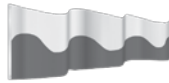




The SBCC Flagship *Blue Horizon*



South Bay Cruising Club

P.O. Box 365

Babylon, New York 11702

www.sbccsail.org | e-mail: administration@sbccsail.org
Facebook Group by Invitation: Contact the Technology Chair

The South Bay Cruising Club (SBCC) is a Member of:

- **U.S. Sailing**
ID: 100272G | <http://home.ussailing.org>
- **Yachting Club of America**
www.ycaol.com | username: club1040 | password: y100446c
- **Great South Bay Yacht Racing Association**
www.gsbyra.org
- **Boat U.S.**
Group Membership Number: GA83761S

South Bay Cruising Club

2019 Yearbook

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Commodore's Message

We have had a very good year in 2018. The rendezvous and cruising schedule was organized in an exemplary manner by Fleet Captain Stephanie Pizer. There was a two-week cruise out East. The weather was good, and everyone got home safely, though it took two months for *Blue Horizon* to return to the Great South Bay. Even so, we were able to have dinner two nights with the cruisers, and attend a great party at Bill and Maureen Danilczyk's home in Southold. The one-week cruise following the Blast in August was a great time, thanks to Todd and Pam McCarthy. We had games and music, and enjoyed a special evening at Watch Hill, where a presentation was given after dinner by a marine biologist, the "Fish Guy." Doug and Lee Biviano, our hosts that evening, are the managers of the Watch Hill marina, and after that evening they joined the club!



Racing continued to grow this year, and increasingly we have something for everyone. There were 34 different boats racing Tuesday nights off Bay Shore. Great job by Ted Drossos and Gary Sebouhian and the whole Regatta Committee for reviving racing on that side of the bridge! Be sure to read their story about these BSIR races in this yearbook. On the Babylon side, there was the usual serious racing in the Thursday Twilights series. And as part of the Fall Family Weekend, the annual Discoverer's Invitational Race to Atlantique had many boats participating, including from the Bay Shore Yacht Club, and many families joining in the weekend's rendezvous activities. Our parties, from the Spring Cocktail Party to our Holiday Party in December, were enjoyed by a great many members. As always, there was great food, and these get-togethers are opportunities to swap stories and advice about racing and cruising. I'm sure this year will be even better, thanks to the hard work of Mara Liesegang and her committee. We'll be trying out a new location for the Blast this year—we're excited to be able to use the renovated facilities at the Long Island Yacht Club, including docking.

We have some sailors in our club who are also excellent writers! Don't miss the great story in this yearbook by Chris Goodwin about his experience participating in the Clipper Round the World Yacht Race on the Seattle to Panama Canal, and Panama to New York City legs of the race. And be sure to read Bob Van Tassel's account of his trip down the coast to Florida, and Jim Reichel's account of his experiences with off-bay racing. Good reading!

We have a very good board, full of many great people who volunteer their time and expertise. That's how it's done in this club—members find a niche where they'd like to volunteer a few hours here and there to making this the unique club that it is. If you haven't already found an area where you can volunteer, take a look at the list of committees on pages 6 & 7 of this yearbook, and see what appeals to you. Or send me an email—I'll be happy to get you involved, one way or another!

I look forward to seeing you all at a race or rendezvous or one of our many events!

Roger Daisley

Fleet Captain's Message



Welcome to the 2019 cruising season! This is my second year as Fleet Captain and I have really enjoyed this job so far. I look forward to seeing you at rendezvous, parties and on the cruises this year. During the rendezvous season, I will send weekly emails to keep you informed and to encourage you to participate.

Get out early and start prepping your boats for a fun-filled rendezvous season! It starts on May 4th and the theme is Star Wars Day (May the fourth be with you!). Dress up as Luke Skywalker, Princess Leia or Darth Vader and don't forget your lightsaber! Memorial Day weekend Jay and I will host a boat renaming rendezvous and the champagne will be flowing. This summer we will have two first-time hosts:

Scott & Wendy Gesele will host the Spring Family Weekend at Atlantique and Mark, Vanessa & Roman Aiossa will host Margaritaville in Coast Guard Cove at the end of the one-week cruise. Make sure to come out to party with the Geseles and the Aiossas to make both of these rendezvous super fun.

This year's SailAhead event is on August 17th. Come out to spend an afternoon with some veterans; getting our veterans out on the water is a great break for them and turns out to be rewarding for us. SailAhead will be followed by *Galatea's* 50th Birthday rendezvous complete with birthday cake! They would like you to bring presents: non-perishable food or school supplies for the needy. August 17th offers two wonderful opportunities to help others.

Last year, 19 boats came for Charlie and Jane Margeson's Pirates of the Caribbean rendezvous. 17 stayed the night and were there for the champagne breakfast. 18 boats came for Jeff Mattera's Anything Goes rendezvous (16 spent the night and boy was that a late night!). 25 boats stayed the night at Atlantique for the Fall Family weekend after the Discoverer's Race. I would LOVE to see that many boats at EVERY rendezvous!

