



From the Masthead

SOUTH BAY CRUISING CLUB

October 2023

FROM THE HELM

Jeff Frederick commodore@sbccsail.org

Fellow SBCC Members and Associates!

The days are noticeably shortening, and we are barreling toward the end of the year land parties! After the amazing One-Week cruise ended on Sunday August 27, we returned home for one last week of freedom before school started. But the weather window looked too good, and the offer had been presented, so we took off for Sore Thumb on Friday afternoon! The next morning, we sailed to Atlantic Highlands, NJ and had an unofficial RV on Saturday night with the Roigs on s/v *Stowe Aways* and the Aiossas on s/v *Resilience*. We woke slowly on Sunday, enjoying the warm sun and building westerlies before heading north into NY Harbor! We had a wonderful sail through the harbor and a day ashore at Liberty Landing. We departed before sunrise on Labor Day for a beautiful ebb-current assisted rocket-sled through the Narrows and home again! Good times, and a great way to cap our summer cruising season.

This summer has been special for us. We've spent a lot of time aboard this year, and it made me think of this quote: *"There are three sorts of people: those who are alive, those who are dead, and those who are at sea."* Commonly mis-attributed to Aristotle, but more likely a slight variation on a quote by Anacharsis, a Scythian philosopher pre-dating Plato and Aristotle.

This ancient quote is quite like the famous thought experiment/paradox called "Schrodinger's Cat." Briefly, the famous physicist was attempting to understand the nature of quantum observation (the paradox of superposition) and its effect on the physical world. For example, light energy behaves like a wave function and a particle (photon) simultaneously, and only upon observation does one of the two states mysteriously emerge. Schrodinger's box was said to contain a cat that was BOTH simultaneously dead and alive with the lid closed. Before opening

the box, the cat was said to occupy both states with equal probability, and only upon observation (opening the box) did the cat fully occupy one of the two states.

I suspect Anacharsis was attempting to capture this same idea, like only the early philosophers could, a few thousand years before the experimental physicists did. A ship at sea could be thought of as occupying both states; and in reality the status of the mariners aboard could only be known upon observation or return to port. The men aboard a ship at sea could not be counted amongst the living, or the dead, with any certainty. Such was the nature of putting to sea in ships in the early days of human civilization.

These days, we have radios and mobile devices and any number of ways to communicate our "very much alive" status at all times. I'd argue that the modern mariner is much MORE alive than most, thus retaining our special place in Anacharsis' accounting. We spent many days in Anacharsis' third state this summer, and we hope you did too.

Lastly, it's Election Season: We have a new slate of SBCC Flag Officers for your consideration on the next page of this issue. Please review and be prepared to vote in our new Flag Officers at the Boatyard Party, coming up on November 4th!

That's all for today! Keep your eyes and ears peeled for notes on upcoming events!

Upcoming Events

- 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

IN MEMORIAM**Jeff Frederick**

Frank Freddy Peter has passed away. He and Barbara have been members since 1991, and their unique Pearson ketch *Vixen* was always easy to identify from afar. There are no public services scheduled, however, their granddaughter has indicated that Barbara's health is also failing and they will have a Celebration of Life for all to attend when the family is ready. He really loved the club and counted many friends among our members.

THE 2024-2025 SLATE**Jeff Frederick**

The 2024-25 Slate	Current	2024-25
Commodore Vice Rear Treasurer Recording Secretary	J. Frederick S. Gesele S. Pizer R. Troy W. Gesele	Scott Gesele Stephanie Pizer Duncan Burns Rich Troy Wendy Gesele
Governors	C. Margeson J. Davis J. Mattera R. LaBella D. Tedesco J. Gotard B. Van Tassel	Jeff Frederick Charlie Margeson John Davis Jeff Mattera Rich LaBella Joyce Gotard Bob Van Tassel

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

The 2023 sailing season is slowly coming to an end, and it's been quite a year! We started off with a very successful Spring Party in April at the Bay Shore Yacht Club, followed by Commissioning Day in early June, also at the Bay Shore Yacht Club. Then the Blast, which kicked off the One-Week Cruise, held at The Wharf in Oakdale. And now we are preparing to lay our boats up for the coming months which means, of course, we're getting ready for the Boatyard Party, November 4th at Coastal Yachting and Marina (aka Cook's) in Bay Shore. This fun event features great food prepared by the Hospitality Committee, an exciting chili contest, and a super-yummy dessert contest. Joe Werkmeister and Scott Gesele are taking the lead and the Salty Dogs will be providing the music. Hoping to see everyone there!

FROM THE REGATTA CAPTAIN**Charlie Margeson**

We had a busy schedule for our racers in September. The Bellport Bay YC weekend PHRF race (including Queen of the Bay) was Sept 2nd. We also had the last race of the Babylon Thursday Twilight series season on Sept 7th. There were a record 7 boats participating in our final race. It was a good race with some excitement at the start. See our summary writeup. Then on Sept 9th there was the annual Mayors Cup race hosted by the Long Island YC. The weather cooperated and they had a good turnout for the race (10 boats raced, with 9 being SBCC member boats) and an even better Awards Party at their clubhouse which is always a good time. Thanks to Eric Winberry for managing this race for LIYC and to John Davis for his Race Committee duties.

The Tuesday night BSIR series began their last 4 Fall series races last week. The last race for the season will be on October 10th.

For October, we have two final weekend races on tap: the Babylon YC Louis Orr race is on Sunday, October 1st and the following weekend we have the SBCC/Bay Shore YC Discoverers Race to Atlantique on Saturday, Oct 7th. Both are 12:00 starts. The NOR's for each race were sent out and watch for my e-mails providing updated information on each.

I hope you join us for the last few races for the season!

2023 BABYLON SUMMER RACE RESULTS

For complete race results visit sbccracing.org

Date..... 9/7/23
Event..... Babylon Late Summer 4

Class	Sail #	Yacht	Owner	HCP	Finish	Elapsed	TOD	Place
n	7700	Dark Star	R. LaTorre	165	19:38:56	1:03:56	0:48:48	1
n	42371	Naughty Dog	J. Reichel	207	19:44:27	1:09:27	0:50:28	1
n	1227	Kickin' Back	M. O'Connell	152	19:44:10	1:09:10	0:55:14	2
n	101	At Last	E. Anderson	138	19:44:18	1:09:18	0:56:39	3
n	10	Dust in the Wind	F. Liesgang	180	19:48:48	1:13:48	0:57:18	4
n	177	Galatea	A. Mirchel	229	20:01:05	1:26:05	1:05:05	5
RET	103	Rettsie	K. Padden	132		#####	#####	



THE MAYOR'S CUP

Class	Sail #	Yacht	Owner	HCP	Finish	Elapsed	TOD	Place
S	329	Hooch	B. Kennedy	96	13:24:56	1:19:56	1:08:01	1
S	7700	Dark Star	R. LaTorre	165	13:39:03	1:34:03	1:13:34	2
S	42371	Naughty Dog	J. Reichel	207	13:59:23	1:54:23	1:28:41	3
S	232	Aleboat	E. Winberry	195	14:09:17	2:04:17	1:40:04	4
N	2224	Pandemonium	G. Sebouhian	191	14:01:09	1:51:09	1:27:26	1
N	203	Shadow	C. Margeson	155	14:01:49	1:51:49	1:32:34	2
N	446	Moonrise	R. Guttman	171	14:05:24	1:55:24	1:34:10	3
N	68	Banshee	C Demarco	153	14:10:20	2:00:20	1:41:20	4
N	4088	Alfonse	Todd Brice	220	14:38:43	2:28:43	2:01:24	5
C	177	Galatea	A. Mirchel	229	14:50:03	2:40:03	2:11:37	1



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

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

Race: BSIR Late Summer 3
Committee Boat: Integrity
Course: 4 (3.64 nm) Wind Speed: 5-9 kts.

