captain.

Alternator failure – located new part in Newport, mechanic came aboard and replaced.

Groundings – there were two minor groundings during the inside approach to Shinnecock via Moriches Bay. TowBoat US to the rescue!

Electrical, Batteries – three boats had issues with batteries, proximal cause appears to be insufficient charging/storage for the given daily Ah loads needed to run a boat, potentially complicated by older batteries and a failed alternator (one of the three, above). I had an emergency 2000w generator aboard which I lent to two captains over the course of the cruise to bridge the Ah gap.

Auto-Pilot glitching – a new boat with new systems that needed a shakedown. Raymarine tech support and a day of tinkering temporarily resolved the issue, long term fix pending.

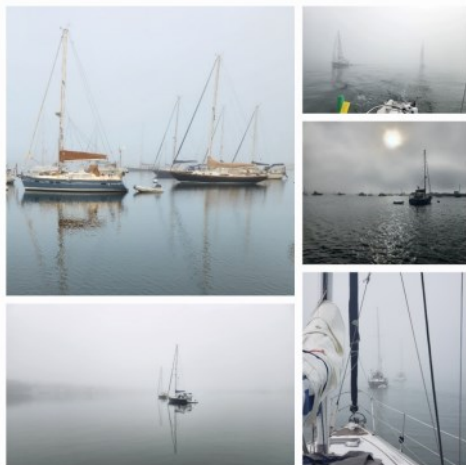
Any one of these can be a potential showstopper, or at best an inconvenience. There were others that didn't make the list; the minor inconveniences like a failed anchor washdown pump, an intermittent engine starting issue, a bad wind gauge, or deck leak(s) – I did not inventory the fleet, but rough seas and heavy rains tend to find ways into the boat, and this cruise was no exception. Several of us found new leaks aboard. For my part, upon return to home port I re-bedded on opening hatch and a thru-deck electrical compression fitting with butyl tape and sealed a cap-rail seam. These fall under "mere annoyance" and are quickly dealt with. I certainly thought our cruise was over when the head and dinghy failed within hours of each other. Demoralized and struggling, Duncan and Barbara swung by just to say hello on their way back from town. I explained to them what I was dealing with, and they offered their help. I thought hard for a second, and replied, "Pray for me". An hour later, the head was resolved. The next morning, feeling renewed, I tackled the dinghy engine issue, and thanks to new-found patience borne of a solid night's sleep and a good internet connection, I was able to troubleshoot and fix the problem.

So there it is—proof that none of us is perfect, and despite all of our preparations, gremlins were encountered by nearly each of us. My advice is to check often your "spares" list and inventory, make sure your spare parts are right for your systems, address even the smallest potential issue you find immediately, and pack a sack full of patience! Duncan and Barbara may not be there next time when you need a prayer said for you!

TWO/THREE-WEEK CRUISE

Jeff Frederick

The 2023 Two-Week Cruise has wrapped up; I am at a loss for words as I sit here, struggling to find a way to summarize succinctly and briefly the cruise this year. As Cruise Captain, I collected input and designed an ambitious plan. Nantucket would be our most distant port of call, with lots of stops in between. We knew things had to be just right to execute as planned; let's just say the new buzz word is "unsettled" weather. The typical summer high pressure had yet to emerge, and we were faced with a few difficult judgement calls during the cruise. To add to the complexity, we built in a splitting of the fleet at Cuttyhunk; some of us planned to continue for a third week while others would return after two weeks. As it turns out, there would be more than one splitting of the fleet as gremlins appeared intent to sow a little bit of chaos.



The first gremlin out of the gate, even before the cruise began, was the unsettled forecast. On Long Island, we just aren't used to seeing rain in the forecast, every day. We lost a few boats on Day 1, and they decided to wait a week for the forecast to improve to head out and to join us further east. Later in the cruise, we had some really fantastic weather, and as luck would have it a few fronts blew by during the overnight, allowing us to sleep through the rains and awake to sunshine and nice clean decks!

Second out of the gate was the fog. Patchy on day one, downright soupy at times on day two, and it continued to play peek-a-boo with the fleet until we left Cuttyhunk and Buzzards Bay heading for points west, and ultimately home. The trip from Edgartown to Cuttyhunk was especially thick, and Cuttyhunk to Block/Newport ranked number two in low visibility days. The fleet got plenty of practice using radar and AIS, and we stuck together to make the trips as safe as possible.

Third out of the gate, was the wildly difficult to predict weather, waves, and wind. The very first tough call came at Block Island, where the forecasts diverged significantly, and it was hard to really know what we might face. Coupled with the fourth gremlin, boat issues, the fleet split here and a lead group of six boats pressed on to Vineyard Haven, and three remained at Block to solve their mechanical and electronic problems. That transit to Vineyard Haven turned into an epic sail in full conditions; Force 6 sustained, gusts to Force 7. Thankfully the winds didn't have enough time with us in them to build the seas to anything beyond Force 5. The reviews of the day's sail were certainly mixed – Some called it the single greatest sail of their lives; my crew gave it a 3/10, would not recommend!