The one- and two-week cruises are mapped out. Hopefully you will join one or both. The one-week cruise will spend time in Watch Hill and Coast Guard Cove and possibly other locations. Todd & Pam McCarthy hosted the cruise last year. They did such a great job with it, they are hosting it again! The 2-week cruise will depart the bay on July 6th and make stops at Shinnecock Inlet, Block Island, Edgartown, Nantucket, Cuttyhunk and then Block Island again on the way home. I will be leading the two-week cruise with Dennis Krug as co-leader. We have 18 boats planning on going as of now. Come join us for this great adventure on our boats.

See you on the water.

Stephanie Pizer

Stephanie Pizer

Regatta Captains' Message

We would like to thank the members of the Regatta Committee who have helped Barb and me as we begin this year as the Regatta Captains. Our primary focus is on safe, fair sailboat racing. Jim Reichel has been instrumental in helping us to set up a great schedule, organize race committees, and adjust the Notice of Race to keep our racing safe and fair.



One of the most successful aspects of our SBCC racing program has been the BSIR Tuesday night Races. Ted Drossos and Gary Sebouhian have created a pursuit racing format that handicaps every boat based on their performance to keep the racing fun and competitive for all boats. The racing is more relaxed with individual start times and culminates in a barbeque at Bill Cook's marina after every race.

The emphasis is on having a great sailing experience and enjoying the after-party. This year we had 34 boats race and next year we will have over 40 boats. Everyone is invited to join us by signing up to crew or bringing your own boat to join the fun. It never fails that on any given Tuesday night under the gazebo that at least one conversation always starts with "Do you remember when?" Other times people will start by saying, "Back in the good old days." Everyone joins in with their perspective and the conversation will end with a laugh and a smile. It is our goal as Regatta Captains to help create a history today for future generations to laugh about. The trend is towards less stress, more fun, and great after-race barbeques

This year we are starting our Thursday night and Tuesday night races in June to give everyone a chance to get their boats in the water for the first race. This year's races will feature a new Sport Boat class along with spinnaker (Thursday nights) and non-spinnaker classes. We hope to attract a couple of these exciting planing hull boats that are so hard to fairly handicap in varying wind speeds. Thursday nights are our premier competitive races and we encourage all our racers to make the effort to keep this series going.

Eric Winberry has done a wonderful job in developing our sbccracing.org website. He has also designed a sticker, the size of a business card, for you to hand out to family, friends and strangers alike. The purpose of the card is to continue to grow the racing fleet. The crew connector is an easy way for anyone to participate in our races. The schedule, NORs, results, and racing information are easy to access and race results are updated after every race.

We will continue our Babylon/Bay Shore Invitational races on July 13th and September 14th. The start and finish are at Buoy "6" by the Robert Moses Bridge to make it convenient for all racers. The pursuit format made the finishes incredibly tight last year and we look forward to increased participation and rivalry between the east and west sailing fleets as they compete for the Commodore's Cup.

One of my favorite races used to be the Foulke Race. We put the Foulke Night Race back on the schedule for August 10th. We have also added the Mayor's Cup on September 21st. Our most competitive keeper trophy of the year is the West Island Race (Deale Trophy) on August 17th. Please join us for another great racing program at the South Bay Cruising Club.

Smooth Sailing,

Duncan & Barbara Burns
Duncan & Barbara Burns

Officers | Governors | Committees



South Bay Cruising Club (SBCC)

An organization formed in 1951
to promote cruising & racing under sail
on the Great South Bay & nearby waters

Officers

Commodore	Roger Daisley	hrdaisley@gmail.com	917-692-6955
Vice Commodore	Della Bucher	dbucher1010@yahoo.com	631-626-3568
Rear Commodore	Charlie Margeson	cmargeson@sompo-intl.com	631-235-2965
Treasurer	Rich Troy	t4oyman@gmail.com	516-935-5367
Recording Secretary	Wendy Gesele	originalbionut@yahoo.com	631-258-3176

Board Of Governors

Bob Forman	rsformanjr@aol.com	631-666-7555
D.J. Greco	djnjo79@yahoo.com	631-312-7485
Richard LaBella	labellar@optonline.net	631-277-4826
Laurie Messina	laurimessina@aol.com	631-321-0919
Bob Sheppard	captnrshp@aol.com	631-219-4699
Dave Tedesco	captn5538@gmail.com	516-398-2777
Bob Van Tassel	sailwindquest@hotmail.com	516-551-4712

Fleet Captain	Stephanie Pizer	stephanie@imaxproductions.com	917-690-0422
Regatta Captain	Duncan & Barbara Burns	dbu632@gmail.com	845-271-9134
Chantyman	Todd McCarthy	tmc1955@verizon.net	631-277-0248
Corresponding Sec'y	Peg Daisley	mdaisley@msn.comDuncan	917-847-7445
Fleet Chaplain	Rick Simpson	ricktssf@optonline.net	631-804-8353
Fleet Surgeon	Pam McCarthy	pmccarthy58@verizon.net	631-277-0248

