

From the Masthead

SOUTH BAY CRUISING CLUB

September 2023

FROM THE HELM

Jeff Frederick commodore@sbccsail.org

Fellow SBCC Members and Associates!

We have just returned from nine days aboard *Cambria* after enjoying the company of the SBCC fleet, the RVs and the best local ports during the SBCC One-Week Cruise. Many thanks to Joe Werkmeister for all the planning and logistics he executed in the run-up to the cruise, and to Todd McCarthy and Scott Gesele for pushing his vision across the finish line! Also, I'd like to thank Farley Nachemin for hosting The Blast. It was his first hosting effort, and he did an amazing job of "herding all the cats!" Lastly, a big Thank You to everyone who participated in the One-Week Cruise. In all, we had 27 boats participate in the cruise this year (a modern record?) It was amazing to see 20 club boats at Watch Hill, and even more amazing to see 21 at Sailor's Haven! I know my crew had too much fun out there, and it was really great to see all the kids, young and old, playing on the beach and enjoying everything this amazing corner of the world has to offer. Those of us that stuck it out through the bit of rain we had on Friday were treated to a gorgeous weekend at Hemlock Cove, and we had a fun and challenging evening battling wits during the "2023 Sailing Vernacular Spectacular!" *Haven* took the top spot and won a \$75 West Marine gift card, while the runners-up enjoyed smaller gift cards or inflatable dinghy sealant!

This is the part of the summer where our attention gets pulled land-ward: school is coming, sports have begun, and our weekend schedule gets complicated. That said, summer is nowhere near over! We have plenty more RVs scheduled (of course), the Mayor's Cup race is coming on Sept. 9th, and the BSIR late-summer series is still in full swing. Personally, I have struggled to get out and crew races during the week this summer, so perhaps the Fall Series will be my chance to get it done!

That's all for now. I need a nap and a few more days to recover from the cruise! We hope to see you out there.



Upcoming Events

- Sept 9—Mayor's Cup Race
- Sept 9—"Margaritaville" RV" at Oak Island Lead
- Sept 12, 19, 26 and Oct 3, 10—BSIR Races
- Sept 16— "Mardis Gras" RV at Great River
- Sept 23—"Go Fly a Kite" RV at Unqua Corinthian YC Heading
- Sept 30—"Oktoberfest" RV at Great River
- Oct 1—Louis Orr Invitational Race
- Oct 7—"Fall Family Weekend" RV at Atlantique
- Oct 7—Discoverer's Race to Atlantique
- Oct 14—"Fall into Fall" RV at Watch Hill
- Oct 21—RV at Sailor's Haven
- Nov 4—The Boatyard Party
- Dec 9—Holiday Party at Shandon Court

THE BLAST**Farley Nachemin**

Our annual Blast Party took place on Saturday afternoon, August 19. It was perfect day - sun shining, nice breezes off the Great South Bay, low humidity and plenty of friends, food, beverages and dessert to go around! We had about 80 people at The Blast - a nice turn out! The Wharf in Oakdale did a really great job!

Entertainment was provided by The Salty Dogs - our favorite band! They kept the hits and the music going all afternoon, with a brief stop for a quick membership meeting led by Commodore Jeff Frederick. As soon as the meeting adjourned, the music ramped back up!

The big topic of conversation was the One-Week Cruise, which started that weekend. Some of the attendees already had their boats in the River and came ashore by dinghy. Others ran home after the party to finish preparations to depart the next morning.

One of the highlights of the party was the array of GREAT desserts, all either baked, prepped, bought and or served by the Hospitality Committee. This committee really knows how to make a great finale to a meal! Thank you Hospitality Committee!

Overall, it was great fun and a nice way to kick off the One-Week Cruise and the back of the season.



Lots of new members were in attendance!



The South Bay Salty Dogs volunteered their time to entertain the members!



THE 2023 ONE-WEEK BAY CRUISE**Scott Gesele**

The One-Week cruise unofficially started on Great River with five boats staying overnight after the Blast (*Alexa Grace II*, *Aqua Soulis*, *Cambria*, *Haven*, and *Rising Tide*.) After the party we shanghai'd Charlie Margeson and several of us gathered on *Haven* for some post party food, drinks, and comradery.

Some of the boats overnighed in Bellport on Sunday and *Alexa Grace II* ventured out to make an early arrival at Watch Hill. On Monday, 20 boats settled at Watch Hill Marina and the occupants enjoyed full island-time mode. We were joined by Dave and June Tedesco via ferry for the RV style get together of food and drinks. There was a Caribbean Cocktail contest and we all sampled delicious drinks.

After sunset the big screen was setup for a showing of *True Spirit*, the Netflix original about Jessica Watson, the Australian 16 year old who circumnavigated in 2009 on an S&S 34. We spent a lay day at Watch Hill on Tuesday where twenty boats spent the night in anticipation of our run to Sailors Haven on Wednesday. There was a corn hole contest in the morning with Steve and Diane Morgan as champions. We had a sand sculpture contest in the afternoon and the winning team, with their sea turtle, was the Woods family. (Matty, James, Melissa and Ryan) An RV style get together was then enjoyed by all. The Tuesday night movie under the stars was *Miracle*, the Disney film about the 1980 underdog US Olympic Hockey team that took gold in Lake Placid with a stunning defeat of the Soviet team.

On Wednesday twenty boats descended on Sailors Haven, with *Summer Home II* opting to overnight in Atlantique. The arrival was uneventful and the local knowledge provided by the dockmaster kept us all in "deep" water. The balloon toss contest was a big hit with Diane and Steve Morgan coming out on

top. Shout out to Brenda and Marty Kelly for bringing the balloons! We had another RV on the dock, followed by *Top Gun*, *Maverick* as the nightly movie. Scott and Maggie Jacobitti graciously provided popcorn for all. For those who haven't experienced it yet, watching a movie under the stars, with our boats in the background, flashing entrance buoys, stars, and a partial moon makes for a special night amongst friends!