While we were at Vineyard Haven, the weather-delayed boats departed Fire Island Inlet and began tracking east. The lead bunch pressed on to Nantucket with a fantastic downwind sail, and the trailing fleet regrouped at Vineyard Haven. The marina and facilities here were tremendous, and I hope we stay there longer on future cruises. Nantucket was spectacular, with clear water, beautiful beaches, and sunny skies! Some of the weather-delayed starters stayed at Block Island for the week, and others pressed east to ultimately join us later at Edgartown.

The lead pack had another amazing sail back to Edgartown from Nantucket, where the sailing fleet finally merged once again. *Your Love* took a three-day detour to Cape Cod and would meet back up with us again at Cuttyhunk. Gathered at Edgartown for the upcoming 4th of July holiday were *Adventure Time*, *Aquae Sulis*, *Beaumaris*, *Bleu Moon*, *Cambria*, *Eagle's Wings*, *Haven*, *Polaris*, *Rising Tide*, and *Shadow*. Unfortunately, *Haven* was forced to return home due to a tragic loss in the family.



From here, nearly the entire fleet gathered in Cuttyhunk for one night, where most of us feasted on gourmet pizzas at Sopranos. Wow! 10/10, would recommend. *Bleu Moon* and *Eagle's Wings* had remained in Edgartown, and *Blue Moon* eventually pressed on to Nantucket and Hyannis and *Eagle's Wings* pushed back to Block Island. From Cuttyhunk, the fleet split once again (by design) sending four boats to Newport on the "Three Week Cruise" and four boats returned to Block Island, led by cruise co-captain Jay

TWO/THREE-WEEK CRUISE (continued)

Jeff Frederick

Pizer. They spent another lay day at Block before returning home over two days via Shinnecock, joined by *Stowe Aways*. We enjoyed four beautiful nights and three and a half days in Newport, enjoying Ida Lewis, the museum, doing laundry, the great restaurants, and an RV aboard *Cambria* with *Beaumaris* and *Aquae Sulis*' crew and visiting daughter and son-in-law. *Your Love* left Newport a couple of days ahead of us and did the run back to Sayville in about five hours. Twin Cat diesels really pay off sometimes! *Beaumaris* also enjoyed Newport with the "Three-Week Cruise" contingent, but upon departure pushed west into Long Island Sound to hit Mystic Seaport, before returning to their home port on the north shore.

Eagle's Wings was rejoined at Block Island by *Cambria* and *Aquae Sulis* after our stay in Newport. We enjoyed a few more days at the beach with perfect weather. Watching the weather forecast and looking for a window to make the return trip, we decided that perhaps a long one-day run on Thursday was the best option. *Eagle's Wings* departed solo on Wednesday afternoon for Shinnecock and made Sore Thumb early on Friday afternoon. *Cambria* and *Aquae Sulis* departed at 0500 on Thursday, and *Aquae Sulis* pulled into Moriches around 1400, while *Cambria* and crew entered Fire Island inlet wet and tired around 1815.

Cambria's crew enjoyed one last lay day at Sore Thumb before returning to the Patchogue River on Saturday morning. *Bleu Moon* remained out there anchored at Cuttyhunk, but they headed home shortly thereafter.

At times, I felt more like an air traffic controller than a cruise captain. It was difficult to keep track of the fleet as we swarmed the waters of coastal New England, but it was also a lot of fun. We had to make some tough decisions based on questionable weather forecasts and cruise logistics, but nobody had to go it alone, and nobody was compelled to push beyond their comfort zone. I was ever conscious of the mood of the fleet, trying to keep everyone informed of what I was seeing in the "tea leaves", and also listening to the observations, concerns, and suggestions of others. It felt like we were a community afloat, and it was fun to regain boats at various ports and catch up, listening to what they had experienced and sharing our own. Captains were making their own choices and deviating from the plan at will, and it was perfect in its own way. In my mind, the club cruise is a safety net. We stick together, we help each other out, and that ethos shined brightly on this cruise even when the sun refused to do the same. SBCC burgees were flying in ports scattered across New England, and we converged and separated like a swarming flock of very slow fiberglass starlings! It might not have been textbook, but it was beautiful.

We are now accepting applications for the 2024 Two-Week Cruise Captain! Please come forward with your ideas, plans, and dreams! I will have plenty of feedback for the next captain, too. And be ready to change those plans on day one, as cruising demands a lot of us and our boats; but flexibility is compulsory!



There are hundreds more photos from the two/three-week cruise on the SBCC website. Click on this link for direct access: [2023 Two/Three-Week Cruise](#)

COMMODORE'S CUP RACE

Charlie Margeson

We had a great day for our Commodore's Cup Race on July 23rd. The weather was clear with a 5-8 kt NW wind for the 1:00 PM start. Eleven boats came out to enjoy some good competition. Team *Shadow* did Race Committee for the pursuit start and Commodore Jeff Frederick joined our crew and kept score for the race. However we couldn't keep him away from the winches!

