



From the Masthead

SOUTH BAY CRUISING CLUB

November 2023

FROM THE HELM

Jeff Frederick commodore@sbccsail.org

Fellow SBCC Members and Associates!

The boatyard party has come and gone; it was a perfect day with temperatures near 60 degrees. The Salty Dogs were on-point, as usual, and we had a great turnout. The chili contest was a real battle this year, as was the dessert contest. I didn't get a chance to try the chilis, but those prize-winning cookies were amazing! Thanks to Joe Werkmeister for hosting the party this year, tallying all the votes, and organizing actual prizes for the victors. That should get the competitive juices flowing for next year's contests.

It was also elections day, as is customary for boatyard parties on odd numbered years. We put forth a fantastic slate of flag officers and board members, and the club unanimously voted them in. Congratulations to our Commodore-elect Scott Ge-sele, our Vice Commodore elect Stephanie Pizer, and our Rear Commodore-elect Duncan Burns! On behalf of the entire club – we have full confidence in you and your abilities to lead this organization!

The Holiday Party is approaching quickly; this is your last chance to attend an amazing club event at what I assume will be a highly subsidized cost to individual members; I hope to see you there.

Programs has a special event planned for Sunday November 12th at 1:30 at the West Islip Library – a presentation entitled "Shipwreck of Hopes" by Angela Reich. Angela is a resident of the South Shore, serves as a docent for the Fire Island Lighthouse and

sails for the Long Island Maritime Museum's 1888 historic oyster sloop *Priscilla*. Shipwreck of Hopes is a story of Long Island's maritime history that sweeps us from a desolate Fire Island beach, across the Atlantic to war-torn Italy to tell a story of the 1850 shipwreck of the ship *Elizabeth* on our shores, and the essential role that tragedy played in future improvements of our Shore-Based Lifesaving System. Of local interest is the role of the Fire Island Lighthouse, and many of our South Shore towns and local residents.

Also coming up for those of us on the east side of the bay, the Patchogue River Christmas Boat Parade will be held a bit early this year. The event will be on Sunday November 19th at 5:00pm. We are hoping we can get our act together to participate this year, but if not we will be spectating aboard *Cambria* from our riverside slip at Weeks Marina. *Cambria* will then be pulled and winterized before Thanksgiving, so this will be our last event of 2023. We hope to see you out there.

Upcoming Events

- November 12—"Shipwreck of Hopes" presentation at the West Islip library.
- Dec 9—Holiday Party at Shandon Court
- We will be booking the 2024 RV season.
- Racing Awards Party—Date TBD
- Cruising Awards Party—Date TBD

LOUIS ORR INVITATIONAL—Oct 1st**Charlie Margeson**

The Babylon Yacht Club had a perfect day for their Louis Orr Invitational race on Sunday, Oct 1st.

It was warm and sunny with North winds 10-14 kts. Fifteen boats came out to enjoy the “Babylon to Bay Shore to Babylon” course with the finish line at the BYC dock. SBCC members made a good showing also—there with eight SBCC members and eight BYC members in the fleet! (full disclosure- 4 members belonged to both clubs).

There was the usual excitement at the start and some fun mark roundings. The race took 1.5 hours to complete and by the end, everyone was ready for the food and refreshments at the clubhouse. We all came into the BYC docks and BYC hosted the party and awards reception on the 2nd floor bar and porch overlooking the Bay. What a nice way to share Babylon YC’s end of season race.

On behalf of the SBCC and our racers, I’d like to extend our thanks to the BYC Regatta Chair Craig Steuber and his team who did a great job organizing the race and providing the catered Italian food and drinks for all the race captains and crew. Thanks also to BYC/SBCC member Eddie Anderson and his crew for handling the Race Committee duties. It’s a great group at the Babylon Yacht Club and I’m glad we continue to have such a good relationship with a true sailing Club like BYC.

Event: *Orr Invitational*

Date: 1-Oct-23	Wind Direction: N	Start	Course	Distance
RC Captain: Anderson	Wind Speed: 14	Spin: 12:05:00		7.5
RC Boat: At Last	Single Fleet: ☒ SBCC	Non Spin: 12:10:00		7.5
(opt) lat/lon:	Spin Adjust: 24	Cruising:		
Comments:				



Class (s/n/c)	Sail #	Finish hh:mm:ss	Yacht	Skipper	HCP	adj HCP	Elapsed	ToD Corrected	Place	Comments
s	110	13:37:34	Wind Bound	Gallian	192	192	1:32:34	1:08:34	1	
n	913	13:32:42	Vantage	Hyer	177	177	1:22:42	1:00:34	1	
n	203	13:32:02	Shadow	Margeson	155	155	1:22:02	1:02:39	2	
n	884	13:42:40	Tangled up in Blue	Breuer	222	222	1:32:40	1:04:55	3	
n	42371	13:41:12	Naughty Dog	Reichel (Will)	207	207	1:31:12	1:05:19	4	
n	13642	13:42:23	Whitecap	Holst	213	213	1:32:23	1:05:45	5	
n	311	13:36:13	Mirage II	Schneller	156	156	1:26:13	1:06:43	6	
n	1227	13:35:52	Kickin' Back	O'Connell	152	152	1:25:52	1:06:52	7	
n	446	13:38:43	Moonrise	Gutmann	171	171	1:28:43	1:07:20	8	
n	2224	13:41:49	Pandemonium	Sebouhian	191	191	1:31:49	1:07:56	9	
n	177	13:51:41	Galatea	Mirchel	229	229	1:41:41	1:13:03	10	
n	66	13:45:04	Killkee	O'Brien	174	174	1:35:04	1:13:19	11	
n	196	13:51:34	Czech Mate	Dennerlein	210	210	1:41:34	1:15:19	12	
n	199	13:57:52	Sovereign	Picken	231	231	1:47:52	1:18:59	13	
n	76	13:31:21	Spirit	Christoff	0	0	1:21:21	1:21:21	14	no handicap on file



DISCOVERER'S RACE —Oct 28th**Charlie Margeson**

It was a great day for our rescheduled SBCC Discoverers Race to Atlantique Oct 28th. Five boats came out to enjoy beautiful blue skies, temps in the 70s and a 10-14 kt WSW wind. *Shadow*/Charlie and Janie Margeson were RC and Charlie was SBCC host. *Snoopy*/Dave DeRuvo - BSYC Commodore hosted for the Bay Shore YC and provided their R.G. Terry trophy.