Thursday was a quiet day with some going to the beach, others walking through the Sunken Forest or working on their boats, we all gathered for another RV style get together. At the start of the cruise, the 1600 RV started close to 1600, on Thursday, the 1600 RV started sometime around 1730ish, maybe a little later. It's safe to say we're on "Island Time."

Since we had some weather moving in on Friday, many captains made the decision to make their way home over the course of the day. Nine boats stayed at Sailors Haven Thursday night. Several of us delayed our trip to Hemlock Cove until Saturday morning and were rewarded with the rainy weather passing by midday. The four remaining boats departed Sailors Haven at 0730 on Saturday to keep on the high tide. There was some rain on the run to Hemlock Cove, but the weather soon cleared for a beautiful final night of the cruise.

The 2023 one-week cruise is in the books! We had a total of twenty seven boats participate for at least one day, with twenty one boats spending the overnight at Sailors Haven on Wednesday. It was great to see so many new members mingling with the veteran participants at the daily pot luck get-together as well as the increase in "next generation" members frolicking at the beach and participating in the balloon toss and sand sculpture competitions.

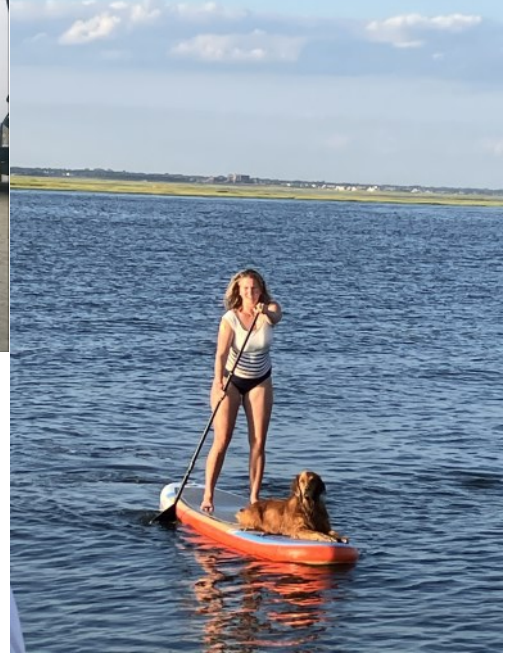
THE 2023 ONE-WEEK BAY CRUISE**Scott Gesele**

Once again the SBCC boats filled up over half of Sailors Haven Marina where members were able to enjoy the beauty of this gem of a location so close to home. The shoreline, Sunken Forest, beautiful sunsets and the fantastic ocean beach have made this a favorite stop on the annual One-Week cruise. The same can be said for Watch Hill where the fleet exceeded 20 boats as well. Both locations offer ample space for members to gather to enjoy each others company and to participate in the fun and games that accompany the cruise!



Our 4 legged members were well represented!

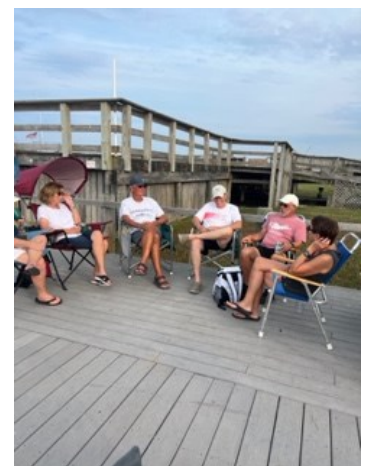


THE 2023 ONE-WEEK BAY CRUISE**Scott Gesele**

Members of all ages enjoyed lots of fun activities both on land and on the water.



As usual , RV attendance was strong on the docks at both Watch Hill and Sailors Haven. The food and drinks were abundant and the weather was spectacular! Commodore, Jeff Frederick, offered a "Fiona" toast in remembrance of recently departed 61 year member Eric Forsyth.



FROM THE REGATTA CAPTAIN**Charlie Margeson**

August is usually a busy month for our Club. For our Regatta program the West Island Race was the highlight in August with 10 boats enjoying some great racing. See the full story in the article below.

The action continues in September with the kick-off being the Bellport Bay YC Labor Day PHRF/Queen of the Bay races over the holiday weekend. Then the annual Mayor's Cup Race in Babylon is on Saturday, September 9th and is always a great time. I'll be sending out the Mayor's Cup NOR/Sailing Instructions to all as soon as received.

October brings the Louis Orr Race on October 1st and the Discoverer's Race on Oct 7th (my all-time favorite) with Fall Family weekend. E-mail reminders will be forthcoming.

I'd like to mention a few recent Regatta news items also:

- A new sport boat class was added this past month for those race boats not qualifying for PHRF displacement fleet racing. This was after years of discussion internally and with other clubs on the Bay. We hope it develops a new and exciting class of racing.
- Rich Mourino has now added a link on the SBCC website to access many of Rich LaBella's photos of past races. The link is under the "Gallery" title. The photos really are beautiful and truly worth checking out. Many thanks to Rich for allowing our members to visit his site.

With the steadier winds and cooler temperatures of fall approaching, the best racing of the season is yet to come.

See you on the Bay!

**NOTICE: The Annual Mayor's Cup race
Saturday, September 9th**

It's a 12:00 noon start off the Babylon Yacht Club and is always a well attended race. We usually have 15 - 20 boats for some exciting racing. The Mayor's Cup race is sponsored by Save the Great South Bay and the Long Island Yacht Club runs the race and hosts the post race Awards Party. There will be food, drink, raffles and live music at the LIYC clubhouse overlooking the Bay after the race.

There is no entrance fee for the race participants and a \$125 donation to attend the post race Awards Party.

They usually use either Babylon race course 6, 8 or 9. I'll forward the 2023 NOR/Sailing Instructions as soon as it's received. Feel free to contact me or Eric Winberry if you have any questions.

(See the invitation on the next page)



Photo courtesy of Rich LaBella

<https://www.rjlabellaphotos.com/>



Save the Great South Bay

7th Annual Mayor's Cup Charity Celebration

SATURDAY, SEPTEMBER 09, 2023

**LONG ISLAND YACHT CLUB
307 Little East Neck Road S
Babylon, NY 11702**

**VIP COCKTAIL HOUR | 4:00-5:00 PM
CELEBRATION | 5:00-8:00 PM**

- Live music by the Rocking 45s
- Open bar with specialty cocktails
- Oysters, clams & mainland delicacies
- After dinner delights - Port Wine & Armagnac tastings
- Raffles! Raffles! And more Raffles!
- And so much more!