The winds were the biggest challenge. They were light at the start, then filled in from the Northwest for the Babylon leg from #6 to #9 and back under the bridge to #6. They lightened up as the fleet approached the Bay Shore #11 mark and seemed to die almost completely for the short run from #11 to #1. It was a struggle to keep boats moving at all. Then as if on cue, the Southwest wind began to fill in around 2:30 and re-invigorated the crews. The wind was on the nose of course and the upwind tacks began in the fresh 10-12 kt SW wind. There was another race also on Sunday from Babylon YC with 8 boats and the two fleets began swapping tacks upwind off Bay Shore. It was pretty exciting to see so many boats racing in one place on the bay!

With the light winds for most of the race, it took around 2.5 hours to complete the 7.4 nm course. First to finish was *Shadow* (Babylon series), followed by *Lady in Red* (BSIR series) in 2nd place and *Pandemonium* (BSIR series) in 3rd place. There were only 20 minutes separating the first 8 boats. Here's the final results lineup:

1. Shadow
2. Lady in Red
3. Pandemonium
4. Arbacia
5. Adventure Time
6. Moonrise
7. Czech Mate
8. Cur Non
9. Wind Dancer
10. Bertha
11. Sovereign- DNF



I want to thank all who participated and made this such an enjoyable race. I also want to thank our Commodore Jeff Frederick for attending and scoring with the Race Committee. I hope everyone had a good day.



WEST ISLAND RACE**Charlie Margeson**

One of the highlights of the SBCC Regatta season is always the SBCC West Island Race. Started in 1951 by founding SBCC member Hervey Smith, it tests both your racing skills and local knowledge by allowing you to race either way around the West Island (off Atlantique). It is usually the best attended race of the season.

This is an Invitational race and will be held on Saturday, August 12th. It's a 12:00 noon regular start off Bay Shore. There are 4 classes this year: Spin, Non-Spin, Sport Boats and Multihulls. See the attached NOR for full race details. John Davis will be our Race Committee. Thank you, John!

We will also be racing for the Deale Trophy which goes to the SBCC boat with the best corrected Spin/Non-Spin time in the West Island Race.

Remember, please have your SBCC PHRF handicap rating up to date. If one is needed please contact Ted Drossos, our Handicap and Measurement Chair.

This is always an exciting race so grab your best crew and pray for a bit of wind!

See you on the race course!



Photo courtesy of Rich LaBella. <https://rjlabellaphotos.com/>

2023 BABYLON SUMMER RACE RESULTS

For complete race results visit sbccracing.org

The Babylon races scheduled for 7/13/23 and 7/27/23 were cancelled due to the threat of severe weather. The 7/27 race was rescheduled for 8/3/23.

2023 BSIR EARLY SUMMER SERIES RESULTSFor complete race results visit sbccracing.org

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Pandemonium	2224	Gary Sebouhian
2	PHRF	Lady in Red	11047	Ted Drossos
3	PHRF	Aleboat	232	Eric Winberry
4	PHRF	Mo'Sun	17	Lenny Feldman
5	PHRF	Snoopy	682	Dave DeRuvo
6	PHRF	Jubilee	354	Rebecka Russo
7	PHRF	Czech Mate	196	Chris Dennerlein
8	PHRF	Naughty Dog	42371	Will Reichel
9	PHRF	Tortoise	40014	Bill Wheeler
10	PHRF	Arbacia	230	Jim Gathard
11	PHRF	Integrity	11	Bob Figueroa
12	PHRF	Wind Dancer	378	Harry Pfister
13	PHRF	Espirit de Mer	888	Jean Sidebottom
14	PHRF	Cur Non	13541	Ken Lindahl
15	PHRF	Papilon	166	Nick Loretta
16	PHRF	Sweet Harmony II	5702	Justin Martinich
17	PHRF	Rhododendron	258	JV Phillips
18	PHRF	Rising Tide	50110	Jay Pizer
19	PHRF	Galatea	177	Andy Mirchel
20	PHRF	At Last	101	Eddie Anderson
21	PHRF	Bertha	126	Matt Rainis



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

Race: BSIR Early Summer 4
 Committee Boat: Czech Mate
 Course: 4 (3.64 nm) Wind Speed: 5-8 kts.

Date: July 18, 2023
 Skipper: Dennerlein
 Wind Direction: SE

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Naughty Dog	42371	Will Reichel
2	PHRF	Tortoise	40014	Bill Wheeler
3	PHRF	Pandemonium	2224	Gary Sebouhian
4	PHRF	Aleboat II	232	Eric Winberry
5	PHRF	Mo'Sun	17	Lenny Feldman
6	PHRF	Snoopy	682	Dave DeRuvo
7	PHRF	Arbacia	230	Jim Gathard
8	PHRF	Wind Dancer	378	Harry Pfister
9	PHRF	Papilon	166	Nick Loretta
10	PHRF	Espirit de Mer	888	Jean Sidebottom

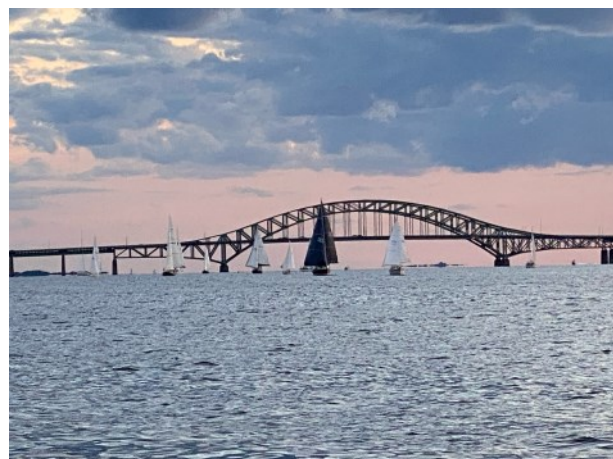
The 7/25 BSIR Race was cancelled due to inclement weather.