Date: Sept 5, 2023
Skipper: Figueroa
Wind Direction: SSW

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	Czech Mate	196	Chris Dennerlein
6	PHRF	Mo'Sun	17	Lenny Feldman
7	PHRF	Lady in Red	11047	Ted Drossos
8	PHRF	Snoopy	682	Dave DeRuvo
9	PHRF	Moonrise	446	Rob Gutmann
10	PHRF	At Last	101	Eddie Anderson
11	PHRF	Rhododendron	258	JV Phillips

Race: BSIR Late Summer 4
Committee Boat: Snoopy
Course: 4 (3.64 nm) Wind Speed: 7-10 kts.

Date: Sept. 12, 2023
Skipper: DeRuvo
Wind Direction: SSW

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Tortoise	40014	Bill Wheeler
2	PHRF	Lady in Red	11047	Ted Drossos
3	PHRF	Naughty Dog	42371	Will Reichel
4	PHRF	Pandemonium	2224	Gary Sebouhian
5	PHRF	Moonrise	446	Rob Gutmann
6	PHRF	Integrity	11	Bob Figueroa
7	PHRF	Mo'Sun	17	Lenny Feldman
8	PHRF	Jubilee	354	Rebecka Russo
9	PHRF	At Last	101	Eddie Anderson
10	PHRF	Arbacia	230	Jim Gathard
11	PHRF	Thriller	2261	Tom Miano
12	PHRF	Wind Dancer	378	Harry Pfister
13	PHRF	Espirit de Mer	888	Jean Sidebottom
14	PHRF	Bertha	126	Matt Rainis



Race: BSIR Fall 1
Committee Boat: Naughty Dog
Course: 6 (4.51 nm) Wind Speed: 8-18 kts.

Date: Sept. 19, 2023
Skipper: Reichel
Wind Direction: NNW

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Tortoise	40014	Bill Wheeler
2	PHRF	Aleboat II	232	Eric Winberry
3	PHRF	Rising Tide	50110	Jay Pizer
4	PHRF	Snoopy	682	Dave DeRuvo
5	PHRF	Integrity	11	Bob Figueroa
6	PHRF	Moonrise	446	Rob Gutmann
7	PHRF	Jubilee	354	Rebecka Russo
8	PHRF	Sweet Harmony II	5702	Justin Martinich
9	PHRF	Wind Dancer	378	Harry Pfister
10	PHRF	Ripple	18	Mike Jeshiva

The September 26th Fall 2 race was cancelled due to inclement weather.

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

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Tortoise	40014	Bill Wheeler
2	PHRF	Naughty Dog	42371	Will Reichel
3	PHRF	Pandemonium	2224	Gary Sebouhian
4	PHRF	Aleboat	232	Eric Winberry
5	PHRF	Lady in Red	11047	Ted Drossos
6	PHRF	Moonrise	446	Rob Gutmann
7	PHRF	Mo'Sun	17	Lenny Feldman
8	PHRF	Integrity	11	Bob Figueroa
9	PHRF	At Last	101	Eddie Anderson
10	PHRF	Snoopy	682	Dave DeRuvo
11	PHRF	Czech Mate	196	Chris Dennerlein
12	PHRF	Derailed	217	Matt Marko
13	PHRF	Rhododendron	258	JV Phillips
14	PHRF	Arbacia	230	Jim Gathard
15	PHRF	Wind Dancer	378	Harry Pfister
16	PHRF	Bertha	126	Matt Rainis
17	PHRF	Maggie Lee	11185	Lee Christainsen
18	PHRF	Jubilee	354	Rebecka Russo
19	PHRF	Kickin' Back	1227	Marty O'Connell
20	PHRF	Thriller	2261	Tom Miano
21	PHRF	Espirit de Mer	888	Jean Sidebottom
22	PHRF	Cur Non	13541	Ken Lindahl
23	PHRF	Rising Tide	50110	Jay Pizer
24	PHRF	Sweet Harmony II	5702	Justin Martinich



NAVIGATION LIGHTS AT NIGHT

Submitted by Ted Drossos

The following article from [HarborSailboats.com](https://www.harborsailboats.com) serves as a good reminder as our boating activities take place in shorter daylight and early evening hours.

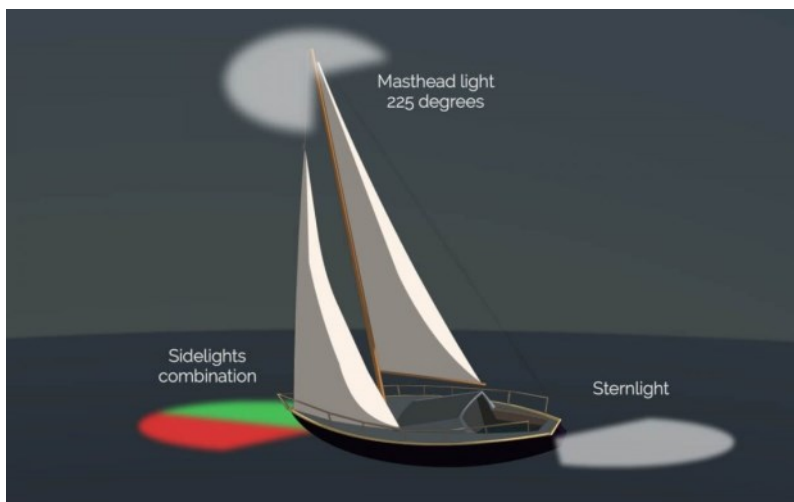
As daylight savings is upon us with earlier sunsets, let us take a moment to review proper navigation lights for nighttime boating. Remember, navigation lights should be turned on 45 minutes prior to sunset, left on until 45 minutes after sunrise, and during times of limited visibility.

The most common of our navigation lights are our running lights. This is a red light on the port side of the boat and a green light on the starboard side that shine from the bow to 22.5 degrees abaft the beam of the boat. This creates a 112.5-degree arc on either side of the vessel. To complete a 360-degree circle, our white stern light will shine 135 degrees from the stern of the boat. This 360-degree circle means a surrounding vessel will only see one of your lights at any given point (unless they are head on) and are able to identify which side of the boat they are seeing and who is the stand on vessel in crossing situations. This sequence of lights should be used while sailing at night.

Once the engine is turned on, we are no longer a sailboat and must display a steaming light to identify as such. The most common steaming light is a single white light that shines forward of the mast in a 225-degree arc. Combined with the stern light, a boat under power will now be displaying a 360-degree white light in combination with its red and green lights. This sequence of lights should be used while motoring at night.

To review, if we are only seeing a green light, we know this is a sailboat's starboard side. If we are seeing a green light with a single white light above it, this is now a powerboat's starboard side. Remember that a sailboat becomes a powerboat once the engine is turned on.

Lastly, a boat anchored at night shall display a 360-degree white light atop the mast. While this is not required in designated anchorages, it is highly recommended. Pro Tip: Be sure to turn off your anchor lights once you have left the anchorage and are now sailing or motoring. This happens all too often and can cause confusion to surrounding boats.