We had a 1:00 PM pursuit start in Bay Shore with 10-12 kts of wind. The wind picked up as racers enjoyed a broad reach down the West Channel to Crazy Charlie, which made for some exciting sailing. The fleet stayed in the shallows of the West Channel and we did have two boats (*Moonrise* and *Snoopy*) touch bottom. From Crazy Charlie it was dead downwind to Buoy #8. It was nice seeing the fleet sailing wing on wing. Then we had an easy run in the East Channel to the finish at #12. It took less than 1 hour to complete the race this year in such great conditions.

Everyone pulled into Atlantique after the race and about 15 of us enjoyed the sun, food, and refreshments with some post race catching up. Both Dave and I presented the BSYC and SBCC racing awards (and a few congratulatory rum shots) before we all headed home.

The Discoverer's Race final results:

1st place: *Shadow*- Charlie & Janie Margeson

2nd place: *Pandemonium*- Gary Sebouhian

3rd place: *Moonrise*- Rob Gutmann

4th place: *Jubilee*- Rebecka Russo

5th place: *Snoopy*- Dave DeRuvo

Bayshore YC- R.G. Terry Trophy: *Moonrise*- Rob Gutmann

Kudos to Rob Gutmann and crew who despite running aground twice in the West Channel made an impressive comeback to finish in 3rd place. Enjoy the racing pictures taken by Ruth Gutmann and Janie Margeson.

It was a great day and a perfect end to our 2023 SBCC racing season. We had a long run home to Amityville aboard *Shadow* but were rewarded with a beautiful sunset in the West and then a spectacular full Hunter moon rise in the East! The Great South Bay at its best. I hope everyone enjoyed the day as much as Janie and I did.



DISCOVERER'S RACE —Oct 28th**Charlie Margeson****FROM THE REGATTA CAPTAIN****Charlie Margeson**

We have now officially completed our 2023 racing season with the Discoverer's Race to Atlantique makeup race which we held on October 28th. So ends another successful SBCC Regatta season. We continue to work closely with both Babylon and the Bay Shore Yacht Clubs and my thanks to the Regatta Captains of both clubs for their assistance during the year.

I would note that despite the weather, we completed 17 of the 20 Tuesday night races and 7 of the 8 Thursday night races this year. We had one Thursday night makeup race.

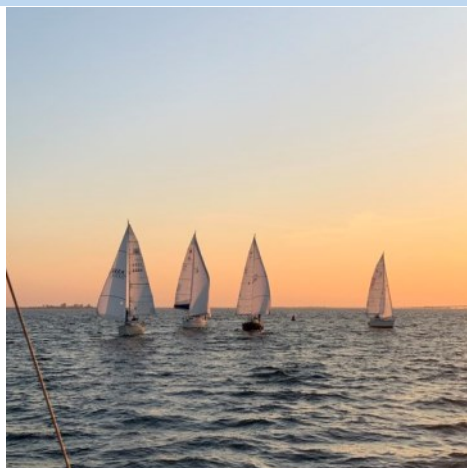
Our post-season Regatta Committee meeting on October 17th was very productive. We will be making improvements to our racing website crew list, enhance our race messaging, considering bringing back the Foulke trophy race and possibly add more races to our Thursday night series. Stay tuned for our off-season survey and updates.

My thanks to all the racers for their participation and for supporting our race program through RC duties. We will be having our Race Awards Party after the holidays. Watch for our save the date e-mail.

Enjoy the off season and get that boat "to do" list together for 2024!

Foulke Trophy Race- response requested

Should we consider bringing back the Foulke Trophy Race? Please provide your feedback/input by phone, text or e-mail to Charlie Margeson, SBCC Regatta Captain. This SBCC race was an evening distance race from Babylon to Bellport and back. The course is adjusted based upon conditions. It's an invitational pursuit start with both spin and non-spin. It was cancelled in 2018 due to lack of participation.

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

Race: BSIR Fall 3
Committee Boat: Jubilee
Course: 1 (2.91 nm)

Wind Speed: 5-8 kts.

Date: October 3, 2023
Skipper: Russo
Wind Direction: W-SW

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Lady in Red	11047	Ted Drossos
2	PHRF	Naughty Dog	42371	Will Reichel
3	PHRF	Pandemonium	2224	Gary Sebouhian
4	PHRF	Moonrise	446	Rob Gutmann
5	PHRF	Aleboat II	232	Eric Winberry
6	PHRF	Integrity	11	Bob Figueroa
7	PHRF	Czech Mate	196	Chris Dennerlein
8	PHRF	Snoopy	682	Dave DeRuvo
9	PHRF	Arbacia	230	Jim Gathard
10	PHRF	Sweet Harmony II	5702	Justin Martinich
11	PHRF	Mo'Sun	17	Lenny Feldman
12	PHRF	Derailed	217	Matt Marko
13	PHRF	Wind Dancer	378	Harry Pfister
DNF	PHRF	Espirit de Mer	888	Jean Sidebottom

Race: BSIR Fall 4

Committee Boat: Aleboat

Course: 2 (2.91 nm)