Race: BSIR Mid Summer 2
 Committee Boat: Espirit de Mer
 Course: 7 (4.51 nm) Wind Speed: 7-3 kts.

Date: August 1, 2023
 Skipper: Sidebottom
 Wind Direction: SW-NW

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Naughty Dog	42371	Will Reichel
2	PHRF	Moonrise	446	Rob Gutmann
3	PHRF	Pandemonium	2224	Gary Sebouhian
4	PHRF	Lady in Red	11047	Ted Drossos
5	PHRF	Tortoise	40014	Bill Wheeler
6	PHRF	Rising Tide	50110	Jay Pizer
7	PHRF	Aleboat II	232	Eric Winberry
8	PHRF	Czech Mate	196	Chris Dennerlein
9	PHRF	Mo'Sun	17	Lenny Feldman
10	PHRF	Jubilee	354	Rebecka Russo
11	PHRF	Derailed	217	Matt Marko
12	PHRF	Integrity	11	Bob Figueroa
13	PHRF	Snoopy	682	Dave DeRuvo
DNF	PHRF	Bertha	126	Matt Rainis
DNF	PHRF	Rhododendron	258	JV Phillips
DNF	PHRF	Sweet Harmony II	5702	Justin Martinich
DNF	PHRF	Wind Dancer	378	Harry Pfister
DNF	PHRF	Arbacia	230	Jim Gathard
DNF	PHRF	Cur Non	13541	Ken Lindahl



Former Commodore Roger Daisley, visiting from Florida, joined Rob Guttman and the crew of *Moonrise* as they earned a 2nd place finish.

FROM THE REGATTA CAPTAIN**Charlie Margeson**

We are having a good racing season so far.

The Tuesday and Thursday twilight series races have had good participation. A few races have been cancelled due to weather and we did have a makeup race last week for the Babylon series. There were 19 boats out for the most recent Tuesday night BSIR race!

The Commodores Cup on Sunday July 23rd was a challenging race with some fluky winds. But we had 11 boats enjoy a new course and Commodore Jeff Frederick joined the RC boat and scored the race for us, a first!

The ALIR Around Long Island race was held July 27 and took 2 days to complete. SBCC had two boats compete this year, with Jim Reichels *Scapegoat* finishing 2nd in a very challenging spinnaker division and Mark Aiossa and Team *Resilience* came in 4th in their non-spin class. This was Marks first ALIR. Congratulations to both captains and crew!

Our next weekend race will be the West Island Invitational race on Saturday, August 12. This is a very popular race with spin, non-spin, multihull and and a new sport boat class which I hope will add another level of racing for us to enjoy.

I hope to see many of you out enjoying our racing season, we have plenty of racing still to come.

See you on the bay!

**CATALINA WINE MIXER RV—COAST GUARD COVE—JULY 15TH****Todd McCarthy**

Robert and Christine Smith hosted a land based RV at their home due to inclement weather predicted for the weekend. The Pizers, Novaks, Fredericks, and Charlie Margeson came to the Saturday get together.

Better to get together safety, than not at all, and it was a good call by the Smiths to host at home.

CHRISTMAS IN JULY RV—GREAT RIVER —July 22nd**Todd McCarthy**

The "Christmas in July" RV hosted by Mary and Bob DeSimone enjoyed beautiful weather at Great River. Five Boats were in attendance including the host boat.

PIRATES OF THE CARRIBEAN RV—HEMLOCK COVE —July 29th**Charlie Margeson**

Our traditional “Pirates of the Caribbean” rendezvous was hosted by Charlie Margeson and the pirate ship *Shadow*. It was truly an adventure for all who attended. Our pirate friend Jack Sparrow would be proud!

It was a beautiful morning on Saturday, perfect for a rendezvous with light SW winds. After loading up the food and grog, *Shadow* and *Bleu Moon* met at 11:30 in Hemlock Cove for our raft up. Full disclosure: *Shadow* did make a short stop at the “bar” at the entrance of the Cove. Soon the raft filled in with *Polaris*, *Eagles Wings*, *Esprit de Mer* and our flagship *Cambria*. *Margaret Gale* anchored off and *Dust in the Wind* joined the RV in time for the afternoon festivities. The total count was 8 boats for the weekend.