FROM THE FLEET CAPTAIN

Todd McCarthy

Unfortunately, foul weather once again presented itself for the weekend of September 26th and the scheduled RV at Unqua Heading had to be canceled. Many were looking forward to this RV and we will be sure to schedule this location again in 2024. It has certainly been a challenging season weather wise this year and the the Rendezvous schedule is winding down. There are three more RVs that you can attend before the season concludes. The Fall Family Weekend hosted by our Hospitality Chairperson Susan Moran, is October 7-8 at Atlantique, along with the Discoverer's pursuit start Race to Atlantique. Then there is the "Fall Into Fall" RV at Watch Hill, hosted by our Corresponding Secretary Joe Werkmeister and his wife Christina. Last but not least is an RV hosted by Joe Nadar at Sailors Haven October 21-22. October sometimes has the best weather, with warm days and cool nights, a perfect way to end the sailing season. I want to thank all who attended RVs this season and hope to see continued participation for these last few RVs before we tuck our boats away until next year.

“OLD FASIONED PICNIC” RV—SEPTEMBER 2nd***Todd McCarthy***

We had a great turnout for the Novak's "Old Fashion Picnic" RV in Bellport Park.

Six boats were in the harbor and many more came by car and enjoyed a fun filled afternoon.

Larry and Irene organized many activities including badminton, an egg race and a tug of war. There was also a guess how many jelly beans are in the jar competition.

The appetizers were delicious, reinforcing the fact that we will never be hungry at an SBCC event!



“JIMMY BUFFET” RV—SEPTEMBER 9th**Todd McCarthy**

Rich and Sue Troy and I were the only attendees at their RV, aboard *Fun Sway*. Rich stated, “We arrived at high tide Saturday morning at 6:30 am to an empty anchorage at the Oak Island Lead. Moderate breezes and mostly cloudy skies helped the 80+ degree weather feel more moderate. Two other non-SBCC boats arrived in early afternoon, anchored, went swimming for a few hours, then departed. My wife and I enjoyed a pleasant evening, and then departed Sunday morning around 9am, about an hour past high tide.”

The Troys enjoyed Jimmy Buffett movies as well as Jimmy’s music!

Unfortunately this RV was poorly attended. Kudos to the Troys for making the effort and can choosing an appropriate theme in honor of Mr. Buffett. I heard there is talk of nominating him to the Sailing Hall of Fame for his enthusiastic spreading his love of sailing to the world through his music and his lifestyle.



Rich and Sue photographed and enjoyed this beautiful sunrise at Oak Island Lead.

“MARDI GRAS” RV—SEPTEMBER 16th**Todd McCarthy**

Erring on the side of caution, the Mardi Gras RV was land based, hosted by Jay and Stephanie Pizer at their Massapequa home. Attendance was strong! Mardi Gras masks and beads were worn, and some signature drinks were shared, along with all the great food. A big plus is that *Rising Tide* is berthed in the Pizer’s back yard, enabling many to gather on the dock and in the cockpit, to enjoy what turned out to be a very pleasant afternoon. Thanks to Jay and Stephanie for a great RV.



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

1. This term was coined in 1615 to describe poor visibility or “bright” fog and today is often used to describe a fading memory.
2. This term describes the intentional sinking of a vessel, usually by cutting a small hole in the hull.
3. This point of sail is often called “soldier’s wind” because it requires very little skill to harness.
4. This uncontrolled sailing maneuver can be very dangerous, as can any unwelcomed action or insult of the same name.
5. This word describes the material sails were once commonly made from, from the Greek word “Kannabis”.

ROUND 2 – Increasingly Difficult

1. The sale of confiscated or unclaimed freight is called this. Today you might see these in driveways during the summer.
2. This term refers to a sail with a missing cringle in the corner. Today it means you aren’t informed and are flogging about in life.
3. This modern term means “care-free”, but originally described a sail that was not secured to the boom along its length.
4. This term describes an orderly ship or home, from the same natural order obeyed by the tides.
5. This phrase describing a ship-shape vessel was derived from the rigorous inspection process followed by the authorities at a famous English trading port.

ROUND 3 - HARD

1. This slang term was coined to describe marines or soldiers aboard a ship. Today, it refers to a clumsy or uncouth person.
2. Sailors and soldiers might have been instructed to do this while awaiting orders, today it means “hang on a second.”
3. This squared-away naval captain is said to run one of these, also describing a ship with properly trimmed sails or historically a ship that didn’t leak.
4. The ship that sails very well “by the wind” can stay upwind of, or far apart from other vessels. Today, the term describes a person who is reserved or seemingly indifferent.
5. This term, derived from the Italian “Forza di remo/vela”, originally meant to press onward by force of oars and sail.

FINAL “Nautical Imperilment” QUESTION

1. The “devil seam” is the topmost seam found near the scuppers, a continuous and leak prone junction that ran the length of the ship. An ongoing job aboard the ship was always “the devil to pay.” A sailor knocked down on deck by a broaching wave is said to be here, a phrase today that means you have two bad options, similar to “between a rock and a hard place.”

Answers to this month’s questions will be published in the November Masthead.

SAILING VERNACULAR SPECTACULAR (round one answers)**Jeff Frederick**

Below are the answers to the questions published in the September Masthead.

Answer Key – Round 1—Easy

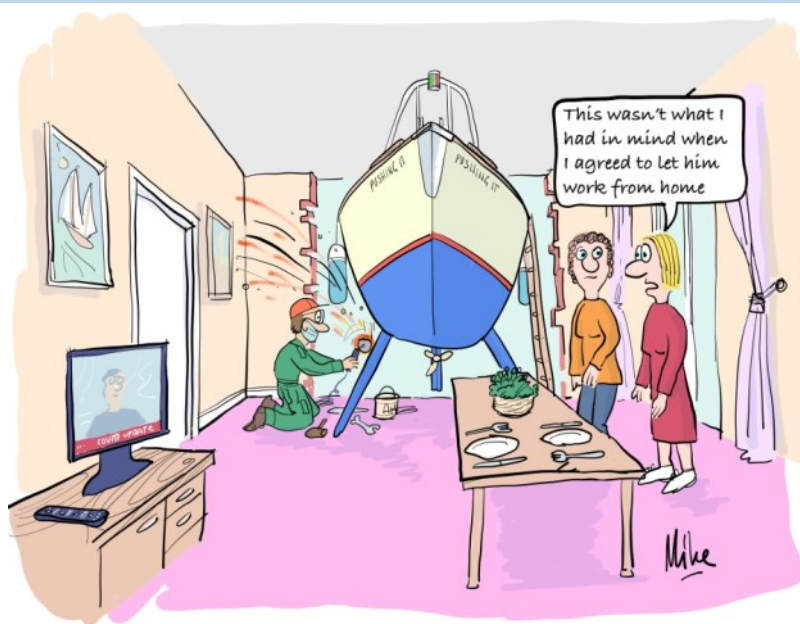
1. Fathom
2. Pinching wind: i.e. attempting to steal (or pinch) wind that isn't there
3. Bitter end
4. Scuttlebutt (a butt is a water barrel) (1805) – alternative is a ladle with holes drilled through, to prevent idle chit chat whilst getting a drink.
5. Groggy (1770)

Answer Key – Round 2—More Difficult

1. Hit a snag (1804)
2. Rummage (1544)
3. Tide (his ship) over (1627)
4. Gripe
5. Three sheets to the wind – derived from windmills that became unstable if only three of the four sheets were flying

Answer Key – Round 3—Hard

1. High and Dry (1820s)
2. Average (1491): derived from the Arabic for damaged goods, the damages thus had to be distributed equally amongst the owning parties.
3. Cut and run – literally cutting the rode and leaving
4. Overhaul
5. Go by the board (1630)

ON THE LIGHTER SIDE**“Rocker” submitted by Michele Jaeger**

I though this letter from the 1966 Yearbook was apropos as we wind down the 2023 season!