Committees

Community Relations	Scott Gesele	sgesele@yahoo.com	631-987-4595
Cruising	Stephanie Pizer	stephanie@imaxproductions.com	917-690-0422
GSBYRA* Delegate	Mark Stang	thestangcorp@aol.com	631-831-6264
Handicap & Measurement	Jim Reichel	sailorchce@aol.com	631-482-8120
Historian	Fred Liesegang	fred4936@yahoo.com	516-567-3567
Hospitality	Mara Liesegang	MizzMara@aol.com	516-817-8778
	<i>Janice & Glen Bernichon, Marilyn Brous, Della Bucher, Eileen Collini, Peg & Roger Daisley, Charlie Ferraro, Wendy & Scott Gesele, Betty & Fred Golder, DJ & Joe Greco, Jean & Jerry Holwell, Michele Jaeger, Andrea & Dever Larmor, Fred Liesegang, Charlie Margeson, Pam & Todd McCarthy, Cathleen & Chip Messina, Laurie Messina, Helaina & Andrew Mirchel, Rich Mourino, Irene & Larry Novak, Timmi & Bob OBrien, Trudy & Jim Persson, Stephanie & Jay Pizer, Nancy Sherman, Susan Soloff</i>		
Mailing	Fred Golder	f.golder@verizon.net	516-524-7455
Masthead	Peg Daisley	mdaisley@msn.com	917-847-7445
	<i>June Tedesco, Stephanie Pizer</i>		
Membership	Jeff Frederick	jfred55@gmail.com	541-517-8774
Program	Luis Rodriguez	protious@verizon.net	718-354-5273
Protest	Rick LaTorre	hurricanerick@optonline.net	631-901-8263
Regatta	Duncan & Barbara Burns	edbu632@gmail.com	845-271-9134
	<i>John Davis, Ted Drossos, Chris Goodwin, Dave M. Hyer, Rick LaTorre, Charlie Margeson, Jim Reichel, Gary Sebouhian, Mark Stang, Eric Winberry</i>		
Scoring	Eric Winberry	aleboat11@yahoo.com	631-748-5527
Storekeeper	Adrienne Tesoro	AAAFT@verizon.net	631-587-0300
Technology/ Webmaster	Rich Mourino	richard.mourino@gmail.com	631-589-2275
	<i>Rich Troy</i>		
Trophy	Kevin Duschenchuck	kduschenchuck@yahoo.com	631-827-0798
Welcoming	Michele Jaeger	mjaeger01@optonline.net	631-741-2079
Yearbook	Jay Pizer	jay@imaxproductions.com	914-715-2410
	<i>Sandy Carlberg, Peg Daisley, Jean & Jerry Holwell, Adriana & Dennis Krug, Rich LaBella, Rich Mourino, Stephanie Pizer, Jim Reichel, Rich Troy, Eric Winberry</i>		

2019 Social, Cruise & Race Calendar

APRIL 2019

27	Sat	<i>South Bay Cruising Club Spring Party & General Meeting</i> Bay Shore Yacht Club
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MAY 2019

4	Sat	Rendezvous - "Star Wars Day" - Davis Park Fred & Mara Liesegang, <i>Eagle</i>
5	Sun	
11	Sat	Rendezvous - Watch Hill Mystery Host
12	Sun	
16	Thur 1900	Racing Rules Seminar - West Islip Library Duncan Burns
18	Sat 1200	Spring Invitational Race to Atlantique RC Wheeler Pursuit
18	Sat	Spring Family Weekend - Atlantique Scott & Wendy Gesele, <i>Kailani</i>
19	Sun	
21	Tues 1900	Bay Shore Invitational Race (BSIR) Skippers Meeting - West Islip Library Gary Sebouhian & Ted Drossos
25	Sat	Rendezvous - "Boat Renaming Ceremony" - Coast Guard Cove Jay & Stephanie Pizer, <i>Rising Tide</i>
26	Sun	
27	Mon 1100	Creepstakes – Bay Shore RC Mirchel Single Handed - Reg Start / Double Handed - Pursuit
27	Mon	<i>South Bay Cruising Club Commissioning Day & General Meeting</i> Bay Shore Yacht Club

Key: ■ SBCC Events & General Meetings ■ Twilight Races ■ Weekend Races & Skippers Meeting ■ Rendezvous