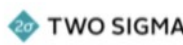
**12:00
RACE TIME**

\$125/TICKET / \$250 VIP

WWW.SAVETHEGREATSOUTHBAY.ORG/STORE



Partners proudly helping to save the Great South Bay:



WEST ISLAND RACE**Charlie Margeson**

The West Island Race lived up to its challenging reputation this year. We had beautiful weather for the day after a 15 minute rain squall at the start. Winds were a bit shifty from SW to SE and varied from 5 kts to 12-14 kts. We had 10 boats participate; 8 in the non-spin class and 2 multihulls. Only one boat signed up for spin but switched to the non-spin fleet for the race.

The West Island start is a short upwind leg to #10 where each boat then makes their course choice: East clockwise (cw) or West counter-clockwise (ccw). This year the fleet split evenly and the two multihulls joined the West group.

We had a 8-10 kt SW wind and rain at the start. For the West/cw course the wind went south about 2/3 to Crazy Charlie so short tacks were needed. At the turn a shifty S to SE wind along Fire Island to #19 kept everyone busy trimming. Then the downwind run to #9 at Great River had most boats putting their poles to good use.

The final leg back to #10 in Bay Shore was a nice reach. It started with an 8-10 kt S wind and built to a 12 kt SW at the finish.

First to finish was *Trillium* (Multihull) and *Shadow* (Nonspin) who both went West/ccw. *Dark Star* and *Rettsie* (both Nonspin) took the East/cw course and were next over the line.

The race took about 3 hours to complete the 15.7 mile course. In the end it was a very close race for non-spin honors, with only 51 secs between 1st and 2nd place and 25 secs between 2nd and 3rd place. Now that's a race!

Here are the final race results.

Non-Spin:

- 1st *Dark Star*
- 2nd *Naughty Dog*
- 3rd *Shadow*
- 4th *Kickin' Back*
- 5th *Rettsie*
- 6th *Adventure Time*
- 7th *Derailed*
- 8th *Lady in Red*

Multihull:

- 1st *Trillium*
- 2nd *Getting There*

Deale Trophy Winner- 2023: *Dark Star*

Congratulations to the final corrected Handicap 1st - 3rd place winners.



So was there a favored course this year? Tough to answer, but given the competition and close results it looks like it was not the course choice but the boat/crew that determined the winner. (FYI- 1st place winner *Dark Star* went East/cw, the next three place winners *Naughty Dog*, *Shadow* and *Kickin Back* all went West/ccw).

A special SBCC thanks goes to John Davis and crew for handling the West Island Race Committee duties again this year. Thanks also to Marty O'Connell for his pinch-hitting with scoring. Our West Island race tradition continues.

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

BSIR Mid-Summer 3 scheduled for 8/8 was cancelled due to inclement weather.

Race: BSIR Mid Summer 4**Committee Boat: Bertha****Course: 5 (4.48 nm)****Wind Speed: 12-17 kts.****Date: August 15, 2023****Skipper: Rainis****Wind Direction: ESE**

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Naughty Dog	42371	Will Reichel
2	PHRF	Mo'Sun	17	Lenny Feldman
3	PHRF	Integrity	11	Bob Figueroa
4	PHRF	At Last	101	Eddie Anderson
5	PHRF	Jubilee	354	Rebecka Russo
6	PHRF	Moonrise	446	Rob Gutmann
7	PHRF	Czech Mate	196	Chris Dennerlein
8	PHRF	Lady in Red	11047	Ted Drossos
9	PHRF	Pandemonium	2224	Gary Sebouhian
10	PHRF	Rising Tide	50110	Jay Pizer
11	PHRF	Arbacia	230	Jim Gathard
12	PHRF	Snoopy	682	Dave DeRuvo
13	PHRF	Wind Dancer	378	Harry Pfister
14	PHRF	Sweet Harmony II	5702	Justin Martinich
DNF	PHRF	Espirit de Mer	888	Jean Sidebottom

Race: BSIR Late Summer 1**Committee Boat: Lady in Red****Course: 4 (3.64 nm)****Wind Speed: 4-9 kts.****Date: August 22, 2023****Skipper: Ted Drossos****Wind Direction: NNE**

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Pandemonium	2224	Gary Sebouhian
2	PHRF	Tortoise	40014	Bill Wheeler
3	PHRF	Naughty Dog	42371	Will Reichel
4	PHRF	Aleboat II	232	Eric Winberry
5	PHRF	Mo' Sun	17	Lenny Feldman
6	PHRF	Czech Mate	196	Chris Dennerlein
7	PHRF	Maggie Lee	11185	Lee Christiansen
8	PHRF	Derailed	217	Matt Marko
9	PHRF	Snoopy	682	Dave DeRuvo
10	PHRF	Rhododendron	258	JV Phillips
DNF	PHRF	Bertha	126	Matt Rainis
DNF	PHRF	Sweet Harmony II	5702	Justin Martinich
DNF	PHRF	Wind Dancer	378	Harry Pfister

Race: BSIR Late Summer 2**Committee Boat: Rising Tide****Course: 5 (4.48 nm)****Wind Speed: 9-13kts.****Date: August 29, 2023****Skipper: Pizer****Wind Direction: ESE**

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Aleboat II	232	Eric Winberry
2	PHRF	Tortoise	40014	Bill Wheeler
3	PHRF	Naughty Dog	42371	Will Reichel
4	PHRF	Moonrise	446	Rob Gutmann
5	PHRF	At Last	101	Eddie Anderson
6	PHRF	Integrity	11	Bob Figueroa
7	PHRF	Lady in Red	11047	Ted Drossos
8	PHRF	Mo'Sun	17	Lenny Feldman
9	PHRF	Kickin Back	1227	Marty O'Connell
10	PHRF	Snoopy	682	Dave DeRuvo
11	PHRF	Derailed	217	Matt Marko
12	PHRF	Arbacia	230	Jim Gathard
13	PHRF	Cur Non	13541	Ken Lindahl