Off to the east a little cutter beats her way westward against a brisk afternoon southwest wind, plowing her spoon bow through the usual steep chop of the shoal bay. The spray flies across her decks, covering the small gallant craft with a glistening white crust of salt. After she clears Brown's Point, the sheets are started and she falls off to the northwest toward Great River. As the cutter comes closer, the green and white burgee is seen proudly flying at the main truck. Ahead, anchored in the river are a half dozen auxiliaries rafted together enjoying a respite after a hard day of sailing. The same familiar burgee adorns the mast head of each of these yachts, and so, our little cutter approaches the fleet, receives a friendly hail and is soon part of the raft. This is the South Bay Cruising Club in action almost every week end from commissioning day in May to the last cruise of the season in October.

With the coming of the snow, the little ships are put in moth balls, the gear stowed away in the attic or barn and the tanned faces become pale, but this does not dampen the spirits of these salts. Meetings, dinners, dances, and socials of every imaginable variety characterize the sailor's life during the long winter nights.

The Cruising Club means different things to different people but the result of this very unique organization has been the creation and continuance of the friendships that have become such a precious part of members' lives.

Good sailing,

Roger G. Ramsdell, Commodore

25 INTERESTING SAILING FACTS***Submitted by Joe Werkmeister***

Written by: Shawn Buckles at improvesailing.com

1. Sailboats are slow (but efficient)

The average sailboat cruises at about 4-6 knots, (4-7 mph or 7-11 km/h) and has a top speed of 9 knots (10 mph or 17 km/h). It's just not that fast. That isn't to say there aren't any quick boats: they can be incredibly fast. Especially the multihulls, which have to displace a lot less water. They can go up to 50 knots (almost 60 mph or 93 km/h). Most sailboats are slow is because they are small (under 20') - and the hull speed is directly related to the length of the boat. Longer sailboats are faster. So how is a sailboat able to go around the world in under 75 days? Well, they go on all day and night. Also, traveling on water allows you to go in straight lines more often than on land.

2. Trade is named after the trade winds, not the other way around

Our ancestors found that the Atlantic had very reliable wind roads. These roads were called trade winds, trade being the Middle English word for 'track' or 'path'. The trade winds were so important for the English fleet and economy that the name 'trade' became generally accepted to mean (foreign) commerce.

3. Sailing gives you access to places that are off-limits to tourists

Did you know that there are a lot of small island that are off-limits to tourists? Some of these islands are real hidden gems, with exotic species, wonderful landscape, and authentic villages. There are no flights or cruises going there - but you can get there by boat. It can be quite the experience to sign in to the island in a 40-year old ledger, with under 200 names in it.

4. The ideal wind speed for sailing is between 8-12 knots

The easiest wind to maneuver small and mid-sized boats is between 8-12 knots, while still being able to reach good speeds. Anything between 5-8 knots is ideal for beginners that are trying to learn to sail. Anything under 5 knots gets tediously slow.

5. Historical sailboats are often misrepresented

When we think of old school sailboats (of the late Middle Ages for example), we often think of large galleons and first rates. However, due to a flaw in the design of the hull, the ship builders weren't able to build large ships until the Renaissance. The extended beams, running across the entire length of the ship, were too weak, so they would rot out. Large experimental ships would find an early sea grave when they split into two and sunk. So the huge floating multi-level buildings with 100 cannons only started to be made in the Napoleonic era, when they figured out you could use cross beams to reinforce the hull.

6. You can operate a 100' sailboat alone

People often ask me what the biggest boat is they can operate. You can actually operate a 100' sailboat by yourself - if you rig it the right way. World-record holder François Gabart operated the 100-foot Trimaran MACIF by himself. However, it's not easy and you have to be experienced and mentally tough. Most sailors seem to stay under 35 feet. Sailing alone is also called short-handed sailing, and you need a short-hand sailing rig. Typically this means lots of automated systems, and all the sheets running to your cockpit, allowing you to operate the sails while steering at the same time. The hardest part of sailing by yourself may actually be the docking. Some marinas even offer a special service to help you with that, lending a helping hand. If you are inclined to sail alone (or don't have any friends), you should definitely consider switching to a marina that provides this service.

7. The youngest person to circumnavigate the world was 16-year old Laura Dekker

16-year old Laura Dekker (NED) is the youngest person ever to circumnavigate the world solo, after Jessica Watson (AUS) did it just before her 17th birthday. Dekker was 16 years and 123 days. She almost didn't make it because of interference of the Dutch government, who didn't think it was a good idea for a teenager to sail the world. She proved them wrong in all sorts of ways.

25 INTERESTING SAILING FACTS (continued)***Submitted by Joe Werkmeister*****8. Feeling blue is originally a sailing term**

If a ship lost its captain during a voyage, the sailors would sail blue flags, indicating their loss. So if you're feeling blue, you're actually referring to the blue flags that used to sign the ship's crew is in mourning.

9. One of the best laser radial sailors is from The Netherlands

Marit Bouwmeester is one of the most successful laser radial sailors in the world. She's a 4-time world champion and 1-time Olympic champion (2011, 2014, 2016, 2017), and came in second in 2010, 2012, 2015. She's recently won the World Cup in Enoshima, Japan.

Why does this matter? Well, she's from my neighborhood, and a friend of mine is one of her BFFs, which is pretty cool.

10. Sailing has been a part of the Olympics from 1896 onwards

Sailing has been a part of all modern Olympic games, except for the 1904 Summer Games, which were held in Louisiana. This makes it one of the longest running Olympic disciplines around. So if people ask you: 'is sailing a sport?', simply answer with: 'the International Olympic Committee has believed it to be, for over 120 years.'

It was a gender-mixed discipline for the most part, until 1988, making it one of the only sports where women and men join in open competition. Great Britain currently holds the most Olympic medals.

11. 'Sonofagun' actually refers to your birthplace

In lesser days, women needed to be smuggled onboard. Then, when the passage took longer than expected, they naturally needed to give birth every now and then. On sea, women typically gave birth between the cannons on the gundeck. If the child wasn't claimed by one of passengers or sailors, it was entered in the ship's log as being the 'sonofagun.'

12. The average salinity of oceans is 3.5% - but it varies greatly

While 3.5% is the average, some seas are just very, very salty. Saline water - aka saltwater - increases metal and aluminum corrosion, so the saltier the sea, the more maintenance you'll need to do.

The Mediterranean is the saltiest sea on Earth, at roughly 3.8% salinity. The Southern Ocean and the Northern Pacific are among the least saline: 3.4% and 3.3%. The Caribbean are quite saline: between 3.6 - 3.7%.

So better sail to the poles, and stay away from the Mediterranean or Caribbean: your boat will last a lot longer. (I know, it's the worst advice.)

13. The world-record sailing speed is 65.45 knots (75 mph)

Paul Larsen (AUS) is the fastest sailor of all time. He holds the world-record sailing speed for 500 meters (also called outright), and the record for fastest nautical mile.

- Outright: 65.45 knots, which equals 121.1 km/h or 75.2 mph
- Nautical mile: 55.32 knots, which equals 102.45 km/h or 63.66 mph

Fastest 24-hour: Pascal Bidégorry, 908 nm at 37.84 knots, which equals 70 km/h or 43.55 mph

14. You can sail for nearly 22,229 miles in a straight line

Ok, it's mostly a theory of amateur cartographer David Cooke, who discovered the Cook Passage in 2015. It's a straight line running around the Earth from Port Renfrew, B.C to Quebec, without ever touching land. While critics claim it's impossible to navigate in a perfect straight line, it doesn't really matter. It's a cool theory, and it's the longest you can (theoretically) sail straight without touching land.