JUNE 2019

1 2	Sat Sun	Rendezvous - Oak Island Lead Charlie & Barbara Becker, <i>Becky</i>
4	Tues 1900	Bay Shore Invitational Race (BSIR) Spring 1 Pursuit
6	Thur 1930	Babylon Twilight Race Spring 1 RC LaTorre Reg Start
7	Fri 1900	Babylon Cup Invitational & After Party (Babylon Yacht Club) RC Davis Reg Start
8 9	Sat Sun	Rendezvous - "Name Game" - Great River Bob & Peg Van Tassel, <i>Margaret Gale</i> and Claudio & Flori Grottoli, <i>Floriana</i>
11	Tues 1900	Bay Shore Invitational Race (BSIR) Spring 2 Pursuit
13	Thur 1930	Babylon Twilight Race Spring 2 RC Davis Reg Start
15 16	Sat Sun	Rendezvous - "Papa's Got a Brand New Sail Bag" - Bellport Glenn & Heather Reed, <i>Intruder</i>
18	Tues 1900	Bay Shore Invitational Race (BSIR) Spring 3 Pursuit
20	Thur 1930	Babylon Twilight Race Spring 3 RC Forman Reg Start
22 23	Sat Sun	Rendezvous - "Italian Feast" - Hemlock Cove John & Kathy Trotta, <i>On the Green</i>
25	Tues 1900	Bay Shore Invitational Race (BSIR) Spring 4 Pursuit
27	Thur 1930	Babylon Twilight Race Early Spring 4 RC Burns Reg Start
29 30	Sat Sun	Rendezvous - Great River Bob & Mary DeSimone, <i>Free Spirit</i>



JULY 2019

2	Tues 1900	Bay Shore Invitational Race (BSIR) Early Summer 1 Pursuit
4	Thur 1930	Babylon Twilight Race Early Summer 1 RC Rendich Reg Start
6	Sat	Babylon Yacht Club 4th of July Invitational RC Davis
6	Sat	Start of Two-Week Cruise
6 7	Sat Sun	Rendezvous - "Kiwi Kulture" - Coast Guard Cove Nancy Sherman, <i>Miss Liberty II</i>
9	Tues 1900	Bay Shore Invitational Race (BSIR) Early Summer 2 Pursuit
11	Thurs 1930	Babylon Twilight Race Early Summer 2 RC Goodman Reg Start
13	Sat 1300	Babylon/Bay Shore Invitational - Dickerson "6" RC Burns Pursuit
13 14	Sat Sun	Rendezvous - "Saturday in the Park" - Bellport Joe & DJ Greco, <i>Tanzanite</i>
16	Tues 1900	Bay Shore Invitational Race (BSIR) Early Summer 3 Pursuit
18	Thur 1930	Babylon Twilight Race Early Summer 3 RC Margeson Reg Start
20	Sat	End of Two-Week Cruise
20 21	Sat Sun	Rendezvous - "Belly Bombers" - Oak Island Lead Rich & Sandy Czach, <i>Shoot'n the Breeze</i>
23	Tues 1900	Bay Shore Invitational Race (BSIR) Early Summer 4 Pursuit
25	Thur 1930	Babylon Twilight Race Early Summer 4 RC Winberry Reg Start
27 28	Sat Sun	Bay Shore Yacht Club PHRF Invitational
27 28	Sat Sun	Rendezvous - "Pirates of the Caribbean" - Hemlock Cove Charlie & Jane Margeson, <i>Shadow</i>
28	Sun	Champagne Breakfast - Hemlock Cove Fleet Captain Stephanie Pizer, <i>Rising Tide</i>
30	Tues 1900	Bay Shore Invitational Race (BSIR) Mid Summer 1 Pursuit

AUGUST 2019

1	Thur 1930	Babylon Twilight Race Mid Summer 1 RC Rendich Reg Start
3	Sat	<i>South Bay Cruising Club "The Blast" & General Meeting</i> Long Island Yacht Club, Babylon
4	Sun	Start of One-Week Cruise in the Bay
6	Tues 1900	Bay Shore Invitational Race (BSIR) Mid Summer 2 Pursuit
8	Thur 1930	Babylon Twilight Race Mid Summer 2 RC Goodman Reg Start
10	Sat 1600	<i>Foulke Night Race - Dickerson "6"</i> RC Stang Reg Start
10 11	Sat Sun	Rendezvous - "Margaritaville" - Coast Guard Cove Mark & Vanessa Aiossa, <i>Synergy</i>
11	Sun	End of the One-Week Cruise
13	Tues 1900	Bay Shore Invitational Race (BSIR) Mid Summer 3 Pursuit
15	Thur 1930	Babylon Twilight Race Mid Summer 3 RC Dunnells Reg Start
17	Sat 1200	<i>West Island Invitational - Bayshore</i> RC Marko
17	Sat	SailAhead Veterans' Cruise - Great River
17 18	Sat Sun	Rendezvous - "Galatea's 50 th Birthday" - Great River Jerry & Jean Holwell, <i>Galatea</i>
20	Tues 1900	Bay Shore Invitational Race (BSIR) Mid Summer 4 Pursuit
22	Thur 1930	Babylon Twilight Race Mid Summer 4 RC O'Connell Reg Start
24 25	Sat Sun	Rendezvous - "Vinyl & Clashin' Fashion" - Hemlock Cove Andy & Tiff Drossos, <i>Sabbatical</i>
27	Tues 1830	Bay Shore Invitational Race (BSIR) Late Summer 1 Pursuit
29	Thur 1900	Babylon Twilight Race Late Summer 1 RC O'Connell Reg Start
31	Sat	<i>Bellport Bay Yacht Club PHRF Lite Series</i> RC BBYC (See www.bellportyc.com for NOR)
31 1	Sat Sun	Rendezvous - "Rest Ur Timbers" - Bellport Della Bucher, <i>della.calm</i>