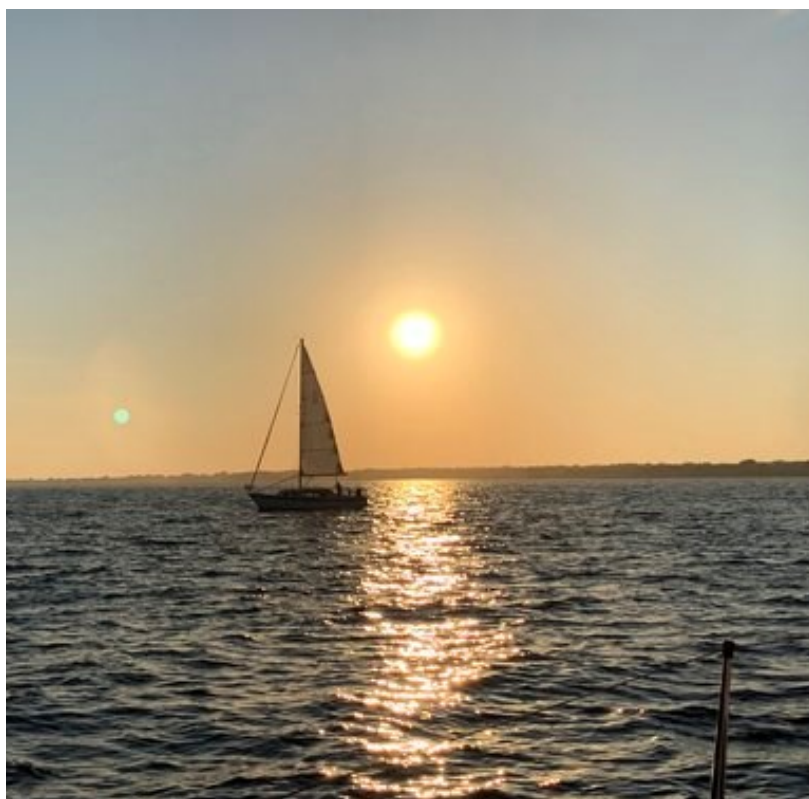
Wind Speed: 5-8 kts.

Date: October 10, 2023

Skipper: Winberry

Wind Direction: SW

Position	Class	Yacht Name	Sail #	Captain
1	PHRF	Lady in Red	11047	Ted Drossos
2	PHRF	Naughty Dog	42371	Will Reichel
3	PHRF	Pandemonium	2224	Gary Sebouhian
4	PHRF	Moonrise	446	Rob Gutmann
5	PHRF	Mo'Sun	17	Lenny Feldman
6	PHRF	Czech Mate	196	Chris Dennerlein
7	PHRF	Thriller	2261	Tom Miano
8	PHRF	Integrity	11	Bob Figueroa
9	PHRF	At Last	101	Eddie Anderson
10	PHRF	Arbacia	230	Jim Gathard
DNF	PHRF	Snoopy	682	Dave DeRuvo
DNF	PHRF	Wind Dancer	378	Harry Pfister
DNF	PHRF	Sweet Harmony II	5702	Justin Martinich
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2023 BSIR FALL SERIES RACE RESULTSFor complete race results visit sbccracing.org

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8	PHRF	Czech Mate	196	Chris Dennerlein
9	PHRF	Jubilee	354	Rebecka Russo
10	PHRF	Mo'Sun	17	Lenny Feldman
11	PHRF	Sweet Harmony II	5702	Justin Martinich
12	PHRF	Arbacia	230	Jim Gathard
13	PHRF	Tortoise	40014	Bill Wheeler
14	PHRF	Wind Dancer	378	Harry Pfister
15	PHRF	Rising Tide	50110	Jay Pizer
16	PHRF	Derailed	217	Matt Marko
17	PHRF	Thriller	2261	Tom Miano
18	PHRF	At Last	101	Eddie Anderson
19	PHRF	Ripple	18	Mike Jesheva
20	PHRF	Espirit de Mer	888	Jean Sidebottom



2023 BSIR FINAL RACE RESULTS**Gary Sebouhian and Ted Drossos****2023 BSIR Season Championship**

The 2023 BSIR season has been completed, and it's time to start looking forward to 2024. Well, not so fast. The final item of business for the 2023 season was calculating the results for the Season Championship standings.

The season championship is based on two factors. Obviously, performance is one of those. The other is participation. In order to qualify, a boat must have raced in 75% of the races run during the season. The actual rules are published in the BSIR 2023 Notice of Race and Sailing Instructions (Section 17).

This season out of twenty races, seventeen races were run, three were cancelled. In order to qualify for the season championship a boat must have raced in thirteen races. "Ya gotta be in it to win it." Seven boats qualified out of twenty-nine boats that raced at least one time. Besides the seven boats, two additional boats (*Naughty Dog* and *Tortoise*) had a wonderful season, perhaps a championship season, but they didn't have enough races to qualify.

So, here it is, the 2023 BSIR Season Championship Standings:

Standings

Boat (Skipper)

Average Finishing Position

1. *Pandemonium* (Sebouhian) 2.857

2. *Lady in Red* (Drossos) 3.030

3. *Aleboat II* (Winberry) 3.949

4. *Mo'Sun* (Feldman) 5.596

5. *Integrity* (Figueroa) 6.636

6. *Snoopy* (DeRuvo) 8.697

7. *Wind Dancer* (Pfister) 11.769

Now that all the 2023 business has been completed, it's time to look forward to the 2024 season. It is anticipated that there will be a few new boats racing with us next year and that the racing will continue to be fun, exhilarating, and competitive. See you all at the Awards Dinner early next year.



OKTOBERFEST RV AT GREAT RIVER—Oct 1st**Todd McCarthy**

There were two boats anchored in Great River for the Oktoberfest RV, *Fun Sway* and *Adventure Time*.