2023 BSIR MID-SUMMER SERIES RESULTS For complete race results visit sbccracing.org

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Naughty Dog	42371	Will Reichel
2	PHRF	Moonrise	446	Rob Gutmann
3	PHRF	Mo'Sun	17	Lenny Feldman
4	PHRF	Pandemonium	2224	Gary Sebouhian
5	PHRF	Lady in Red	11047	Ted Drossos
6	PHRF	Integrity	11	Bob Figueroa
7	PHRF	Jubilee	354	Rebecka Russo
8	PHRF	Czech Mate	196	Chris Dennerlein
9	PHRF	Rising Tide	50110	Jay Pizer
10	PHRF	Snoopy	682	Dave DeRuvo
11	PHRF	At Last	101	Eddie Anderson
12	PHRF	Tortoise	40014	Bill Wheeler
13	PHRF	Bertha	126	Matt Rainis
14	PHRF	Aleboat	232	Eric Winberry
15	PHRF	Arbacia	230	Jim Gathard
16	PHRF	Wind Dancer	378	Harry Pfister
17	PHRF	Sweet Harmony II	5702	Justin Martinich
18	PHRF	Espirit de Mer	888	Jean Sidebottom
19	PHRF	Derailed	217	Matt Marko
20	PHRF	Rhododendron	258	JV Phillips
21	PHRF	Cur Non	13541	Ken Lindahl

There were 21 boats that participated in the BSIR Mid-Summer Series. Considering how bad the weather was, we still managed to put together enough races to be considered a series.

There was a tie for fourth place between *Pandemonium* and *Lady in Red*, a three-way tie for sixth place between *Integrity*, *Jubilee*, and *Czech Mate* and a tie for fourteenth place between *Arbacia* and *Aleboat*. Ties are broken by the tie-breaking method described on the SBCC website as follows:

15.6 Series Ties: If there is a series score tie between two or more boats, each boat's race scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favor of the boat(s) with the best score(s). If a tie still remains between two or more boats, they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the tied boats' scores in the next-to-last race and so on until all ties are broken. These scores shall be used even if some of them are excluded scores.

For full 2023 BSIR Notice of Race and Sailing Instructions, visit: [BSIR Notice of Race and Sailing Instructions](#)



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

Date..... 8/3/23
 Event..... Babylon Late Summer 1
 Race Committee..... Goodman
 Course Name..... Babylon Course 5
 Course Distance..... 5.50
 Spin Start Time.....
 No Spin Start Time..... 19:35
 Wind Direction and Speed..... SSW 20 kts
 Comments.....

Class	Sail #	Yacht	Owner	HCP	Finish	Elapsed	TOD	Place
N	7700	Dark Star	R. LaTorre	165	20:35:55	1:00:55	0:45:47	1
N	42371	Naughty Dog	J. Reichel	207	20:42:22	1:07:22	0:48:23	2
N	68	Banshee	C Demarco	153	20:39:50	1:04:50	0:50:48	3

Date..... 8/10/23
 Event..... Babylon Late Summer 2
 Race Committee..... C. Goodwin
 Course Name..... Shortened Course
 Course Distance..... 1.81
 Spin Start Time.....
 No Spin Start Time..... 19:40
 Wind Direction and Speed..... N 5kts
 Comments.....

Class	Sail #	Yacht	Owner	HCP	Finish	Elapsed	TOD	Place
N	7700	Dark Star	R. LaTorre	165	20:38:26	0:58:26	0:53:27	1
N	68	Banshee	C Demarco	153	20:52:07	1:12:07	1:07:30	2

Date..... 8/24/23
 Event..... Babylon Late Summer 3
 Race Committee..... J. Mulle
 Course Name..... Babylon 4 Reverse
 Course Distance..... 5.20
 Spin Start Time.....
 No Spin Start Time..... 19:05
 Wind Direction and Speed..... SSE13-15
 Comments.....

Class	Sail #	Yacht	Owner	HCP	Finish	Elapsed	TOD	Place
N	7700	Dark Star	R. LaTorre	165	20:00:54	0:55:54	0:41:36	1
N	0:00:00	Rettsie	K. Padden	132	20:02:54	0:57:54	0:46:28	2
N	75	Halve Maen	Walter Van Stip	177	20:09:00	1:04:00	0:48:40	3
N	68	Banshee	C Demarco	153	20:11:32	1:06:32	0:53:16	4

DISCO NIGHT RV—OAK ISLAND LEAD—AUGUST 5th**Jean Sidebottom**

The “Disco Night” RV was a huge success at Oak Island Lead. Stephanie and Jay Pizer on *Rising Tide* led the way in for Jean and Pam on *Esprit de Mer* into the lead and both boats made their way safely home with no chaos or drama. The evening was delightful with a nice sunset, sweet music, food, drink, and conversation. The night ended with cigars for Jay and Jean.

**TIE DYE RV —SORE THUMB —AUGUST 12th****Todd McCarthy**

The Tie Dye RV was attended by five boats; *Bleu Moon* (Host Boat), *Haven*, *Aqua Soulis*, *Margaret Gale*, and *Are We There Yet?*. A brand new RV flag was also hoisted for the Tie Dye themed RV. Pam and I won the Tie Dye contest, and expect stiff competition next year!

We were also treated to a fireworks display from Cedar Beach and nature’s own fireworks from a lightning storm early Sunday morning about 4am when we were hit with 30k winds and a deluge of rain. Luckily it didn't last long, only *Margaret Gale* and *Are We There Yet?* were rafted together. There was also some anchor dragging over the weekend, but *Haven* and *Bleu Moon* didn't budge.