SEPTEMBER 2019

1	Sun	Queen of the Bay Start TBA Bellport
3	Tues 1830	Bay Shore Invitational Race (BSIR) Late Summer 2 Pursuit
5	Thurs 1900	Babylon Twilight Race Late Summer 2 RC Mirchel Reg Start
7 8	Sat Sun	Rendezvous - "Cocktail Contest" - Coast Guard Cove Jay & Stephanie Pizer, <i>Rising Tide</i>
10	Tues 1830	Bay Shore Invitational Race (BSIR) Late Summer 3 Pursuit
12	Thurs 1830	Babylon Twilight Race Late Summer 3 RC Padden Reg Start
14	Sat 1300	Babylon/Bay Shore Invitational - Dickerson "6" RC Sebouhian / T. Drossos Non-Spin Pursuit
14 15	Sat Sun	Rendezvous - "Crazy Hats" Oak Island Lead Tom & Joyce Gotard, <i>Silhouette</i>
17	Tues 1830	Bay Shore Invitational Race (BSIR) Late Summer 4 Pursuit
19	Thurs 1830	Babylon Twilight Race Late Summer 4 RC Reichel Reg Start
21	Sat 1200	Mayor's Cup - Long Island Yacht Club RC Davis Reg Start
21 22	Sat Sun	Rendezvous - "Anything Goes" - Great River Jeff Mattera, <i>Eagle's Wings</i>
24	Tues 1800	Bay Shore Invitational Race (BSIR) Fall 1 Pursuit
28 29	Sat Sun	Rendezvous - "Dinghy Racing" - Hemlock Cove Todd & Pam McCarthy, <i>Bleu Moon</i>



OCTOBER 2019

1	Tues 1800	Bay Shore Invitational Race (BSIR) Fall 2 Pursuit
5 6	Sat Sun	Rendezvous- Watch Hill Fred & Betty Golder, <i>Heart of Gold</i>
6	Sun 1200	<i>Louis Orr Invitational - After Party Babylon Yacht Club</i> RC Babylon Yacht Club Reg Start
8	Tues 1800	Bay Shore Invitational Race (BSIR) Fall 3 Pursuit
12	Sat 1200	<i>Discoverer's Invitational – Bay Shore</i> RC Wheeler Pursuit Start Non-Spin
12 13	Sat Sun	Rendezvous - "Fall Family Weekend" - Atlantique Rich & Sue Troy, <i>Fun Sway</i>
15	Tues 1800	Bay Shore Invitational Race (BSIR) Fall 4 Pursuit
19	Sat 1300	<i>Last Chance Race - Babylon</i> RC LaTorre Reg Start



NOVEMBER 2019

2	Sat	South Bay Cruising Club Boat Yard Party & General Meeting Long Island Yacht Sales, Bay Shore
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DECEMBER 2019

14	Sat	South Bay Cruising Club Holiday Party Bellport Country Club, Bellport
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Key: SBCC Events & General Meetings Twilight Races Weekend Races & Skippers Meeting Rendezvous



New Members

We welcome these new members to the South Bay Cruising Club. If you see them at an event, a rendezvous or a race, be sure to introduce yourself!



Anthony "AJ" Addeo is a lifelong resident of Farmingdale. He has a daughter Antoinette and a son Salvatore. AJ presently sails *The Princess of Artimino*, a 1980 Tartan 37 named after his daughter. When there is no wind, you can find him running around the bay and near the coast in a 1996 Regulator 26. Anthony maintains a Masters Merchant Mariner Credential issued by the United States Coast Guard. He has earned most of the ASA certificates and sailed a Del-Marva Peninsula circumnavigation in 2018. He is looking forward to sailing his newly acquired Tartan both in the bay and up and down the east coast. A summer-long cruise of the Chesapeake Bay and its many tributaries is in the planning stages.

AJ has completed the requirements that meet the World Sailing and US Sailing Offshore Special Regulations and the Training Requirements for all US Events. When not boating, he can be found under one of his "old clunkers" or cruising the mountains of Vermont and New Hampshire on his motorcycle. Currently he practices law in his home town and has served the Village of Farmingdale as Village Prosecutor, Village Judge and now a Trustee.



All three of **Doug & Lee Biviano's** children, Serena, Jesse and Quinn, were raised spending entire summers on their Morgan Out Islander

sailboat *Sea Fox* docked and anchored off of Fire Island. In 1999 they sailed her to the Bahama out islands and back.

Today they keep *Sea Fox* at Watch Hill Marina at the Fire Island National Seashore, where they are the new concessioners. That includes the Whalehouse Point restaurant and bar, the campground with glamping and the marina and snackbar with cocktail service at Sailors Haven/Sunken Forest.



Eric and Bayley Everitt grew up in the greater Bellport area and now live there with their three children, Wylin (7), Pryce (4) and Henley (2). They are members of Bellport Bay Yacht Club, where Eric is the Vice Commodore. Eric was a former instructor at BBYC and raced both on and off the bay.