25 INTERESTING SAILING FACTS (continued)**Submitted by Joe Werkmeister**

15. The first person to circumnavigate the world alone was Joshua Slocum (1898)

Making the world again a little smaller, Joshua Slocum was the first man to sail around the world by himself in 1898. It took the world 69 years to catch up: the second attempt was by Sir Francis Chichester in 1967. Slocum, a Nova-Scotian-born American, wrote a book about his journey in 1900, *Sailing Alone Around the World*, which became an international best-seller.

16. The New York Yacht Club has one of the longest winning streaks in sports history

The New York Yacht Club won the America's Cup 25 times for 132 years in a row, from 1851 to 1983. In 1987 challenger Royal Perth Yacht Club ended the streak. Since then, the NYYC hasn't won the cup a single time.

World Cup wins:

- United States New York Yacht Club: 25
- New Zealand Royal New Zealand Yacht Squadron: 3
- United States San Diego Yacht Club: 3
- Switzerland Société Nautique de Genève: 2
- United States Golden Gate Yacht Club: 2
- Australia Royal Perth Yacht Club: 1

17. The largest sailing yacht in the world is nearly 470' or 143 m long - or not?

It's called *Sailing Yacht A*. BUT: it's actually classified as a sail-assisted motor yacht. It has however three huge Bermuda-rigged masts.

Some say *Yacht A* isn't technically speaking a sailing yacht. I agree. The second largest yacht is actually the longest REAL sailing yacht. Meet the **Black Pearl**. She truly is a great yacht, designed to cross oceans under just sail power. At 348' (106 m) it's gigantic, and it's one of the most advanced yachts in the world.

It's made in the Netherlands (I'm secretly promoting the Netherlands here), at the Oceanco shipyard.

So which of these, do you reckon, is the largest?

18. Sailing around the world westward is more difficult than eastward

Most word-record contenders choose to sail eastward, thanks to the stronger and more predictable winds and currents eastward on the southern hemisphere. There are just 5 world records using the westward route, and since 2010 no one set a record by taking a right turn.

In comparison, more than 20 records have been set taking the eastward route.

- The fastest eastward circumnavigation: 40 days and 23 hours
- The fastest westward circumnavigation: 122 days and 14 hours

However, most recreational skippers tend to sail westward on the trade winds, because they prefer the tropical seas.

19. 'He's a loose cannon' ...

... is originally a sailing term. The cannons on a ship could weigh up to 3,400 pounds (or 1,500 kg). You can imagine that a loose one could do quite the damage. So loose cannons are dangerous - and should be avoided at all cost. Hence the saying.

20. The most popular sail rig is based off a Moorish Lateen rig

The Bermuda sloop is a fore-and-aft single-masted sailboat rig that was developed in the 17th century by a Dutch-born Bermudian. It was inspired by the Moorish lateen rig. They got to know this rig in the Spanish-Dutch independence war, where the Spanish used the boats. It replaced the gaff rig thanks to its superior maneuverability.

25 INTERESTING SAILING FACTS (continued)**Submitted by Joe Werkmeister****21. The only 5-masted tall ship sunk because of its speed**

In 1902, the first ever full-rigged five master was built: the *Preußen*. It was the only 5-masted full-rigged ship ever built, until the Swedish sail cruise liner *Royal Clipper* was launched in 2000.

(To be clear: there were other five masters, but none of them was a tall ship.)

It sailed between Germany and Chile and was capable of transporting large amounts of goods at high speeds. Its hull length was 433' (132 m). She carried 47 sails (which is a lot).

In 1910, just 8 years after her launch, she sunk in the English Channel due to damage from a collision with a small cross-channel steamer, *Brighton*. The *Brighton* underestimated *Preußens* speed, at 16 knots.

Legend has it the skipper said: "*a sailboat can't go that fast*" - after which the two collided.

22. The smallest boat to sail around the world was 21 feet

Alessandro Di Benedetto, who is also called the Crazy Italian, has a special world record on his name. He circumnavigated the world in the smallest sailboat: a 21' (6.5 m). It took him 268 days and 19 hours, which is not very fast.

But it's an impressive accomplishment, especially since he was dismasted around Cape Horn. To deal with his dismasting, he made a junk rig that got him all the way back to France, finishing his world-record attempt successfully.

23. Sailboats can sail faster than the speed of the wind

Most boats can't go faster than the speed of the wind. But some racing yachts and most multihulls can. The reason is two-fold.

The reason it's possible is that boats generate their own wind, allowing them to 'surf their own wave' so to speak, increasing their speed.

Secondly, keelboats have a displacement hull: they push the water forward, which means they have to deal with resistance, and this resistance increases when the speed increases.

But this isn't a problem with the rise of multihulls. Multihulls use flat beds instead of a keel, which means the hulls are floating on top of the water surface. This allows them to go much faster, since they don't have to deal with water resistance.

24. The sailing flags originate from the Dutch war efforts against the British

During the Anglo-Dutch wars (1652-1674) the British wanted to replace the Dutch as the dominant naval power. The Dutch admiral De Ruyter and Grand Pensionary DeWitt came up with a flag signaling system to outmaneuver the British. It was a success.

25. The mightiest pirate was a female Chinese prostitute

To be fair, this is more of fun trivial knowledge, and not so much a sailing fact. Consider it a bonus fact:

Ching Shih (which literally means 'widow of Zheng') was the mightiest pirate that ever lived. She had over 300 junks under her command. The ships were manned by between 20,000 - 40,000 men, women, and children. She fought major naval powers, such as the British Empire, Portuguese, and the Qing dynasty.

She's without doubt the most successful pirate ever. Unlike many others, she wasn't executed, but actually died as a free woman in her own home. Quite the story.

CELEBRITY SAILORS—JIMMY BUFFETT***Submitted by Joe Werkmeister*****Sailing benefited from Jimmy Buffett***by Craig Leweck, Scuttlebutt Sailing News*

Since his death on September 1, the tributes for Jimmy Buffett have flowed strong, celebrating his career as singer-songwriter but also the impact he had on his audience. What I would have given to see his emergence from the bars of Key West or his surprise appearance at 2019 Block Island Race Week.

At 76 years of age, the beloved Buffett passed away at his home in Sag Harbor, Long Island surrounded by family and friends. He had been fighting Merkel Cell Skin Cancer for four years and continued to perform during treatment, playing his last show, a surprise appearance in Rhode Island, in early July.

I only saw him once in the late 1980s in San Diego and was fashionably outmatched by the hula skirts, Hawaiian shirts, coconut bras, shark fin headgear, beachcomber hats, and parrot accessories. I missed a do-over at one of his final concerts this past May in San Diego. Ugh!

Buffett was a sailor and sailing benefited from Buffett. As Bill Schanen wrote for SAILING Magazine in 2018, "Without Jimmy Buffett there would be fewer sailors, a diminished sailing economy, and a little less romance in our sport."

"Buffett was a force that helped power the growth of the bareboat charter phenomenon that energizes a large share of the sailing business world, supports sailboat builders and equipment makers and creates new sailors."

"Buffett was the muse, the piper, who led sailors and wannabe sailors to the Caribbean to rent sailboats and live the dream."

At the time, I asked about Buffett being in the National Sailing Hall of Fame, and following his death, I went to look for his status. I found none.

Having been on the Hall's selection committee, I recall discussing Buffett, and while not every nomination is accepted, I would have endorsed him. However, I often found myself in the minority of these discussions, and ultimately moved on from the organization.