Rich Troy on *Fun Sway* docked temporarily at Timber Point and rode his bike to Glen and Janice Bernichon's house to attend the latest weather related land based RV. Many were in attendance and all had a great time with the Oktoberfest appetizers. We all missed being on our boats as this was the third weekend in a row with stormy weather.



RV hosts Glen and Janice Bernichon



The much anticipated RV at Unqua Heading scheduled for 9/23 was cancelled due to inclement weather. Thanks go to Jeff Mattera and Charlie Margeson for making this RV location possible. We look forward to this location during shoulder seasons next year.

FALL FAMILY WEEKEND RV AT ATLANTIQUE—OCT 7TH**Todd McCarthy**

There were four boats in attendance at Atlantique for the Fall Family Weekend (*Whisper*, *Haven*, *Fun Sway*, and *Bleu Moon*), hosted by Susan Moran. Unfortunately the Discover's Race was cancelled due to inclement weather.

We were lucky coming from Great River on Saturday, as we had no rain, while it was raining in Amityville. They call the weather at Atlantique, the Atlantique Bubble, the weather is often different here than in the mainland.

We had some sprinkles, and a bit of rain on Saturday but not a total rain out. The big story was the wind that blew late Saturday afternoon when the front came through clocking 27-30 knots, continuing through Sunday.

Fun Sway actually had us aboard for the RV, as his boat was the easiest to get into and off of during the windy conditions. There was a signature drink made, with cider, rum, and ginger beer being the main ingredients. Susan brought a 300 piece jig saw puzzle of a Halloween haunted house and we all worked to complete it in about two hours. It was a lot of teamwork!

Sunday was sunny and bright. The ocean was churned up, but we went through the side paths in Fair Harbor for a beautiful walk.

As challenging as the weather has been, we at least managed to have the RV.

FALL INTO FALL RV AT WATCH HILL—Oct 14th**Joe Werkmeister**

With the weather forecast showing a temporary improvement on Thursday, we decided to head over to Watch Hill on Friday and hoped for the best for Saturday. We had a very pleasant sail over and enjoyed a nice day with the place all to ourselves! Unfortunately, the weather gods did not come through and we were faced with rain and strong winds all day Saturday. We enjoyed a quiet day on the boat where I was able to get some SBCC work done! Jamie Blumenthal paid us a visit on his power boat and left after a couple of hours! He left us an electric heater which we took full advantage of! Rich and Sue Troy ventured out in the foul weather and darkness and arrived at Watch Hill at 11:30PM, long after we had retired for the night! *Fun Sway* departed before we ventured out on Sunday and we left around noon against up to 31 knot North winds. We actually enjoyed our final weekend on *Polaris* despite the foul weather! Now we turn our full attention to *Aurora*, our new Catalina 350! Can't wait for next spring!



LAST CHANCE RV AT SAILORS HAVEN—Oct 21st**Todd McCarthy**

Once again, the weather failed us and we ended the season with a land based RV at The Seagull Restaurant in Babylon on Saturday. We had a great turnout with 11 boats represented, *Aqua Soulis*, *Bleu Moon*, *Dust In the Wind*, *Eagle's Wings*, *Fun Sway*, *Haven*, *Marerva*, *On the Green*, *Shadow*, *Papillion*, and *Respite* our host boat. This was to be Joe Nador's first RV with his new boat this year, but due to the weather forecasted we decided to stay ashore. Joe generously ordered a round of Dark and Stormys to match the weather pattern we have been in lately on the weekends.

It was good to see so many to greet Joe on his first RV, and The Seagull Restaurant offered us water views in the dining area, great food and cold drinks. Hopefully next year we will be doing this on our boats.

There was a lot of catching up with each other about the tail end of the 2023 boating season. *Dust in the Wind* and *Bleu Moon* had their boats repaired after the July 29th storm. *Shadow* has had partial repairs completed. John and Kathy Trotta are selling *On the Green* and are looking for another boat. Fred and Mara Lise-gang are still preparing for their Great Loop trip and also have been doing some traveling in their new motor home. There was also another new boat announcement. Bob and Mary DeSimone recently bought a 32 Catalina and we wish them the best with her.

I have lost count of how many weather related RVs and races that were cancelled due to weather this season, but there were many. I want to thank all who participated. We had a really good year despite the weather, and I'm looking forward to a great season next year!

FROM THE FLEET CAPTAIN**Todd McCarthy****Top five RVs of the 2023 season by boat attendance**

1. "Memorial Day Cookout" May 27 and 28 at Hemlock Cove

Host: Elizabeth and Jeff Frederick Boats Attending: 12

2. "Sailing Vernacular Spectacular" August 26-27 at Hemlock Cove

Host: Elizabeth & Jeff Frederick Boats Attending: 11

3. "Take Me Out To The Ball Game" June 10-11 at Great River

Host: Christina Pietras and Joe Werkmeister Boats Attending: 10

4. "Pirates of The Caribbean" July 29-30 Hemlock Cove

Host: Jane and Charlie Margeson Boats Attending: 8

5. "Old Fashion Picnic" September 2-3 at Bellport

Host: Irene and Larry Novak Boats Attending: 7

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

It is a pleasure to welcome back two previous members to our club.

Returning members Danuta and Kris Bogdan were members from 2004-2014. The Bogdans sail a Morgan 38 *Spirit*, berthed at the Anchorage in Lindenhurst. Kris is interested in racing as well as cruising.

Bryan McLoughlin has decided to rejoin us along with his partner Caryn. He sails *Windswept*, an Erickson 32 berthed in Islip. Bryan was a previous member until 2020.

We are so glad that these prior members have decided to rejoin our club. We know they have met many of our seasoned members, and hope they will enjoy meeting the many new additions to our club.