**SAILING VERNACULAR SPECTACULAR RV AT HEMLOCK COVE —AUGUST 26th****Jeff Frederick**

We had a nice turnout for the “2023 Sailing Vernacular Spectacular” RV! After snacking and drinking aboard a three-boat raft up (*Rising Tide*, *Cambria*, and *Stowe Aways*), the sailing terminology trivia got the competitive juices flowing! After three increasingly difficult rounds, *Haven* (Geseles) was in the lead and *At Last* (Andersons) was a close second-place. The final question would decide it all! *At Last* gambled and lost it all, while *Haven* played it conservatively and won the match! The top four were: 1) *Haven*, 2) *Rising Tide*, 3) *Are We There Yet?*, and 4) *Margaret Gale*. A total of 10 boats spent the night at Hemlock Cove, and a beautiful night it was!"

On page 13, please find the first of three installments presenting the questions from the RV contest.

SAILING VERNACULAR SPECTACULAR RV AT HEMLOCK COVE —AUGUST 26th **Jeff Frederick**



SAILING VERNACULAR SPECTACULAR (continued)**Jeff Frederick****ROUND 1 – Easy Warm Up**

1. This term was used to measure water's depth, but later came to mean the depth of one's inability to understand.
2. A vessel might sail too close to the wind, is said to be doing this, which also describes stealing.
3. This describes the very end of a line, also describing a turn of the line around the mooring bitts at the ship's bow.
4. This term originally described a water barrel with a small hole (or scuttle), but now refers to gossip.
5. A sailor might feel this way, also known as "sleepy", as if he drank too much watered rum.

ROUND 2 – Increasingly Difficult

1. A river boat might hit one of these, a term for a dead tree trunk. Today it generally means to run into trouble.
2. After receiving a clean bill of health from the port authorities, the crew might do this to the cargo hold, thus removing cargo (such as casks) for drying or more efficient stowing. Today, it might describe "digging around" in a junk closet, basement or attic.
3. This term describes a technique by which the captain proceeds upriver on the incoming tide, and anchors on the slack or first ebb. Today, it describes a small snack meant to "hold you over" to the next meal.
4. A vessel that carries too much sail aft, or has a keel balance too far forward, is said to do this, describing the ship's "complaining" with flogging sails and a weather helm.
5. This intoxicated sailor is staggering as a ship might if her sails weren't properly trimmed.

ROUND 3 - HARD

1. Failure to carefully watch one's depth, may leave you in this condition. Today, it means "helpless" in a situation because you weren't given promised assistance.
2. This term is used to describe damage to the ship or cargo, today it means "typical" or the "mean".
3. If the captain believes his anchored ship is in peril, he may order this procedure to quickly escape, but leaving him in need of a new anchor rode. Today, it means to "hurry off".
4. This term originally meant to pull apart blocks of a tackle to slacken rope (chock a block), later meant to pull anything apart for inspection and repair.
5. This term, which today means "no longer in effect", originally referred to spars and rigging going overboard.

FINAL "Nautical Imperilment" QUESTION – PICK ONE

1. This phrase is used to describe a short period of time and is derived from the frequent luffing of sails caused by the watchman's drowsy inattention at the end of a long watch.

Answers to this month's questions will be provided in the October Masthead issue.

IN MEMORIAM**Jeff Frederick/Stephanie Pizer****Heidi Lockett—Member since 2003**

We have been informed of the passing of Heidi Lockett on August 2nd. Heidi was a member of SBCC for 20 years, and we loved seeing her smile at The Blast over the last several years. Heidi is survived by her mother.

Jack Levitsky—Member since 1993

Jack passed away on 9/3/23. He was a fantastic sailor and loved his Island Packet, *Lady Barbara*. He participated in many club cruises on that boat. He eventually switched to a powerboat, *Barbara's Rose*. Jack is survived by his wife, Barbara, 5 children and 13 grandchildren. Jack had a big personality and will be missed by all.

Eric Forsyth—Member since 1962

I am saddened to inform you all of the passing of one of the most profoundly experienced and influential sailors on the Great South Bay and every ocean and sea beyond our little corner of the world: Eric Forsyth. Eric passed away peacefully at home following a short illness.

Eric did not want a service, so his son and daughter have suggested we celebrate this amazing man and all of his accomplishments with a "Fiona" cocktail:

1 part Mt Gay Rum

2 parts apple juice (chilled, no ice)

squeeze of lemon

We were fortunate to have amassed nearly 25 club boats at Watch Hill on the One-Week cruise to celebrate Eric with a large group of SBCC members. For those unable to join our toast at Watch Hill, I encourage you to gather with friends at any time in the near future to enjoy a "Fiona" cocktail.

Eric, you will be missed by us all!



I found this memo particularly interesting as it focuses on early development in the Club and also mentions the creation of the Fire Island National Seashore and the Club's efforts to retain "the beauty, cleanliness, and usefulness of our bay area."



This year brings development in all phases of our club's activities and interests, and happily this is nowhere more applied than in our most fundamental activity—cruising; with more cruising events, and more tying-in of cruising with racing and rendezvous as part of our program.

In the formal overall schedule and the supplementary cruising schedule in this book there is a full range from informal racing cruises on "off weekends", to our traditional races. Some added features in the racing program are a Cruising Division in the Queen of the Bay Race and an S Class Division in the GSBYRA Race Week, so that the straight-rule adherents will now have a place in this three-race series. Along with the expanded program and the regular cruising awards. We are reactivating the Cruising Award Trophy for the season's most noteworthy cruise and the Blue Water Trophy for that yacht covering the most distance under sail on the Annual Cruise.

A recent development has been the participation in activities of sailing organizations outside the bay, with three of our yachts in Class A-2 of last year's Off Soundings Race, Jack Young's "Courtesan" placing fifth. This year, aside from whatever races our members might enter individually, some of our fleet are starting a race as one section of the Annual Cruise from Fire Island Inlet, to be finished by the Block Island Week Race Committee, where they will take part further in Block Island Week. Also, we have been in contact with the Jersey Ocean Racing Club, headquartered at Atlantic Highlands, Raritan Bay, which we hope will lead to their joining with us in other events in the future.