Bayley grew up spending most summers on Fire Island at Davis Park and is a 100 ton USCG Captain. She drove the ferries to Davis Park for about 10 years, working there for many more. Wylin is now sailing Optis in the program at Bellport. The three children have the same love of the water as their parents; during the day you can find them wandering the beach and by night you can often find them with toys spread out all over the V-Berth.

They started on an O'Day Mariner, then slowly upgraded the fleet over time to an O'Day 222, then 272 and now a 302, *Windancer*. They've sailed the 272 and 302 to Block Island a few times, and they do some light Club Racing at BBYC. They joined the SBCC to get more involved with other boats up and down the bay.

New Members



Walter and Aissa Hillebrand live in Massapequa and have 5 year old twins, Amalia Flora and Emmanuel Richard. They sail *Whisper*, an Endeavor 33. Walter learned how to sail 25 years ago in Italy, where he is from. Aissa is learning the how-tos of sailing this summer. Duncan Burns and his wife Barbara introduced them to the club as Walter is also a priest in the the Episcopal Diocese of Long Island. They are interested in spending summers on the boat with the kids and enjoying sailing as they introduce them to this wonderful lifestyle.



Ian Holzmacher sails his Pearson 35, *Wanderlust*, named after his grandfather's boat which was a frequent rendezvous host in the 80s and early 90s.

Ian grew up on the Great South Bay, having first sailed at two-weeks old with his parents Roger and Daisy Holzmacher, also club members, on a 16' Cape Cod Bullseye. He began sailing on Optis at age 6 and quickly took advantage of every opportunity to sail or race on any boat he could. Ian was sponsored by Jim Reichel and Daisy Holzmacher. He looks forward to participating in rendezvous and racing this summer.



Michael and Pamela Jeshiva reside in East Meadow. They began sailing in July 2009 at the Waterfront Center in Oyster Bay. Michael earned his US Sailing Association Basic Keel Boat and Basic Cruising certifications there.

In 2011, they purchased a 2005 Hunter 33 named *Ripple*. Michael has been racing since the summer of 2009. His experience includes racing on sonars and a J29. He now crews on *Pandemonium* in the BSIR Tuesday racing program. Michael and Pam were sponsored by Gary Sebouhian and Ted Drossos.



Matt and Debbie Marko have two children Ty and Kim, and have lived in Ronkonkoma for 25 years. Matt and Debbie bought a C & C 29 which they are naming *Derailed* in honor of the 25 years that Matt rode the LIRR to work every day.

The Markos are new to sailing, although Matt has been taking advantage of the Tuesday night races in Bay Shore. He started the season crewing and ended the season racing his own boat.

Matt and Debbie are looking forward to participating in SBCC activities, including continued participation in the Tuesday night races. They were sponsored by Roger Daisley and Gary Sebouhian



Andrew and Helaina Mirchel live in West Islip and have two daughters, Greta and Briana and a son Christian (Kit). They sail *Galatea*, a 30ft Pearson Wanderer and also have a Beetlecat *Ralphaele* named in honor of their first cat. Helaina grew up in Bay Shore and Andy in Port Washington. They sold *Galatea* after 10 years of adventures to a couple on Cape Cod. Left uncovered for four years it subsequently sank on the hard. They bought her back as a project boat for less than the cost to have her transported back to Long Island. After six years of backyard storage, Andy retired and commenced cleaning her up. The rehab involved rebuilding decks, rehabbing the pedestal steering and swapping out the water-logged gas motor for a 48-volt electric one. New rigging and sails completed the re-commissioning of their retirement vehicle. They are looking forward to future adventures on the GSB with the SBCC.



Susan Moran has lived in Brightwaters for almost 50 years. She started sailing on *Topsy Turtle*, a 24' Venture, then *Dauntless*, a 26' Paceship, a 34' Pearson, also called *Dauntless* and now a 36' Catalina named *Whisper*. Susan has eight children who all grew up sailing, and now love taking their children on Mom's boat.

Susan now owns *Whisper* on her own, which is kind of a scary venture after having a partnership in all the other boats. Although new to being a sole owner and to handling the mechanical side of maintenance, she has lots of volunteers in the family! She will take

any chance she can to duck out of work for an afternoon, a weekend, or more. Susan was sponsored by Jeff Mattera and Nancy Sherman.



Rick & Janet Simpson are 18-year residents of Islip and enjoy sailing the Great South Bay. Rick grew up sailing and racing in Lake Huron and Lake St. Clair racing IOR, MORC and some centerboard boats. Janet grew up a Navy Junior and lived in many Naval air locations in the USA. They have enjoyed many summers at Atlantique and other South Bay destinations. They most enjoy time sailing with family and friends around the Great South Bay. Rick and Janet were sponsored by Bill Cook and Duncan Burns.