THE BOATYARD PARTY

Joe Werkmeister

The Boat Yard Party was held on November 4th and as usual was a huge success. The weather was perfect for a Fall event and attendance was strong, exceeding 90 attendees. Many hands contribute to the success of our parties and I feel none more than at the Boat Yard Party. I would like to thank everyone who made a contribution of time and/or advice in the form of reminders! I'm certain I would have missed a thing or two had it not been for the phone calls and emails from many of you! Thank you for that! I would also like to thank everyone that prepared food in the form of entrees, chili, desserts and drinks. It was all delicious and none went to waste! A huge thank you to Joyce Gotard and Pam McCarthy for making the many phone calls to encourage sign-ups and in Joyce's case to line up a huge crew to staff the Salty Sam. Thank you to all of those who volunteered to staff the table. Many thanks to the members of the band who entertained us with some great music and gave up most of their "partying" time for our benefit. Thank you also to Glen and Janice Bernichon for giving up most of their "partying" time as well, to staff the Ship's Store! Thank you to all those that helped setup and break down, especially Eddie Anderson who arrived quite early on Saturday, Todd McCarthy who made several trips to the yard in the days before the party to help prepare the yard for the party, and Wendy Gesele who, as usual, took the lead with cleaning up after

we ate! Of course, we must also be very thankful to Glen for allowing us to use his facility to hold the party and also for picking up the cost of the Porta-Potty. Glen could not have been more accommodating! He and his crew did a great job readying the shed and the property and kept in constant contact with me to insure all of our needs were met. Thank you to our bartenders Michele Jaeger, Sandy Carlberg and Barbara Levitsky for doing the shopping necessary for and staffing the Hot-Toddy and beer/wine tables for the entire day. Thank you to the Liesgangs for once again setting up the food drive! Thank you to those who ran the 50/50 and to those who staffed the sign-in table (especially Jean Sidebottom) and to the judges of our chili and dessert contests. I thank anyone who volunteered in any capacity and apologize if I left anyone out.

Finally, I would like to thank Joe Nador for screwing up the start time of the party! Those of you that left early missed out on a really fun after-party! Joe thought the party started at 4PM and showed up with huge trays of pork and kraut! We unpacked the utensils from my truck and had ourselves another feast, including knocking off the remaining beer! Meanwhile Nick Loretta broke out two acoustic guitars and Charlie Margeson, Joe Nador and myself took turns playing along with Nick! Thanks Nick for some great fun!



THE BOATYARD PARTY**Joe Werkmeister**

The South Bay Salty Dogs were awesome as usual!



The Ships Store was open for business!



Chili entrees were aplenty!



Our bartenders (Michele, Sandy, and Barbara)



Salty Sam items filled three full tables!

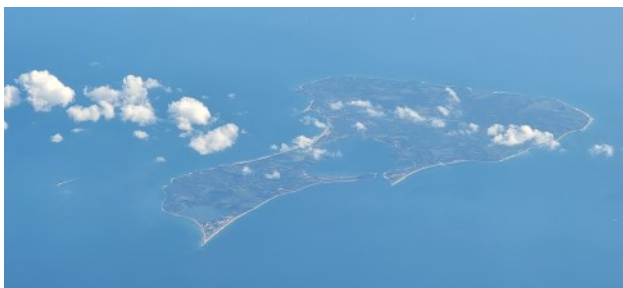


Jean Sidebottom presided over the entrance table where over 90 partiers were checked in!

SCUTTLEBUTT

- SBCC members anchored at Bellport for the Labor Day weekend RV may recall several boats racing in GYSBRA's Queen of the Bay Race on Sunday, September 3rd. Among them was a 49er sailed by SBCC members Glenn Reed and Ward Brooks. Ward and Glenn were awarded the Everitt Trophy for the first yacht, regardless of hull or rig type, to finish this race. Their additional award was the Growtage Bowl for the first conventional yacht to finish. At times, RV participants may have seen some of the smaller boats weaving their way through the mooring field. Those racing very much appreciated the cheers of encouragement coming from the SBCC boats. Thank you for your support and good wishes!
- Scott Gesele and Todd McCarthy crewed aboard *Aurora*, Joe Werkmeister and Christina Pietras' new Catalina 350 on her maiden voyage. We left at first light from Fairhaven, NJ and arrived just after sunset at Sunset Harbor in East Patchogue. We had a beautiful day with warm temperatures and calm seas and despite extremely light winds at the outset, we were able to motor sail for a good part of the trip. We were very happy to have a welcoming party awaiting us on the dock as we pulled into our berth. The wives of the crew, Christina, Wendy and Pam were joined by Charlie Margeson and my brother Rob Werkmeister. Pam provided celebratory food and champagne which was much appreciated by a hungry crew.

Submitted by Heather Reed



- Dave Tedesco submitted the photo above of Block Island as he and June flew back home from Switzerland.
- Jay and Stephanie Pizer just returned home from a fantastic 16 day vacation in France. They visited Marseille, Florence, Lyon, Burgundy and Paris.

Submitted by Stephanie Pizer



SBCC Programming Presentation***"Shipwreck of Hopes"* A Story of Long Island's Maritime History****by Angela Reich****West Islip Library****November 12th 1:30 to 3:00 pm**

"Shipwreck of Hopes" sweeps us from a desolate Fire Island beach, across the Atlantic to war-torn Italy to tell a story of the 1850 shipwreck of the ship *Elizabeth* on our shores, and the essential role that tragedy played in future improvements of our Shore-Based Lifesaving System. Of local interest is the role of the Fire Island Lighthouse, and many of our South Shore towns and local residents.

Angela Reich, a resident of the South Shore, serves as a docent for the Fire Island Lighthouse and sails for the Long Island Maritime Museum's 1888 historic oyster sloop *Priscilla*. An independent researcher, she shares her knowledge of Long Island's maritime history, giving lectures for various Long Island Historical Societies.