All the Jolly Rogers were hoisted, we had a great day, with plenty of swimming and water toys galore. The SW wind kept the bugs at bay and temperatures comfortable. Joseph Frederick got to enjoy his first RV with his new Opti and Evie loved being paddled around on Elizabeth’s new paddleboard. Hilarious!



The RV got started at 4:30 PM on *Shadow* and *Bleu Moon* with pirates running loose, chasing the wenches and skallywags and tying them to the mast. There were even a few sword fights on the foredeck: A true Pirates dream afternoon!

The rum flowed and food was plentiful. The captains kept an eye on the forcast and we watched the weather over the mainland. It all seemed as if it would pass to the north of us. As we broke for dinner, *Dust in the Wind* left to anchor for the night and after a great day a few of us settled down with drinks and cigars on *Cambria*’s poop deck to watch the beautiful sunset. We never finished the drinks or cigars! At 8:05 PM we got hit from behind with rain and north winds of 30- 35 kts and gusts close to 50 kts. The raft up swung around and it was all hands on deck! With rain pelting us we all started the engines and powered forward to ease the pressure on the anchors. It worked and after 20 minutes the front was past and we assessed

PIRATES OF THE CARRIBEAN RV—HEMLOCK COVE —July 29th**Charlie Margeson**

the damage. Everyone was safe and the raft up stayed put. However there were some topside scars on three boats and unfortunately *Dust in the Wind* took the brunt of the damage. They ended up leaving Hemlock Cove and docking at the Unqua Heading for the night.

While we all regrouped in the cockpit of *Shadow*, the north wind filled back in at 20-22 kts and our raft up started dragging. It was time to break up! We all quickly split up and anchored for the night near each other. It was a windy night but all anchors held.

Sunday morning we all stumbled out to a cool, beautiful morning. The traditional “Champagne Breakfast/ Mimosas Morning” was set for 9:30 AM by Charlie on the host boat. He had sausages heated and eggs cooking when the inflatables started arriving. Everyone brought something and what a spread we had! Sausage and eggs, waffles, muffins, bagels and lox, fruit, coconut layer cake and the mimosas flowed. Pam helped Charlie down below serve up the food and mimosas and the breakfast was a much needed reprieve from the crazy night. There was plenty to discuss but we all enjoyed the camaraderie. It was after 11:00 before everyone started to meander back to their boats.

Some went to the beach, some took a swim or just enjoyed the morning. I watched Joseph testing his skills in his new opti and contemplated the weekend. What a weekend of extremes: Great weather, great friends and some real tests of skills. What an adventure!

Yo Ho, a Pirates Life for Me!



The fun and games ended abruptly when this ominous weather decided to make its way to Hemlock Cove!



R E N D E Z V O U S

HOW TO USE AIS EQUIPPED AIDS TO NAVIGATION

skippertips.com

Imagine sailing into a new channel, scanning the chart, and finding some buoys have a magenta circle around the buoy symbol. What does this mean, and how can you use these navigation markers to boost sailing safety?

Most sailors already know the value of the Automated Identification System, or AIS, and how it helps prevent collisions at sea. Some buoys and beacons are also equipped with AIS transmitters which give the position, description, and purpose of the aid. Three types of aids to navigation (ATON) use AIS.

Physical AIS Aids

NOAA charts will show AIS-equipped aids with a magenta circle surrounding the buoy or beacon, and the abbreviation 'AIS'. ENC might show just the circle without the abbreviation. Click your mouse over the buoy symbol to find all characteristics of the specific ATON.

Virtual AIS Aids

These invisible navigation aids will appear only on an AIS-enabled Radar, Electronic Chart Display and Information System (ECDIS), or Electronic Charting System (ECS). Note the unique symbols enclosed by the circle on the lower row of the illustration below. There is no physical buoy, beacon, or light at that location. The information received is the same as that given for the physical aid. Virtual AIS aids might be used where buoys are moved seasonally, such as in sea ice, or where a marker needs to mark a new isolated danger or wreck, and there is not enough time for a ship to respond to install an actual physical aid to mark the danger. Virtual buoys and beacons are labeled 'V-AIS' on an electronic display screen.

Synthetic AIS Aids

Some physical buoys or beacons do not have AIS equipment installed on the marker. AIS information, such as position, characteristic, and purpose, are sent from a shoreside station. Synthetic aids do not show a magenta circle or a specific AIS-related abbreviation on the chart. Only the buoy or beacon symbol and characteristics are shown.