The National Sailing Hall of Fame seeks to celebrate individuals who have made a lasting impact on United States sailing. What's more lasting than songs like Boat Drinks; Changes In Latitudes, Changes In Attitudes; One Particular Harbor; A Pirate Looks at Forty; Margaritaville; Cheeseburger In Paradise; and Son of a Son of a Sailor?

While he may not seem to be a traditional candidate, the Hall has a Contributor category that "Recognizes those who have made other significant contributions to the American sailing experience. Examples include Teachers, Coaches, Administrators, Media (including authored works, TV, film, etc.), Artists, Musicians, Promoters, and Organizers." Why not Buffett?

His death came just days after the opening of the Margaritaville Hotel in downtown San Diego's Gaslamp Quarter, which is themed to reflect the beachy lifestyle in Buffett's music, merchandise and concert decor. I will be there soon... thanks Jimmy!



Photo courtesy of JimmyBuffett.com

CELEBRITY SAILORS—JIMMY BUFFETT**Submitted by Joe Werkmeister****What Sailing Owes Jimmy Buffett**

By: Bill Schanen Sailing Magazine August 2023

He tells us in one of his sailing ditties that he's the son of a son of a sailor. But he's more than that—he's a sailor himself. His latest sailboat graced the cover of the July/August issue of *SAILING* in a photograph of a turquoise-hulled 50-footer named *Drifter* carving a frothy white wake through turquoise Caribbean water. Yes, Jimmy Buffett is one of us.

It says something about the allure of sailing that he's made time to pursue it while building a net worth of more than half a billion (according to Forbes) as a song writer, singer, Broadway play producer and performer, satellite radio entrepreneur, merchandiser, resort and restaurant chain owner, author and idol of a legion of fans who even at Baby Boomer age or older aren't the least bit embarrassed to be called Parrotheads.

Still going strong in his 70s, Buffett has received ample rewards in his rise from Key West barroom guitar picker to CEO of an entertainment empire, but not enough credit for his contributions to sailing. I aim to right that wrong by declaring Jimmy Buffett one of the most influential sailors of his era, and I'm not joking.

Without Jimmy Buffett there would be fewer sailors, a diminished sailing economy and a little less romance in our sport.

Here's why: Buffett was a force that helped power the growth of the bareboat charter phenomenon that energizes a large share of the sailing business world, supports sailboat builders and equipment makers and creates new sailors.

Buffett was the muse, the piper, who led sailors and wannabe sailors to the Caribbean to rent sailboats and live the dream.

To be fair, I should also credit Mount Gay rum. If Buffett was the generator of Caribbean sailing fantasies, Mount Gay was the lubricant.

The life Jimmy Buffett sang about was an impossible dream for his most ardent fans. He could sing, "I just dream of the ocean—God, I wish I was sailing again" and "I think about the good times down in the Caribbean sunshine," but his listeners had jobs, mortgages, kids, responsibilities that kept them anchored to orderly lives. Except: The sailing enthusiasts among them could escape to Buffett's world for a week or two by chartering a sailboat in the Caribbean, and they went in droves.

Soon, Buffett songs were rising from charter sailboats into the tropical air over anchorages in the BVI and the Windward and Leeward Islands. Inhibitions swept away by smooth Barbados rum in the boat drinks Buffett celebrated in song, the charter sailors could sing along with a refrain from "Son of a Son of a Sailor" that seemed to describe their getaway—"I went to sea for adventure."

On Montserrat in the Leeward Islands, in pre-volcano days, a time early in Buffett's career, I found pirated (poor quality) copies of Jimmy Buffett CDs and bottles of (excellent quality) Mount Gay rum for sale in a dusty grocery store for exactly the same price—\$2.

Buffett's first sailboat was a Cheoy Lee 33 ketch he bought with the modest proceeds from the sales of some early recordings. A solidly built Luders design, the ketch, with its clipper bow and long bowsprit, looked as salty as a little pirate ship, which was no doubt part of its appeal to Buffett, who as a colorful denizen of the weed-and-rum-fueled Key West scene fancied himself a piratelike character.

He might have been the grandson of a sea captain, but that didn't mean he was an especially competent sailor. Ryan White, in his breezy biography *Jimmy Buffett: A Good Life All the Way*, tells of a cruise to the Bahamas in the ketch, named *Euphoria* after an Oregon tavern in which Buffett had performed to some acclaim. Buffett and his pals were hopelessly lost in the rough, foggy Gulfstream until their radio direction finder picked up an AM radio signal from Bimini.

CELEBRITY SAILORS—JIMMY BUFFETT**Submitted by Joe Werkmeister**

They honed in on the signal until they heard waves breaking. One of his mates rowed ashore to find someone who could pilot the ketch into a safe harbor on Bimini and roused a fellow named Boaty the Loadie to come aboard and manage a safe landing.

Buffett stayed with the salty look in his next boat, a Cheoy Lee 48, a handsome 31,000-pound clipper-bowed ketch with lavish accommodations that he was able to buy because, according to White, money from “Margaritaville,” his first hit record, was “piling up.”

Buffett must have learned a lot about sailing in the interim between the two boats. His first voyage on *Euphoria II* was a successful 800-mile passage from Florida to St. Martin on a typically gnarly Atlantic.

Years later, Buffett showed an appreciation of traditional sailing beauty when he bought an original 26-foot Alerion sloop designed by Nat Herreshoff, followed by a Tofinou 9.5, a modern daysailer with traditional lines inspired by boats like the Alerion.

There’s nothing traditional about Buffett’s current boat. *Drifter* is a Surfari 50 designed by Ted Fontaine that anyone can buy off the production line at Pacific Seacraft for about \$2.8 million. It has the plumb bow and vertical transom typical of today’s racing boats and high-performance cruisers, along with a big rig spreading more than 1,300 square feet of working sail area and a sprit for gennakers and asymmetrical spinnakers. Cruising innovations include what Bob Perry in his *SAILING* design review called an “open-air saloon” in lieu of a conventional cockpit and, get this, twin 80-horsepower diesels.

Though Buffett is hugely successful in his eclectic business endeavors and today looks more like a retired Rotarian banker bound for the golf course than a pirate, his escapist appeal seems just as robust as it was decades ago when sailors discovered him. Not that everyone appreciates that, however, like the New York Times reviewer who panned Buffett’s Broadway musical, “Escape to Margaritaville,” last spring.

“If you’re not drunk or a Parrothead, as Mr. Buffett’s fans are called,” the reviewer wrote, “you’re in trouble. Mr. Buffett’s denatured country-calypso ditties and horndog smarm seem awfully lowbrow.”

Guess what, the musical was a smash hit. I’ll bet there were plenty of sailors among those Parrotheads and lowbrow drunks imagined by the reviewer who enjoyed the rollicking show.

It doesn’t matter that Buffett doesn’t get his due from snooty New York theater reviewers, but his lack of recognition by the sailing world is a serious concern.

And so I propose that a lifesize statue of Jimmy Buffett be erected in a suitable spot in Caribbean latitudes, perhaps on Tortola on the site of The Moorings base where bareboat chartering was born.

He will be looking seaward, with a guitar in one hand and a bottle of Mount Gay in the other.



Jimmy Buffett (1946-2023)

Photo courtesy of JimmyBuffet.com

CATALINA 42 MK11 REVIEW***Submitted by Joe Werkmeister***

By: Darrell Nicholson of Practical Sailor—November 6, 2019

Under the guidance of Frank Butler, who founded the company in 1969, Catalina Yachts' philosophy is to offer "as much boat for the money as possible." The boats are relatively well made and reasonably contemporary in their designs.