Shipwreck of Hopes will be available for purchase, \$20.00 (cash only).

SAILING VERNACULAR SPECTACULAR (round three)**Jeff Frederick****Warm-up easy:**

- 1) When wealthy passengers cruised to India, it was customary to request the cool side of the ship. They were described with this acronym, short for: port out, starboard home.
- 12) Crows detest large expanses of water and when released at sea will fly directly toward the nearest land. This phrase describes their direct flight path.
- 13) Roman sailors were paid a portion of their salary in salt. This phrase is derived from their bitter resentment at having to use their own salary to treat a wound.
- 14) In heavy weather, a ship will stand off a dangerous shore, giving it this...literally, it means a “big bunk” or a “large slip”.

Increasingly difficult:

- 11) Anything small aboard a vessel was known as “monkey sized”. Children who supplied the gun decks with black powder were called this.
- 12) Large anchor warps (cables) were too big to handle directly, so smaller lines were nipped to the cable by children, who were called this.
- 13) This term which means “all washed up” is derived from the Dutch word for beach.
- 14) These terms refer to things that float, but were NOT deliberately thrown overboard, and things that were deliberately thrown overboard, respectively. Today, they refer to odds and ends.

Hard:

- 11) This technique describes a ship maneuver in confined waters, where the ship drifts on the current cross-wise, and the sails are filled or backed to move the boat fore and aft.
- 12) This describes a very startling condition when a strong gust of wind suddenly and unexpectedly shifts to the head of the ship, briefly back filling the sails.
- 13) When a pinching vessel is freed a little from pointing up, her sails are described this way. Another way of describing them as “full and by the wind”. Today, the phrase means “generally”.
- 14) A ship that fails to batten down the hatches in heavy weather, may take on water and do this... from the Latin “fundus” which means “bottom”. In common usage, it is often conflated with “flounder”, which means to act clumsily.

FINAL “Nautical Imperilment” QUESTION

This large sail was used only at night on downwind runs, it replaced several smaller sails, and thus required less attention for short-handed overnight crews. Few sailors would ever even see this sail. Today, it might describe an “irresponsible” or “shady” contractor who disappears after performing sub-standard work.

Answers to round 2:

Easy: Hazy (1615), Scuttle (1642), Beam Reach, Jibe, Canvas—originally made from hemp

Difficult: Rummage Sale (1858), “Hasn't got a clew”, Footloose, Tidy, Bristol Fashion or Bristol condition

Hard: Galoots (1812), Stand by, Running a tight ship—previously meant water-tight, Aloof (1532) - a term derived from sailing “a-luff” or very close to the wind, Forge ahead (1769)

(Answers for round 3 will be published in the December Masthead)

Is Your Marine Diesel Winterizing Routine Complete?

Practical-Sailor.com

The following timely article was written by Darrell Nicholson for Practical-Sailor.com

Winterizing an inboard engine installation means a lot more than filling the cooling system with antifreeze and stuffing a rag in the exhaust outlet. It means taking care of the exhaust system, the fuel system, the engine controls, and other components of the drive train, such as the shaft and prop. If you want to do these things yourself, none of them is difficult, only time consuming. Plan on a long day of work, or perhaps a leisurely weekend.

It's work that will pay off, however, both in improved understanding of your boat's propulsion system, and in money saved. At \$25 per hour, the simple projects described here will save you about \$200. Few special tools are required, and the only skill necessary is a modicum of common sense.

While many items of drive train maintenance can be done as easily in the spring as in the fall, the rush to get the boat back in commission frequently means that some items fall to the bottom of the priority list, and may never get done. Most sailors sadly neglect their boat's mechanical components, sometimes with somewhat self-righteous claims that sailors don't really need to know such stuff. Invariably, these are the folks whose auxiliaries die with less than a thousand hours on them, and whose gearboxes and shift linkages fail when they're docking (When do you think your shift linkage is going to seize — when you're traveling ahead in a straight line at six knots?)

Fuel System

The first component of the drive system to be attended to is the fuel system. Whether you have a diesel engine or a gas engine, a fuel additive can be used to stabilize the fuel during the storage period, even if it is only a month or so.

Diesel and gasoline stabilizers are not interchangeable. Diesel additives usually have biocides to prevent the growth of system-clogging organisms in the fuel.

As obvious as it may sound, read the instructions before buying a fuel stabilizer. Some require draining the tank before treatment, others require adding fuel to the tank after treatment, and some can just be dumped into a full tank.

In any case, it is important to run the engine for 10 minutes or so after treating the fuel, so that the additive gets into the fuel lines and filters, the carburetor of a gas engine, or the injectors of a diesel engine.

If the boat is already on land when you go through the winterizing process, run a water hose to the raw water intake to provide engine cooling water. Most engine intakes are smaller than the plastic or metal end fitting on the hose. A 6' length of hose with a female fitting can simply be screwed onto the main water hose, and the end of the short hose (with no fitting) jammed into the raw water intake. Someone should keep an eye on the hose while the engine is running just to make sure it doesn't pop out.

Fuel filters can also be changed at this time. A strainer type gasoline filter should be cleaned, out of doors, with fresh gasoline to remove sediment, and the bowl of the filter should be drained.

Likewise, it is important to drain the water from a diesel separator, particularly on a boat laid up in a cold climate. Filter elements can be changed at this time.

Is Your Marine Diesel Winterizing Routine Complete? (cont.) Practical-Sailor.com

If filters and separators are taken care of before treating fuel, they will become filled with stabilized fuel when the engine is run.