ATON 'Off Position' Warning

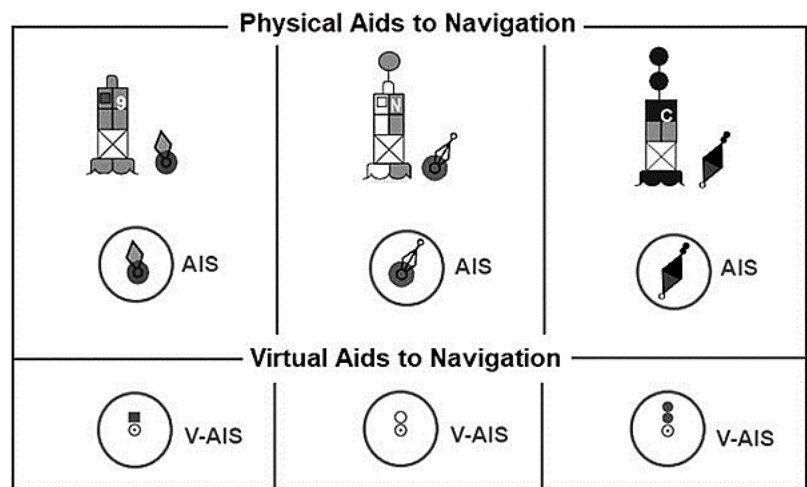
If the transmitter is on a physical AIS ATON, the signal always corresponds to the actual position. You will also receive a number code, which tells you if the buoy is on or off station.

0 = on position

1 = off position

An additional text message will be broadcast which states: ATON OFFPOSITION.

NOTE Synthetic AIS aids do not have 'on/off position' warning capability. If a synthetic AIS buoy or beacon is off station, the display will show only the assigned charted position. If in doubt, check the latest Local Notice to Mariners for reports on aid discrepancies. light at that location. The information received is the same as that given for the physical aid.



CELEBRITY SAILORS—EDWARD M. KENNEDY**Submitted by Todd McCarthy**

The following article was originally published in the Oct 27, 2009 edition of Soundings magazine. It was written by Jim Flannery.

Kennedy found solace after tragedy, exhilaration in better times on the waters of Nantucket Sound. Edward M. Kennedy's funeral service resonated with stories of his passion for sailing. In the memories of those who knew him as a friend and sailor, the Massachusetts senator was never more in his element than at the helm of his yacht *Mya*, reveling in a blustery wind and a hard chop on Nantucket Sound.

"The windier it was, the more he liked it," says Karl Anderson. Anderson, who owns a wooden-boat shop in Harwich on Cape Cod, raced with Kennedy on his classic 50-foot wooden Concordia schooner and on the 12 Meter yacht *Weatherly*, which they sailed to wins three years running off Nantucket. "The boat charging

through the water, the sound of the wind and the waves — he loved it all."

Kennedy, 77, died Aug. 25 at the family compound in Hyan-nis Port, Mass., after a 15-month battle with brain cancer. He had kept sailing on *Mya* with his wife, Victoria, and other relatives into the last weeks of his life.

Sailing had consoled Kennedy during the succession of family tragedies earlier in his life. At other times, it challenged him. Often in recent years, it gave him release from the pressures of public life and the responsibilities as patriarch of the sprawling Kennedy clan. (He was father figure to several generations of Kennedys.)

"I think he was in love with the sea. It invigorated him," says Jack Driscoll, a Boston attorney and friend of Kennedys for more than four decades. Kennedy introduced Driscoll to sailing. They raced together on a *Wianno Senior*, the sturdy 25-foot gaff-rigged, centerboard



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

sloop designed for the heavy airs and shoals of Nantucket Sound, and later on *Mya* in the annual Memorial Day weekend Figawi Race from Hyannis Port to Nantucket. “He loved to be sailing,” Driscoll says. “He loved to be on the water. He loved to race.” And in tough times, he found a sense of peace and contentment in the sea, Driscoll says. He sought solace there.

“The sea for me has always been a metaphor for life,” Kennedy told filmmaker Ken Burns in a video tribute to the senator that first aired at the 2008 Democratic National Convention in Denver, then again at Kennedy’s funeral at the John F. Kennedy Presidential Library in Boston. “I mean, the sea is a constantly evolving, changing, shifting aspect of both nature and of life. That sort of exposure to the sea is both enriching and enhancing — and it’s fun.”

Driscoll says Kennedy was an incredibly hard worker. At the Capitol, he was at breakfast meetings from 6 to 7 o’clock many mornings. A day at the office could go to 10, 11 or 12 o’clock at night. The demands of making public policy, responding to constituents, and shepherding Kennedy family affairs took its toll. Sailing gave him release, and he took every chance he could to return to Hyannis Port to do it.

Sailing was a joy he always came back to. It reminded him of more idyllic times as a youngster, when he and brothers Joe, Bobby and Jack would go sailing together, Driscoll says. His time on *Mya* often was time for family and friends. “You’d hear him say, ‘This is such a beautiful day. Let’s get out on the water,’ ” Driscoll recalls. He often sailed *Mya* well into November to Thanksgiving Day. Driscoll remembers brushing a dusting of snow off the 1940 Concordia schooner (built at the Duxbury (Mass.) Boatyard) before one such outing.

When Kennedy speechwriter and political consultant Bob Shrum huddled with the senator at the family compound on a project, Kennedy sometimes would shanghai him into going out on the boat, though he was no sailor. Two summers ago at Hyannis Port, the two went sailing in the morning and came home for lunch. They went back out in the afternoon and came in for dinner. Then — such was his passion for sailing — they went out on a midnight sail. Coming back in, the engine conked out at the mouth of the harbor. Kennedy threaded his way through the moored boats under sail and picked up *Mya*’s mooring at the family compound on the first pass.