We are continuing our sound financial position. Through the diligence of Treasurer Harry Klesick certain unfavorable trends were recognized and a Finance Committee was created to find remedies. Certain logical changes in the dues and fee structures were developed, with the racing fee going into effect this year, and the others being held for possible future application when rising costs require them. It is our philosophy and intention to keep the active-member dues where they are, continue to be a club whose benefits and activities are available at small expense, and remain sound through proper management by the Finance and Entertainment Committees and the Board of Governors.

Finally, in the matter of preserving our waters and lands, we have finally seen the creation of the Fire Island National Seashore, our own efforts in this being stimulated by Stuart Baldwin, and the dredging of the new Fire Island Inlet channel, both of which had the support of the Club in the organizations specifically concerned with them. Past Commodore Henry Post heads the South Shore Preservation Committee, which unifies not only various organizations on the bay but the adjacent property-owners' associations as well, with their political strength, in the fight to retain the beauty, cleanliness, and usefulness of our bay area. Here is where we must be willing to work so that we may continue to enjoy what we have.

Good Sailing,

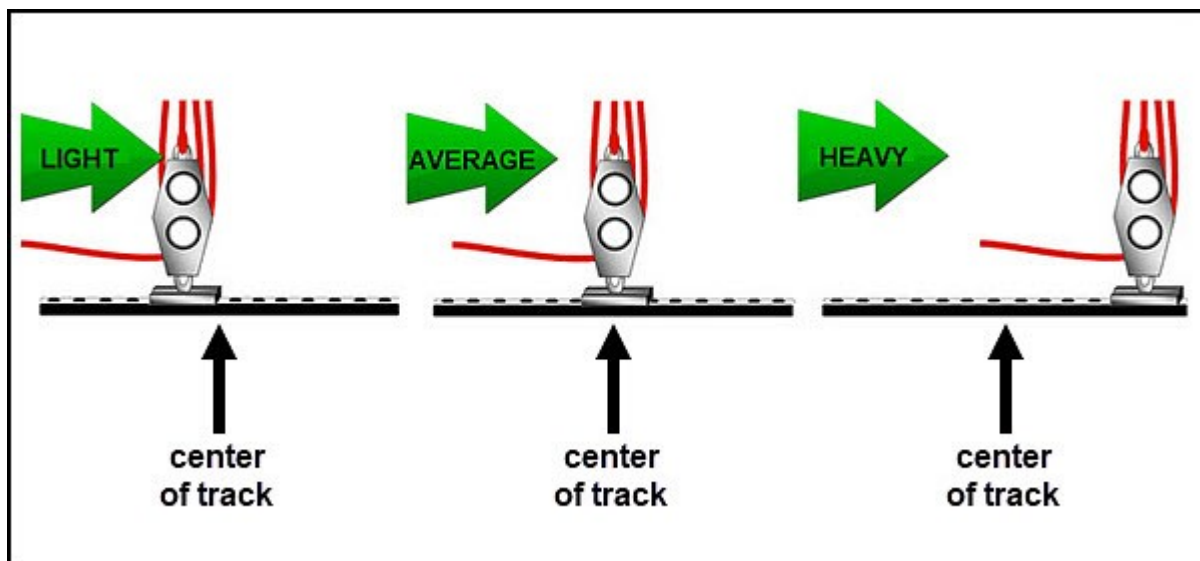
Everett Seidenberg, Commodore

HOW TO USE THE MAIN SHEET TRAVELER

skippertips.com

Learn to sail like a pro when you use your traveler to fine tune sail trim. Often ignored, this simple athwartship track can help you sail better, faster, and more balanced. Here are three easy, often forgotten ways to put your sailboat's traveler to the task.

On close hauled (beating) courses, use the traveler along with the mainsheet to [maximize sail trim](#). Realize that sail trim will always be about experimentation. Trim the sails and then test the boat for balance. If you speed up and the helm stays light (balanced), then you have achieved good sail trim. If not, go back to the "start" position and try again. Follow these steps to help you achieve maximum sail power.



In average (moderate) winds, start with the mainsheet car centered on the traveler. Slide the car upwind or downwind from this position based on wind strength.

Light Air Traveler Settings

Experiment with the mainsheet car. Set the car two or three holes to windward. Sight up the sail as described earlier. Ease the mainsheet just a slight amount as you sight up the leech of the mainsail. Stop when you see the uppermost battens are parallel to the boom (or open a slight amount to leeward). This will help maintain forward momentum when beating without stalling.

Moderate Air Traveler Settings

Keep the mainsheet car in the middle of the traveler track. Sight up the leech from the clew to the head of the sail. Look for a "cupped" leech. This shows a bit too much tension on the mainsheet, which can stall the sail (the boat will sail more sideways). Ease the mainsheet just a hair until the uppermost battens become parallel to the boom. This will give good trim for close hauled sailing in moderate breezes.

Heavy Air Traveler Settings

Reef the mainsail. Move the traveler two to three holes downwind. Keep the mainsail sheeted to maintain maximum leech control. Test the helm. Can you maintain the course with just two or three fingers and light pressure?

If not, ease the mainsheet an inch or two to twist the upper part of the mainsail. This will dump high octane wind up high. Continue to move the mainsheet car downwind until you can accomplish this. In extreme weather, the mainsheet car should be at the maximum downwind limit to keep the top of the reefed mainsail open.

CELEBRITY SAILORS—JOHN LENNON**Submitted by Todd McCarthy**

There is perhaps no greater, more inspirational moment in the story of John Lennon's final year than his summer sojourn to Bermuda. Once ensconced on the island, Lennon would refine many of the tunes that would comprise his "Double Fantasy" album with wife Yoko Ono. But as with so many instances in his remarkable life, it was the journey that mattered. And Lennon's voyage to the island was the trip of a lifetime.