There are two schools of thought about storing fuel in the tanks when the boat is laid up. In the past, with gasoline systems using copper tanks and copper fuel lines, the practice was usually to drain the system for the winter to prevent the formation of gum. With modern gasoline and stabilizers, this problem is minimized, and the tanks will fare well if left full.

Opinion about the condition of diesel tanks during storage varies. It is true that during suspended use, sediment in diesel fuel will settle out on the bottom of the tank. This sediment could perhaps be a problem next season, if you were sailing in very rough conditions with very little fuel in the tank. The sediment could be stirred up, resulting in badly contaminated fuel. That, of course, is why you should have two filters in your diesel fuel system.

At the same time, an empty or almost empty metal fuel tank in a boat laid up in a cold climate can generate a lot of condensation. If you have a black iron diesel fuel tank, the condensation can accelerate corrosion. The safest course is to keep the fuel tank full on any boat having metal tanks.

Engine

With the engine still warm from running treated fuel through the system, change the crankcase oil. Unless your engine has a built-in crankcase pump, you'll have to pump the oil out through the dipstick hole.

You can either use a manual pump such as the Par Handy Boy, or any one of a number of small impeller pumps designed to fit in the chuck of a 1/4" drill. The drill-driven pumps are quicker, and are frequently easier to use in the crowded engine compartment. However, some of them use a rubber impeller which is not designed to run dry, so that they can have a short life if the pump doesn't prime quickly.

After draining the oil, change the oil filter element if the engine is equipped with a spin-on filter. Fill the engine with fresh oil.

It is particularly important to change the oil when laying up a diesel engine. Most diesel fuel contains sulfur in varying amounts. A byproduct of the combustion of diesel fuel which contains sulfur is sulfuric acid, which over time will do distressing things to the inside of your engine.

If your transmission is lubricated separately from the engine, check the fluid level. Plan on changing transmission fluid every other year, at least, or once a year on a boat whose engine gets more than about 50 hours of use per year. It's impossible to change engine oil and transmission fluid too frequently.

The engine's cooling system must also be winterized. With a fresh water cooled engine, check the fluid level in the coolant tank, topping up with a 50-50 mixture of water and antifreeze if necessary.

The next step is basically the same for both raw water and fresh water cooled engines. The raw cooling water must be replaced with a 50-50 mix of water and antifreeze. The method varies depending on whether the engine is decommissioned while the boat is in the water, or after it has been hauled.

If the boat is still in the water, shut off the raw water intake and remove the hose from the intake seacock

Is Your Marine Diesel Winterizing Routine Complete? (cont,) Practical-Sailor.com

tailpiece. Fill a clean bucket with a 50-50 antifreeze mixture. Dip the water inlet hose into the bucket of antifreeze.

Now a little coordination is required. You want to start the engine and run it long enough to make sure that the antifreeze mixture has filled the cooling system, including the muffler. You'll know you've done this when the cooling water ejected through the exhaust is the color of your antifreeze mixture.

At the same time, you don't want to run the engine after you've sucked up the entire bucket of antifreeze. You want the raw water system to be full of antifreeze, not empty. It will take two people: one to hold the hose in the bucket, and one to operate the engine and watch the exhaust. Obviously, a positive means of communication between the two persons involved is also required. Your voice may not travel to the helm from belowdecks ("Shut off the engine." "What?" "Shut off the engine!" "I can't hear you." "SHUT OFF THE DAMN ENGINE!"), but it's guaranteed to travel across the boatyard.

If the engine is laid up with the boat ashore, you can feed the antifreeze mixture directly through the raw water intake on the outside of the hull using the hose you made up for running the engine prior to changing the oil.

Don't try to save time by running the engine only once to circulate treated fuel, heat up the oil for changing, and suck up antifreeze. You probably need about 10 minutes of engine running for winterizing the fuel system and warming up the oil. Sucking up antifreeze will probably take a minute or less. At about \$5 per gallon, you don't want to waste too much antifreeze.

A gallon of antifreeze -two gallons of 50-50 mix should handle engines up to about 40 horsepower. Then add extra for hoses. The length of run of the raw water discharge hose to the muffler is as much a determinant of the amount of antifreeze used as is the size of the engine.

When you shut down the engine after winterizing, remove the ignition key and spray the inside of the switch with a lubricant like WD-40 or CRC.

Exhaust System

If you have pumped enough antifreeze through your engine so that the discharged cooling water looks exactly like the antifreeze mixture in the bucket, your water lift muffler should be well protected. If you want to be super cautious, install a drain plug in the muffler and drain it when laying up the engine. Reinstall the plug immediately after draining so you don't have to worry about it in the spring. The same goes for any other drain plugs in your system that you remove. Reinstall them now, not later.

Shaft and Prop

Haul out time is the proper time to check the condition of the prop, shaft, cutlass bearing, and stuffing box. On a boat that is laid up ashore for the winter months, you can save yourself a fair amount of effort in the spring by doing these tasks when your other drive system layup is done.

First, check the prop for damage and corrosion. Pitting of the blades or discoloration may indicate an electrolysis problem which should be tracked down over the winter.

Is Your Marine Diesel Winterizing Routine Complete? (cont.) Practical-Sailor.com

Wiggle the prop shaft in the cutlass bearing. There should be no slop, only the yielding of the rubber against the metal shaft. If the rubber bearing is worn, get a replacement now, rather than waiting until spring. Cutlass bearing replacement has the nasty habit of becoming a real project, as the bearing shell frequently seizes in the strut, and must be sawn out or punched out.

This is also a good time to check the shaft for wear. Disconnect the shaft flange at the transmission, and pull the shaft out far enough to see the surface of the shaft where it normally sits in the stuffing box and cutlass bearing. A shaft which is worn at the stuffing box may be very hard to seal. Tightening the stuffing box to overcome leaking around a worn shaft will only aggravate the problem. Winter is the time to deal with these projects, rather than the spring, when your primary concern is getting the boat back in commission.