“He really, really knew how to sail that boat,” Shrum says.

He also knew how to race it. He was a fierce competitor and exuberant skipper. “When we raced, we raced very hard,” Anderson says, with Kennedy relishing his role as master and commander. “He enjoyed barking out the orders — in a fun way.”

“He was a very intense competitor,” agrees David Crawford, chairman of the Figawi Race and a sailing instructor for many of the younger Kennedys. The elder Kennedy raced in the Figawi 30 years running. “He pursued the sport with as much intensity as anyone I know,” Crawford says. “He wanted to win.” Still, Kennedy was humble. He admitted his mistakes on the race course, learned from them, and practiced harder so he would do better next time, he says.

“He was a hard worker,” Crawford says. “He knew the sport, he knew the waters and the winds. He knew how to drive the boat. He was a good tactician, a good helmsman — a good all-around sailor.”

Many also will remember him as a very good and very loyal friend, says Driscoll. That’s not a bad way to be remembered.

SIMPLE—LIGHT—DELICIOUS**Flori Grottoli**

After we got back from our cruise down south, I made the ENORMOUS mistake of stepping on my scale. I started my diet immediately!

I eliminated all bread, cookies, pasta, pizza and cocktails, and my life quickly became BORING! I needed to find something to eat that was light and kept my tastebuds happy.

Then I remembered something my grandmother made me when I went to her beach house for summer vacation. During those long, hot summer days, grandma wanted to serve a light and easily digestible dish because I insisted on going back to the beach again right after lunch.

She made me fish - poached.

I bought two medium-sized halibut fillets and proceeded as follows:

Ingredients

- 2 one pound halibut fillets
- 2 cloves of garlic
- 1 tbsp olive oil + more for drizzling
- handful of fresh parsley
- juice of 1/2 lemon
- 1 tbsp real mayonnaise
- salt



In a deep pan, heat the tablespoon of olive oil and the garlic just enough to release the garlic's aroma. Add approximately 2" of water to the garlic and oil.

Bring to a boil.

Lay the fillets gently into the boiling water and add 1/2 the lemon juice. Lower heat from high to medium.

While the fish is cooking, emulsify the parsley with the remaining lemon juice. When everything is well blended, begin to drizzle in the olive oil, enough to cover the fillets after they've cooked. Finally, whisk in the mayo. Condiment is ready.

When fillets are cooked, use a slotted spoon to gently remove each piece of fish from the broth. Strain as best as possible and layer all pieces in a dish. Salt to taste. Drizzle the condiment over the halibut evenly.

Allow to cool and enjoy!

* If you want to add brine to your fillets, toss into the condiment some capers or some green olives or a piece of anchovy. Or you can add a glass of white wine to the pan with the water, or you can substitute half the oil with a pat of butter and you can always add herbs to the broth for added aroma.

Poaching is not only easy, but it allows you to be creative!



Grazie nonna. 🥰

Rigging Locker

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

Hunter 34—1984 \$32,000

Contact: Joe Werkmeister 631-766-8009

While I've been stating for several years that this would be my last boat, I have fallen in love with a new boat and have somewhat reluctantly decided to put *Polaris* up for sale. This boat has nearly everything a cruiser could want as you will see from the list of upgrades that I have done since purchasing her in 2016. I can provide receipts for nearly everything listed below and I know every nook and cranny well and can provide a very detailed walk through. She is berthed at Sunset Harbor in East Patchogue and I am available pretty much anytime to show her.

2017

- New Selden roller furler – Standing and running rigging professionally inspected
- Installed 7 " B&G MFD
- Installed Echomap three way transducer (Speed, depth and water temperature)
- Replaced starter
- Installed Raritan electric head with flush mounted multi-function controller



2018

- Replaced raw water strainer
- Installed beginning of NEMA 2000 network
- Installed B&G autopilot (SD10 below deck drive, NAC2 controller, Precision 9 compass and WR10 hand held remote controller)

2019

- Replaced wood compression post with 2.5" pipe
- Replaced plumbing with pex
- Un-stepped mast and replaced all wiring and added two new halyards and two new head sail sheets. Originals halyards in place as spares. Added LED steaming, deck light, solar powered LED anchor light, new VHF antenna and B&G WS310 wind vane. All wiring goes directly to the DC panel with a loop provided under the settee for future connectors if un-stepping becomes necessary. Stripped, primed and painted the mast.
- Replaced cabin lights with LED



Rigging Locker

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Hunter 34—1984 \$32,000

Contact: Joe Werkmeister 631-766-8009

2020

- Installed diesel level sensor – Displays on MFD via NEMA 2000
- Installed Noland Engineering RS11 to send oil pressure, coolant temp, engine rpm's and battery voltage to MFD via NEMA 2000
- Replaced bilge pump and float switch
- Reupholstered settee cushions
- Replaced forward water tank
- Replaced starboard settee sole
- Replaced sea water pump