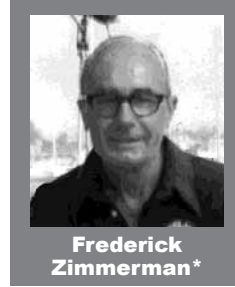
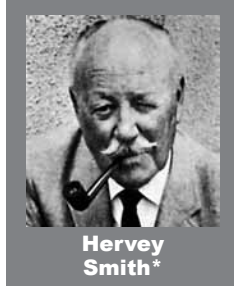
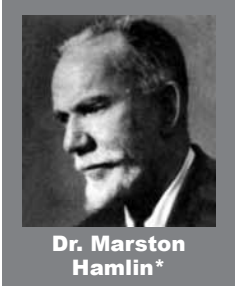
Joe Werkmeister and Christina Pietras live in Medford and sail a Hunter 34, *Polaris*, out of Sunset Harbor Marina in East Patchogue. Joe had been a life-long power boater until 2017, his first year sailing! His vision of lots of free time to sail in retirement is not far over the horizon. Christina is new to boating but is an eager first mate in training along side her captain in training.

While their careers in retail play havoc with weekend sailing, they do love to travel and are fortunate to have lots of vacation time and can be found somewhere in the Caribbean, Europe or other faraway lands during the months the boat is on the hard! Joe and Christina have been together as a couple for 10 years but have known each other for nearly 30 years. They have recently become engaged to be married.

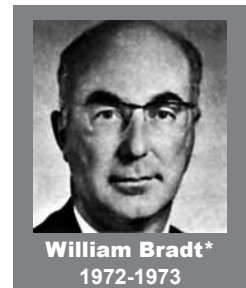
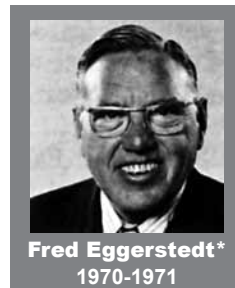
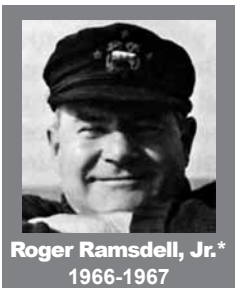
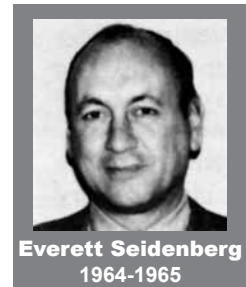
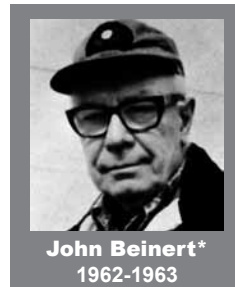
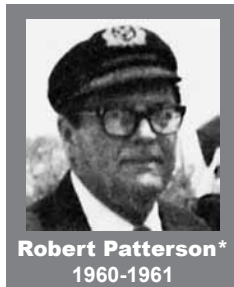
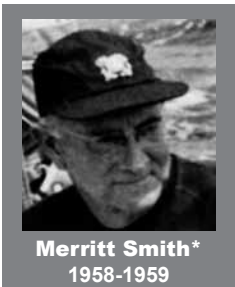
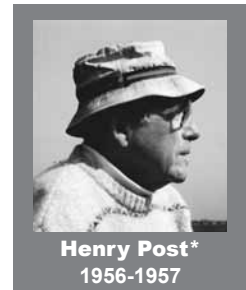
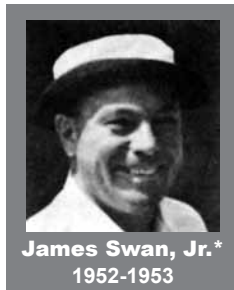
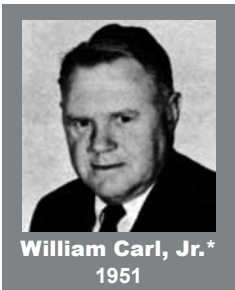
Founding Members and Past Commodores

The SBCC grants honorary life membership to all Past Commodores, in recognition of their devotion and duty to the Club. Each of them has contributed time, talent, and friendship to help make the South Bay Cruising Club the success it is today.