Butler is able to build boats that are less expensive than similarly sized vessels by focusing on several areas: a) economy of scale; because it builds so many boats, Catalina can get a better price than smaller builders on diesel engines and just about any other equipment; b) a refusal to spend money on advertising, which can translate to a 5% to 10% savings in the cost of each boat, and c) installation of less expensive gear than is found on other boats. It's likely, too, that the Southern California labor pool works for less than workers in, say, the Pacific Northwest or Northeast.

Catalina's objective is to price its boats 15% to 20% below its major competitors—Hunter and Beneteau. All three are high-volume builders that move boats through the production line as quickly as possible, hence the opportunity for glitches here and there, most of which are seldom serious, but can be vexing.

The Catalina 42

In the words of Gerry Douglas, Catalina's chief engineer and designer for the past 24 years, "The Catalina 42 is a rather simple, sturdy boat. What you get is good quality, because the structure is there. If you want to make it more elaborate, you can take it as far as you want to go."

Introduced in 1989, the Catalina 42 was originally envisioned as a 40-footer. Two versions of the Catalina 42 have been built, each in a two- or three-stateroom configuration. The Mark I (hulls #1-477) was produced until February 1995, when the Mark II, which is still in production, was introduced. More than 670 have been built, evenly divided between the two- and three-stateroom models.

"The design of the Mark II was influenced somewhat by the Europeans," Douglas said, referring to the contemporary, rounded stern and modifications to the cockpit.

"Two requirements," he said, "were that the shape have lots of volume but still be slippery. She's finer forward than her predecessors, has a straight run aft and is relatively flat at the keel. The skeg is reminiscent of that on the Catalina 34 and 36."

Owners say that they feel the skeg improves tracking and stiffens her while pounding to weather.

The keel is trapezoidal—parallel at top and bottom. The first shoal draft boats have a wing on the 4' 10" keel and a rather short rudder. Later models have a 6' fin keel, but the same rudder. Ballast in each is 8,300 lbs.

When the MK II was launched, it was given a deeper, high-aspect, semi-elliptical rudder. Owners who retrofitted the deeper rudder reported improved handling and less pressure on the helm.

"Some owners mistake the pressure on the wheel with the shorter rudder as being weather helm but it's really only more pressure on the rudder and skeg," Douglas said.

In any case, owners recommend the deep rudder.

The high-aspect ratio sailplan carries 797 sq. ft. of sail. The mast is an anodized NG80 Isomat with double spreaders that are swept aft 17°.

Standing rigging is 3/8" wire for the backstay, forestay, upper and lower shrouds, and 5/16" wire for the lower shrouds. Running rigging includes halyards that are 1/2" braid, and the mainsheet and genoa sheet are 1/2" Dacron. Owners of 10-year-old boats report the rig and rigging to be in good condition.

CATALINA 42 MK11 REVIEW (continued)**Submitted by Joe Werkmeister**

As one dealer told us, "The benefit of the rig is that it's simple. Once it's up and tuned, it can be ignored."

Performance

Based on Douglas' polar predictions, a 42 equipped with a fin keel, radial spinnaker and 155% genoa will have sluggish performance in winds of less than 5 knots, but still sail to her rating.

The polars indicate 4.5 knots of boat speed in 6 knots of wind sailing at 47° to true wind; in 10 knots of wind she should sail at 6 knots at 45° to true wind. Maximum downwind performance is in 16-20 knots of wind sailing at 120°-135°, when speed reaches 9 knots.

Most owners rate upwind and downwind performance as above average to excellent when compared to boats of similar size.

The maximum sheeting angle is 11-1/2° degrees, which allows pointing to within 32° of apparent wind when hard on the breeze.

Perhaps one of the most functional additions to Catalina's equipment lists are sheet stoppers, which allow halyards to be led aft to the bridge deck without having a winch for each line. This keeps crew off the deck at night or in heavy seas, and reduces the amount of deck clutter and amount of weight attached to the mast. The internal halyards run aft through Garhauer turning blocks to Garhauer sheet stoppers and two-speed self-tailing Lewmar 40 winches atop the bridge deck; winches were upgraded to Lewmar 42s with the Mark II model.

The 6:1 purchase mainsheet is on a traveler located forward of the main companionway, and controls for a solid Garhauer vang are led to the cockpit.

Genoa sheets are led aft through Garhauer turning blocks mounted on the toerail where they are out of the way and provide better sheeting angles for offwind sailing; a short section of T-track on the cabintop provides closer sheeting angles for small headsails. The primary winches are two-speed self-tailing Lewmar 54s, which replaced Lewmar 52s on the Mark I.

Most owners said they tuck in a reef when wind speed exceeds 18 knots, which balances the boat and eases the helm. All reported that she stiffens at 10°-15° of heel, and an oft-repeated comment was, "I can't get the rail in the water."

Construction

The hull is solid fiberglass. The ABS-approved lamination schedule consists of skin coats of 2-ounce mat and 7.5-ounce cloth. From the centerline to 6" above the molded bootstripe are eight alternating layers of mat and roving in weights ranging from 1.5 to 21.7 ounces, all of which are overlapped 6". Additional support on the centerline is provided by a 50" wide strip of 24-ounce Promat running the length of the hull.

Above the waterline are 11 overlapping layers of mat, roving and Coremat in 1.5- to 21.7-ounce weights.

Douglas says hull thickness at the keel is 1-3/8" to 1-1/2", 5/8" to 3/4" at the turn of the bilge, and 1/2" to 9/16" at the sheer.

The deck lay-up schedule is similar to the hull, though it is cored with a combination of 1/2" marine plywood (where deck hardware is installed) and 3/4" end grain balsa.

Hull rigidity is provided by a fiberglass pan bonded to the hull at the sheer by 1/2" thick, four-ply marine plywood glassed between the hull and liner, which is C-clamped in place until cured. The pan also incorporates the cabin sole and berth foundations. Butler, one of the early proponents of pans, credits this development with dramatically reducing construction costs.

CATALINA 42 MK11 REVIEW (continued)**Submitted by Joe Werkmeister**

The hull-deck joint is an external flange bonded with fiberglass-reinforced polyester, then through-bolted on 8" centers with 1/4" stainless steel fasteners. The seam is covered by an aluminum rubrail attached on 3" centers that is covered with a vinyl insert. Only one survey respondent reported a leak at the hull-deck seam.

Though we advocate the use of motor mounts that are through bolted or threaded into steel plates, Douglas defends the use of lag bolts.

"We bed the engine bolts in a 3/8" thick molded glass pan that is filled with hardwood, and use 6" long screws to secure the engine. I don't think that the engine bed would fail if the boat was upside down. We've never had a problem," he said.

Depending on who you query, Catalina yachts are either a) cheap, or b) a good value.

Jerry Edwards, a Seattle surveyor with Reisner, McEven and Associates, Inc., who is familiar with the 42 told PS, "I think the construction of the 42 is better than some of the other Catalina boats and superior to many other production builders."

Catalina owners understand they are buying the boating equivalent of a Chevrolet; a typical comment is: "We know we're not buying a Swan or Hinckley."

On Deck

Aside from the change in the transom, the primary difference between the MK I and MK II is the size and arrangement of the cockpits.

The Mark I's cockpit seats are 6' 8" long. Neither seat opens to access spaces belowdecks. In the aft starboard corner there is a 40" wide and deep compartment that will hold an inflatable dinghy and miscellaneous gear. The port corner has a propane bottle locker that vents overboard.

The swim platform incorporates a five-step stainless steel ladder lashed to the stern pulpit; it extends into the water a long way, farther than most, which is good.

The Edson pedestal and 44" stainless steel destroyer style wheel are mounted well aft, so are not impediments to movement about the cockpit, except when entering or exiting via the cutout in the stern rail.