2021

- New sails from Doyle Sails—135% head sail
- Installed Maxwell windlass with cockpit and deck switches
- Installed anchor washdown pump
- Installed Fusion Bluetooth stereo controllable from MFD via NEMA 2000 as well as via Bluetooth app
- Installed new motor mounts—engine professionally aligned

2022

- Installed 12" B&G MFD at the helm and moved the 7" MFD to the nav station
- Installed B&G radar
- Installed 1000W Pure sine inverter with Blu Sea On/Off switch
- Installed Pro Mariner galvanic isolator
- Rewired distribution panel with heat shrunk connectors, added distribution blocks at panel and house batteries and added a Balmar battery monitor
- Installed Standard Horizon VHF radio with AIS and RAM4 cockpit microphone
- Installed Black water tank level sensor – displays on MFD via NEMA 2000
- Installed Promariner 40W battery charger with remote panel mounted in the salon
- Installed new Bimini frame and canvas
- Installed 2—110W solar panels each with its own Victron controller
- Installed digital thermostat for ice box
- Installed inspection port in diesel tank—Cleaned tank

2023

- Installed macerator pump and Y valve for overboard discharge
- Purchased winter cover mid-winter—only on the boat for 6 weeks
- Replaced all three batteries



Rigging Locker

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Additional features;

- Dutchman sail flaking system
- Port and Starboard preventer lines
- All wiring labeled
- Chase tubes for future wiring
- Spare set of sails
- 70 gallon water capacity
- 6 gallon hot water heater
- Dock lines, shore power cord, fenders
- Emergency tiller
- 11'6" beam and 4'3" draft
- Cockpit and wheel covers



Rigging Locker

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

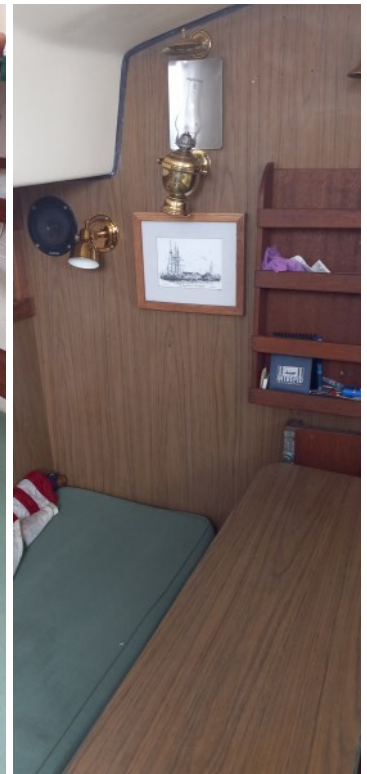
Pearson Wanderer 1968—Leprechaun is for Sale! \$8,000.00

- 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 tabernaced 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



West Marine Standard Safety Harness

Size M - including 6' Safety Tether with carabiner on each end. Never Used.

3 @ \$150 each



Adult Land's End Safety Harness

Including Tether and Carabiner

\$90



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, contact: Rich LaBella labellar@optonline.net



Unused can of blue paint. Does not match my hull. Slight dent in can. Never opened. **FREE!.**

Contact: Rich Mourino (631) 312-2525

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

Ship's Store*Glen Bernichon* storekeeper@sbccsail.org**The Ships Store is OPEN FOR BUSINESS**

Item	Description
	Please go to the Ships Store on the Website to order the items and for the full item details— (Options, Colors, Sizes and Price.) For Items listed as Special Order click on the title for the spec sheet on the item. Burgee
	Decals
	Hats: Baseball Type
	Hats: Sun Visor
	Hugger: Folding Type
	Shirts: T-Shirts Long Sleeve WITHOUT HOODIE Color Heather Gray Limited Stock
	Socks: SBCC Socks
	Tote Bag Special Order
	<u>*SPECIAL ORDER ** Jackets: Wind Breaker 8925</u>

	<u>*SPECIAL ORDER ** Shirts: Men's Crew Shirt PC61</u>
	<u>*SPECIAL ORDER ** Shirts: Men's Long Sleeve Polo Shirt 85111</u>
	<u>*SPECIAL ORDER ** Shirts: Men's Mock Turtleneck 8510</u>
	<u>*SPECIAL ORDER ** Shirts: Men's Polo Shirt 437</u>
	<u>*SPECIAL ORDER ** Shirts: Men's V Neck Shirt PC54V</u>
	<u>*SPECIAL ORDER ** Shirts: Woman's Crew Shirt LPC61</u>
	<u>*SPECIAL ORDER ** Shirts: Woman's V Neck LPC54V</u>
	<u>*SPECIAL ORDER ** Shirts: Women's Long Sleeve Polo Shirt 75111</u>
	<u>*SPECIAL ORDER ** Shirts: Women's Polo Shirt 437W</u>
	<u>*SPECIAL ORDER ** Sweat Shirt: Crew Neck JA8446</u>
	<u>*SPECIAL ORDER ** Sweatshirt: Zipper Hooded JA8821</u>

SBCC OFFICERS, GOVERNORS, COMMITTEE CHAIRS, 2022-2023

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

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 Bob Van Tassel
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 Jeff Mattera
 Joyce Gotard

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

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 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>