If you have a folding prop, check the blades for slop at the pivot pin. Unless the pin fit is tight, wear will increase, not only in the prop blades but at the cutlass bearing and stuffing box. A machine shop can bush the hole in the blades for the pivot pin, restoring a tight fit, and you can easily replace the pin if necessary. If you try to get this done in the spring, you'll find everyone too busy to help you.

Don't try to check engine and shaft alignment with the boat out of the water. This is particularly true with a flat bottom, fin keel boat. The weight of the hull on the keel can easily affect engine alignment.

In fact, if you have a fin keel boat with the engine sitting in the middle of the boat, it would be prudent to disconnect the shaft before the boat is hauled, to minimize the possibility of damage.

Engine Controls

On a boat used in salt water, there's a good chance that the shift and throttle controls have ingested a fair amount of salt over the course of the season. You may want to disassemble the control levers, clean them with fresh water, and give them a dose of spray lubricant.

This is particularly true with controls using pot metal or aluminum components. A surprising number of engine controls use galvanically incompatible materials -notably pot metal castings -which turn to powder in a few years of use in salt water if cleaning and lubricating are not done religiously.

On controls mounted in the cockpit well, check the back side of the mechanism to make sure that it is still well greased.

Conclusion

It takes a fair amount of discipline to tackle the jobs associated with laying up an engine system, particularly when your primary interest is putting the boat away for a while, not fussing with it. However, this is true *preventive* maintenance, and it will pay off with reduced replacement and maintenance costs, as well as more reliable operation of the drive system.

Laying up your engine will give you more practical knowledge about the operation of things mechanical than a lifetime of just turning the key and pushing the levers. Doing it yourself can help you spot potential trouble before it interrupts your sailing season. The first step toward making your boat a better boat is learning what makes it tick, and the best way to learn that is to roll up your sleeves and get busy.

HOLIDAY PUNCH—BIG AND SMALL**Flori Grottoli**

Most folks enjoy kicking off their holiday dinners with a cocktail and some hot hors d'oeuvres. Festive drink recipes are many, but I thought back at when my mother had a crowd for a holiday dinner. She would make a large bowl of spiked punch to get the celebration started and people enjoyed the punch and hors d'oeuvres combination thoroughly.

Below is mom's punch recipe but I have put my own spin on the presentation.

Ingredients for serving in a punch bowl

- 2-3 cups fresh or frozen cranberries
- 3 clementines, thinly sliced
- 8 cups cranberry juice cocktail
- 2 cups of gin
- 2 cups clementine or orange juice
- Mint leaves for the glasses
- 1 bottle sparkling rose wine

In a bundt pan, scatter the cranberries and the clementine slices. Top with water and freeze.

In the punch bowl, combine the juices with the gin and stir gently. Remove the frozen ring from the bundt pan and add it to the bowl.

Top with sparkling wine and serve immediately.

Ingredients for serving in single glasses

Prepare the frozen glasses ahead of time. Layer the bottom of a glass with a slice of clementine, some pomegranate seeds and mint leaves. I opted for pomegranate seeds in the glasses because the cranberries take up too much room. Barely cover the ingredients with the sparkling wine and put in the freezer.

Proceed to mix the punch by stirring together the clementine juice, cranberry juice and gin. When you are ready to serve, take the glasses out of the freezer and pour the punch over the iced fruit. Top off with the sparkling rose wine.



HOLIDAY PUNCH—BIG AND SMALL**Flori Grottoli****Ingredients for creating festive ice cubes**

Using a mini muffin pan, layer each cup with a thin slice of clementine, followed by the pomegranate seeds and finally by the mint leaves. Fill each up to capacity with water and freeze. You'll have very festive ice cube tray to use with almost any cocktail.



Note: Substitute juice or sparkling rose wine for the water in every recipe above.

Be creative with the ice cubes; decide what ingredients are needed for the cocktail you will be serving. If the drink requires ice cubes, bury some of the most decorative ingredients in the ice cube; a small cinnamon stick, the maraschino cherries, a sugar cube, lime or lemon slices—the list is infinite!



Happy Holidays

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



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Marinco N20804S 4" SS Day/Night Solar Vent - New in Box
\$75.00

West Marine Premium Bosun's Chair - Model # 1040694

Never Used - \$75.00

Contact: Fred Liesegang 516-567-3567

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



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

Contact: Rich Mourino (631) 312-2525



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



Contact: Rich LaBella labellar@optonline.net

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 have to get them shipped from Australia.



Pair, Barient 22 Two Speed Winches—\$350

Aluminum Anodized drum

Fully operational, regularly cleaned & lubed.

No Excessive wear — Includes Sunbrella winch covers



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

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

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

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DIRECTORY of Handy Contact Information

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

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

Atlantique, Fire Island Marina
 631-583-8610

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

Captree Bridge
 631-433-3919

Captree Marina Fuel Dock
 631-587-3430

Davis Park
 631-597-9090

Fire Island Pines Marina
 631-597-9581

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

Long Beach Bridge
 516-571-7785 or VHF 13

Loop Bridge
 516-578-5903 or VHF 13

Meadowbrook Bridge
 516-578-5903 or VHF 13

Ocean Beach Marina
 631-583-5153

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

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

Robert Moses State Park Boat Basin
 631-321-3515

Sailor's Haven
 631-597-6171

Seaview Marina
 631- 583-9380

Shinnecock Canal Lock Tender
 631-852-8291

Shinnecock Canal Slip RSVPs
 631-854-4952

Shinnecock Canal
 Tobay Marina
 516-679-3911

TowBoatU.S.
 631-666-5380
 VHF Ch16

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

Westhampton Beach Yacht Marina
 631-288-9496

Watch Hill: 631-597-6455



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