Lennon's route had been devised by his sailing instructor, Long Island native Tyler Coneys, who mapped out a five-day, 635-mile voyage across the Atlantic Ocean from Newport, Rhode Island, to Bermuda. For the trip, Coneys chartered the *Megan Jaye*, a 43-foot aft-cockpit, Hinckley centerboard sloop. Coneys hired Hank Halsted, a burly, shaggy-bearded old salt, as captain. Known as Cap'n Hank among the yachting community, Halsted set Lennon and the crew's departure for Wednesday, June 4, 1980. For their part, Cap'n Hank and Coneys knew that Lennon's ocean trek would be no easy voyage, with the schooner making its way across the Atlantic, passing through storm-ridden Cape Hatteras and into the notorious Bermuda Triangle, with its warm tropical waters acting as the setting for some of the world's busiest shipping lanes.

At 8 p.m., slightly before sunset, Cap'n Hank steered the schooner away from Murphy's Dock and the Rhode Island shore, setting a southeasterly course for Bermuda. As they pulled away, Lennon looked up at the open sky, remarking, "This is cool. I'm moving out of the clouds, moving forward into a clear horizon." As events would show, the calm weather wouldn't last for long. (Cap'n Hank was especially concerned about the *Megan Jaye*'s passage through the Gulf Stream, the 62-mile-wide warm-water ocean current in the western region of the North Atlantic.) The abrupt temperature contrasts associated with the Gulf Stream would often result in rapid shifts in weather conditions. "It's a weather-maker," said Cap'n Hank. "The Gulf Stream just always puts a big spin on things," adding that "in truth, everything that I was scared might happen did happen twice over."

After some 30 hours of smooth sailing, the *Megan Jaye* began to encounter cloudy skies on Friday, June

6th. As the storm clouds grew darker and the ocean turbulence increased, all of the crew—save for Lennon and Cap'n Hank—fell victim to seasickness.

By the morning of Saturday, June 7, the storm had begun to make its presence known. As Coneys recalled, "It started to get grey and everything busted loose from there. The storm knocked us all apart. It was brutal. The waves were huge. If you could have called a cab, you would have. The sea is so big and the boat is so small. We were on 20 degrees of heel. The massive waves were coming up behind like buildings. We'd be surfing down these liquid mountains. I was like, "Oh, my God. I hope we live."

As the day progressed, conditions continued to deteriorate, forcing Cap'n Hank to pilot the boat with the storm jib, which limited the *Megan Jaye*'s progress to just five miles per hour. To make matters worse, the storm had jarred the protective dodger above the hatch, allowing water to cascade through the companionway and into the cabin below, where the crew was hunkering down, lost in their seasickness. But there was an even greater challenge in the offing. After spending more than 30 hours at the wheel, Cap'n Hank realized that he was teetering on exhaustion. "I got to the point where I knew that I was going to be dangerous—and that's when I looked at John and I said, 'Hey! Come on up here, big boy. You've got to drive this little puppy, cause I gotta go to sleep.'"

At first, Lennon recoiled at the idea of steering the ship—and particularly during such a perilous storm. "Jeez, Hank," said John, "all I've got are these skinny little guitar-playing muscles." For his part, Hank wasn't worried. Tethered to the *Megan Jaye* by a safety harness, Lennon took over the helm at 3 p.m. that Saturday afternoon. "Focus on the horizon, not the compass," Cap'n Hank instructed him. (And with that, Lennon suddenly found himself treated to the experience of a lifetime in which he was tested in ways that he could never possibly have imagined. As the storm raged on and Cap'n Hank made his way to his bunk below decks, Lennon took the wheel of the *Megan Jaye*, steering the boat to safer seas during a solo shift in which he was forced to brave the elements alone.

For Lennon, it was a revelation. As he later recalled,

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

"I was in a major storm for six hours, driving that boat, you know, and keeping it on the course. And I was buried under water. I was smashed in the face by waves for six solid hours. It's an incredible experience 'cause it won't go away, you know. You can't change your mind. It's like being on stage; once you're on, there's no getting off. And a couple of the waves had me on my knees. I was just hanging on with me hands on the wheel, but I did have the rope around me to the side, but it was very powerful weather. And I was having the time of my life. I was screaming sea shanties and shouting at the gods. I felt like a Viking, you know. Jason and the Golden Fleece."

When Cap'n Hank roused himself from his bunk to relieve Lennon, he was stunned by the change in his shipmate. "I met a different guy. He was totally washed, exuberant, ecstatic." To the captain's mind, John had "went through a full-on catharsis" and "was

happy there." As far as Coneys was concerned, the former Beatle had saved the *Megan Jaye* from untold damage at the mercy of the sea. "He was up there at the helm like a madman on an adventure," said Coneys. "What was the choice? If no one was steering, then the boat would have been in worse shape than it was."

All told, the storm had raged for more than 40 hours, battering the *Megan Jaye* with gale-force winds and 20-foot waves.

On Wednesday, June 11, the *Megan Jaye* safely arrived in St. George's Harbor in Hamilton, Bermuda. As the schooner made its easterly approach to the island, Lennon was anxious, no doubt, to begin his sojourn in the sun and to refine many of his most personal and heartfelt compositions. But he would never forget the seafaring adventure that brought him there.

By **KENNETH WOMACK OF SALON.COM**



According to Bermuda Tourism Authority, Lennon was a "novice sailor," suddenly put in charge of a ship facing over 100-mile-per-hour winds and 20-foot waves. The Beatle, who wanted to escape the city life for a bit, certainly got what he was after and remembered it as an inspirational experience. Lennon later said he was regularly slapped in the face by waves and occasionally brought to his knees — and it was a great experience.

BAKED RICOTTA**Flori Grotoli**

Cooking with fresh Ricotta is so eclectic, from individual appetizers to the main course to dessert, the difference is in the size of your baking dish and your ingredients list.

Utilizing small ramekins can produce an individual portion that can be used as an appetizer or a dessert. Large ramekins can allow you to make a lunch portion that can be served with a salad for a filling and scrumptious mid-day meal. For dinner, a Pyrex pie plate can make enough baked ricotta to serve several people. The process is always the same. The only things that change are the ingredients.