The cockpit in the Mark II, by comparison, presents more comfortable lounging arrangements and better access to stowage.

Its seats are the same length as the MK I. There are two "observation seats" fitted into the corners of the stern pulpit.

A 48" drop-leaf table is mounted in the center of the cockpit forward of the binnacle. A stainless steel frame provides a sturdy home for the table and a footrail for crew to brace their feet when heeled. Though it's a nice touch, we'd rather have a removable table and wide open cockpit when underway, especially when jibbing a spinnaker.

Stowage in the port and starboard seat lockers are large enough to hold a deflated dinghy, dock lines and miscellaneous gear; the starboard one also has a large shelf that holds an outboard motor, barbecue and the like—a much-preferred arrangement to hanging them off the stern pulpit. A propane locker is located in the deck aft of the primary winches.

A removable seat in the transom replaces the cutout in the Mark I, though one can step on and over it to get to the swim platform.

CATALINA 42 MK11 REVIEW (continued)***Submitted by Joe Werkmeister***

Even with a dodger, movement forward is unobstructed on the 24" sidedecks. The 6' teak handrails on the cabintop have been replaced with stainless steel handrails.

The anchor windlass is located in a locker so the only potential toe stubbers forward of the mast are three Lewmar hatches.

Accommodations

Even with a 36' waterline and 13' 10" beam, Douglas has crammed an impressive amount of living space in the 42. Many owners indicated that the downside to the large interior volume is a dearth of stowage.

The two-stateroom model has an aft stateroom in the starboard quarter, a smallish head forward of it that's about 38" square, a galley in the port quarter, opposing settees amidships, and a nav station to starboard with swing-out seat and large table.

The master stateroom in both models has a Pullman-style berth forward of the saloon. The berth measures 72" on the centerline, 52" wide at the shoulder and 43" at the foot. The skipper's head is in the bow. It is 6' 5" long and 6' 2" wide at counter height, and has 6' of headroom.

The primary advantage of the two-stateroom model is the additional storage in the galley and in the port quarter behind it. This cavernous space is equipped with shelves large enough for installation of a heater, inverter, refrigeration and for other stuff such as tools. It also provides good access to the steering system.

The galley provides large working surfaces on countertops now constructed of fiberglass GraniCoat, a Corian lookalike. Early models had Formica-type coverings. There is a three burner Princess Stove with oven and broiler, twin stainless steel sinks, and Grohe faucets for hot and cold water.

The dinette seats six to eight adults, and converts to a 80" x 66" double berth. The cushions are mounted on plywood boards covering storage areas below the settees.

Other Considerations

As the boat has evolved during its 10-year production run, a number of small improvements have been made. Articulating halogen lights in the saloon have replaced cheaper fixtures. Doors and drawers that flew open underway on older models have positive latches and roller bearing slides.

The boat is well ventilated and lighted by Lewmar hatches located in all living areas and in the heads, and hatches and fixed portlights are covered by bug and privacy screens.

The 39-gallon fuel capacity is adequate for short cruising but distance cruisers have added tankage below the cabin sole. Two plastic water tanks are located below the sole, and there are plastic holding tanks under the aft berth and the Pullman berth. Except for the aft holding tank, they are easily accessible.

The engine is accessible from four sides. A small hatch in the starboard cabin leads to the oil filter. The companionway stairway reveals the front, and removable panels in the galley access the port side and aft end of the Yanmar 50.

Wiring is color coded, and newer boats have tinned connections.

Conclusion

Most owners are very satisfied with quality of construction. Catalina may not use Harken, but Garhauer guarantees its gear for 10 years, and Bill Felgenhauer returns phone calls. You'll find Lewmar, Perko, Rule, Schaefer and Yanmar brands on our boats, for example, not some knock-off product manufactured overseas."

PUMPKIN SAUSAGE PASTA**Flori Grottoli**

Charlie Brown and I have something in common—the Great Pumpkin!

My love for the seasonal taste of pumpkin leads me to look for, and to try, varied recipes whose main ingredient is the mighty pumpkin. This time, I found this recipe that is easy to make and super delicious. The recipe is also eclectic because it can be enjoyed by meat eaters and vegetarians alike, and the methodology is the same either way you make it. I used fresh pumpkin to make this plate so I don't know whether the recipe would work with canned pumpkin.

Ingredients:

- 2 lbs. of fresh pumpkin, cored, peeled and the pulp cut into cubes
- 1 lb. of sausage meat or Beyond Brat Sausage
- butter
- olive oil
- fresh garlic
- 1/2 small onion finely sliced
- rosemary twig (optional)
- salt, pepper, freshly grated nutmeg
- 1 lb. Rigatoni or other short pasta



In a nonstick skillet, place a pat of butter, one tablespoon of olive oil and the garlic. Allow the garlic to lightly brown and remove promptly from the pan. Cut open the casings from either the pork sausage or the Beyond Brat sausage and crumble them into the pan. Brown the meat thoroughly and set aside.



Fill a medium pot with water, a pinch of salt and bring to a boil. In the same pan you just used to cook the meat, add another pat of butter, another tablespoon of olive oil and the thinly sliced onions. When the onions become translucent, place the pumpkin cubes into the pan and toss to coat the pumpkin evenly. Using a ladle, begin to place enough boiling water to cover the pumpkin in the pan. Add the rosemary twig if using. Stirring occasionally, allow the water to be absorbed by the pumpkin and continue adding water until the pumpkin has cooked and is soft.

Once cooked, mash the softened pumpkin and add water if it is too thick. The consistency should be of a cream sauce.



PUMPKIN SAUSAGE PASTA (continued)**Flori Grottoli**

Turn off the heat and add the sausage meat into the pumpkin. Adjust the salt and pepper to taste. Grate the nutmeg over the mixture to taste and stir well.

Put a pot of water with a pinch of salt to boil for the pasta. Once the pasta is Al Dente, and before you strain it, remove a cup of the pasta water and set aside. Strain the pasta and add it directly into the pan with the pumpkin/sausage mixture on medium heat. Toss the pasta until evenly coated adding the starchy pasta water, a little at a time, until the pumpkin mixture is creamy. Be careful not to overcook the pasta.



The original recipe topped the pasta with parmigiano cheese before serving. I tried it both ways, with and without grated cheese. I liked it better without. It is so flavorful on its own that I thought the grated cheese makes the dish too salty and covers the delicate flavor of the pumpkin base.

ENJOY!



Rigging Locker

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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)

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Rigging Locker

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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

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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

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

OFFICERS

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

BOARD OF GOVERNORS

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

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

COMMITTEE CHAIRS

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

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

DIRECTORY of Handy Contact Information

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

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

Atlantique, Fire Island Marina
 631-583-8610

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

Captree Bridge
 631-433-3919

Captree Marina Fuel Dock
 631-587-3430

Davis Park
 631-597-9090

Fire Island Pines Marina
 631-597-9581

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

Long Beach Bridge
 516-571-7785 or VHF 13

Loop Bridge
 516-578-5903 or VHF 13

Meadowbrook Bridge
 516-578-5903 or VHF 13

Ocean Beach Marina
 631-583-5153

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

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

Robert Moses State Park Boat Basin
 631-321-3515

Sailor's Haven
 631-597-6171

Seaview Marina
 631- 583-9380

Shinnecock Canal Lock Tender
 631-852-8291

Shinnecock Canal Slip RSVPs
 631-854-4952

Shinnecock Canal
 Tobay Marina
 516-679-3911

TowBoatU.S.
 631-666-5380
 VHF Ch16

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

Westhampton Beach Yacht Marina
 631-288-9496

Watch Hill: 631-597-6455



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