For this recipe, I chose to make the ricotta as a starter so I used only a minimal amount of simple ingredients:

- 1 container fresh ricotta (I use Calabro which is easy to find. (No Polly-O please)
- 1 beaten egg per 8 oz. of ricotta
- Cheesecloth for straining
- Salt and pepper to taste
- Rosemary
- Olive oil

The first thing we want to do is strain as much of the water out of the ricotta as we can. Open the cheesecloth and place it in a colander. Put the ricotta on it. Wrap the cheesecloth tightly around the ricotta and, using a rubber band, tie up the top ends. Put the colander on a plate to catch the water as the ricotta strains. Place everything in the refrigerator for several hours or even overnight.

When you're ready to bake, preheat oven to 400 degrees.

Begin by greasing your ramekins (or baking dish) well. You can use a stick of butter, or a brush with olive oil, or oil spray. Using bread-crumbs, 'flour' the greased surfaces so that they are well coated. This will prevent the ricotta from sticking to the edges and breaking apart when you're ready to serve it.

Take out your strained ricotta and mix it with the beaten egg, salt, pepper, and rosemary. Once all ingredients are well blended, scoop the ricotta mixture into your greased baking dishes, 3/4 filled. Place the baking dishes on a cookie sheet or inside another oven pan. Tip: I prevent my pans from burning in the oven by using wet parchment paper. Just place the paper under running water and twist it to release excess water. Lay the parchment paper at the bottom of the pan and place your baking dishes over it.

Bake until the ricotta browns on the top.



BAKED RICOTTA (continued)**Flori Grottoli**

Allow to cool but not get cold. In this case, turn the ramekins over and allow the ricotta to fall gently onto your serving dish. Drizzle with olive oil (optional).

Variations:

As a starter or lunch - with the egg, fold Gorgonzola crumbles, or grated Pecorino cheese, or grated Parmigiano cheese into the mixture. Add some shaved almonds or pecan pieces for crunch. Do not salt but pepper to taste.

You can also sautee onions, or mushrooms, or make a light tomato sauce and top the ricotta once it comes out of the oven.

As a dessert - (grease and coat the baking dish with flour, or cereal crumbs, or cookies crumbs, instead of bread crumbs) with the egg, fold in raisins and nuts and granola. Top with honey once out of the oven, or mix in some chocolate chips and top with cocoa powder once out of the oven. Or, simply top the ricotta with your favorite marmalade and let it all bake together. I used cereal crumbs and chocolate kisses. Yummy!



Rigging Locker

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

Hunter 340 (Adelina Rose) 1999 \$59,500

Contact Dennis Marzocco 516 322-0548

- 34" LOA, 11'8" Beam, 4'6" Draft, 11,030 Displacement
- 3GM30 Yanmar, 1245 hours, engine spares
- In mast furling, 110% headsail, new 2020, traveler
- 3 group 27 batteries, charger, shore power
- 33lb Bruce, 33 ft chain, 200 ft rode, Danford, 150 rode, Maxwell Windless, 2016, fresh water washdown
- Fridge/ Freezer 2019, AC/Heat, 75 Gal water, 30 Gal fuel, 30 gal holding tank
- Dodger, bimini, connector, dinghy davits, walk through transom, cockpit cushions,
- Garmin gps 2015, knot, depth, wind, autopilot 2015,, VHS, stereo 6 speakers
- Microwave, 2 burner w/oven, flat screen tv, mascerator, domestic water hook up
- Dock lines, fenders, safety equipment, 3 fire extinguishers 2022
- Custom mattress in main cabin, all interior cushions in excellent condition
- Heavy duty canvas boat cover



Rigging Locker

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

Hunter 340 (Adelina Rose) 1999 \$59,500

Contact Dennis Marzocco 516 322-0548



Rigging Locker

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

1991 Catalina 30 MkII Tall Rig \$6,500

Contact: Scott Gesele 631-987-4595



Clean and lovingly maintained

- Both sails replaced in 2021; Doyle Sails (not shown)
- Provisioned for solar with Victron 75/15 MPPT smart controller
- Walk through transom
- Custom canvas winter cover
- Cockpit stern seats
- Updated interior cushions
- Raritan Fresh Head
- Electric Refrigerator and Freezer
- LED lights throughout
- All batteries replaced 2022
- Maintenance history provided upon request

Electronics:

- Raymarine Quantum Radar
- Raymarine Evolution Autopilot
- NMEA 2000 / SeaTalk NG Network
- VHF with cockpit Command Mic
- No chart plotter

Reasons for sale at this price:

- Upgraded to larger boat
- 2 small areas of recommended fiberglass repair (estimated at \$3,800-\$4,200)
- Stress cracks present; typical for age of boat
- Hull is painted and is nearing end of life (cosmetic)

Rigging Locker

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1991 Catalina 30 MkII Tall Rig \$6,500

Contact: Scott Gesele 631-987-4595



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Contact: Scott Gesele 631-987-4595



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

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

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

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

Hunter 34—1984 \$32,000

Contact: Joe Werkmeister 631-766-8009

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 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 Reduced to \$22,000 Contact Glen Bernichon - (631) 335-8482		LOA	30'
		LWL	25'
		Beam	10.8'
		Draft	4'
		Displacement	10200 lb
		Ballast	4200 lb
		Sail Area	669 Sq Ft
Steering System			
Wheel on Edson Pedestal with brake and Compass			

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

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

Rigging Locker

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

Catalina 30 Tall Rig (Details previous page)



Rigging Locker

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

Balmar 6 Series 12V-70A light duty, single foot, single Vee Alternator - \$750

Includes:

- MC-618 Max charge multi stage external voltage regulator with MC-618H harness
- Balmar MC-TS-A alternator temperature sensor
- "Green stripe" V-belt

These are all new items that I purchased 2/9/22 and never installed in my boat.

The alternator and regulator are sold as a kit at West Marine for \$1029.

Contact: Joe Werkmeister 631-766-8009



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**



Adult Land's End Safety Harness

Including Tether and Carabiner

\$90



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

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

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



Barient Super-HD 11" winch handle

Good condition **\$60**

Davis Merriman 11" Locking winch handle

Good condition **\$40**



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



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
 John Davis
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 Joyce Gotard

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

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 Legal Chair—Jeremy Wiss
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 Masthead—Joe Werkmeister
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 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>