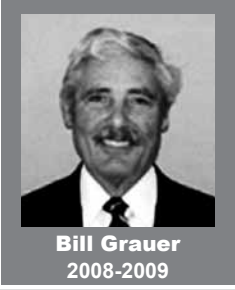
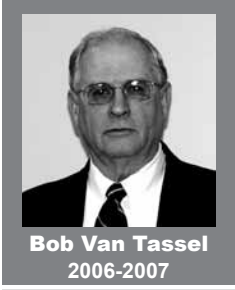
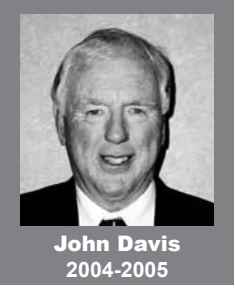
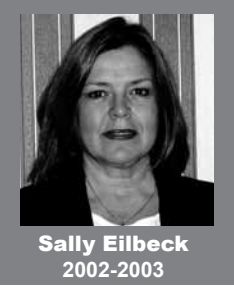
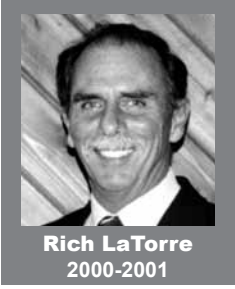
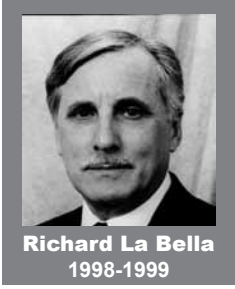
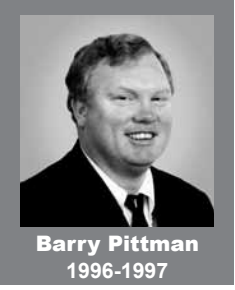
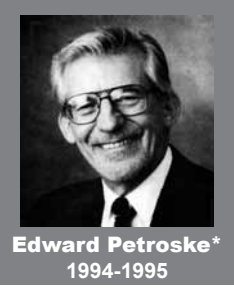
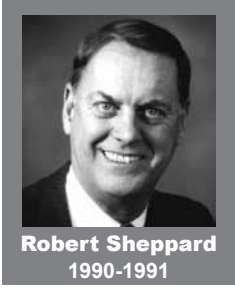
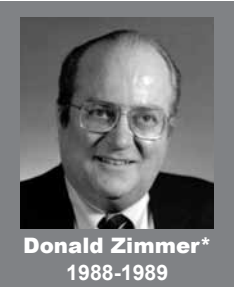
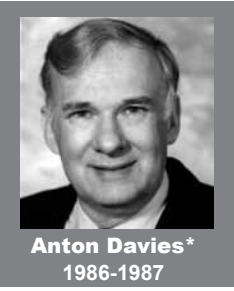
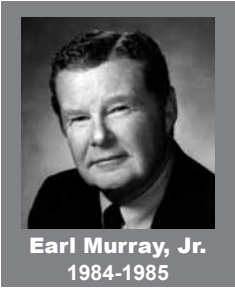
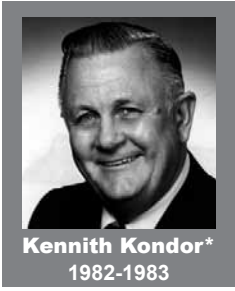
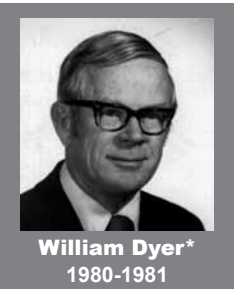
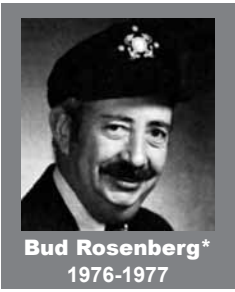
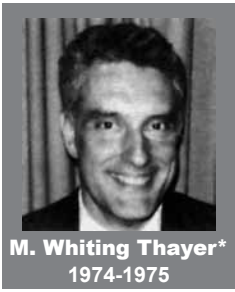
SBCC Founding Members



SBCC Past Commodores



Founding Members and Past Commodores



*Deceased

Founding Members and Past Commodores



Ed Pshedesky
2014-2015



Dave Tedesco
2016-2017



Past Commodores (left to right) Richard LaBella, Ed Pshedesky, Bob Sheppard, Bob Van Tassel & Rich LaTorre



Commodore Roger Daisley with new members (left to right): Glen & Janice Bernichon, Christina Pietras (in back), Wendy Gesele, Joe Werkmeister, Membership Chairmen Jeff Frederick, Janet & Rick Simpson

Members for 50 Years or More



1954	Everett* and Rita Seidenberg
1957	Isabelle Ramsdell
1960	William and Mary Ann Cook Alec Yaxis
1961	Dever and Andrea Larmor
1962	Eric Forsyth
1968	Philip & Donna Saccio
1969	Robert & Jacqueline Forman
1970	Marilyn Brous Earl* & Trudy Murray

* Past Commodore



Commodore Roger Daisley awards the SBCC 50 year pin to Marilyn Brous at the 2018 Commissioning Day ceremonies. She has been a member since 1970.

Looking Astern: *From the Yearbook Archives*



1959

Membership 246

Inside the front cover of the yearbook: The SBCC means all things to all people (and to many dogs as well)—cruising, boozing, and snoozing, being among the many attractions...

Three official SBCC events earned the skipper a medallion: Annual Cruise, G.S.B.Y.R.A Race Week, and Labor Day Weekend at Smith Point.

Major change in racing system: divide the fleet into thirds to help keep the boats with similar handicaps to race each other.

Monsoon-like spring, miserable racing weather, monster Clam bake, Annual Cruise and G.S.B.Y.R.A. Regatta Week had greater than ever participation.



1969

Membership 380

First time Cruising Club Crock Award- given anonymously-first place in Character Boat Beauty Contest & Race, originally called the Character Boat Perpetual Trophy Competition, was by invitation of the selection committee.

50 boats equipped with two-way radio listed in Yearbook with their call numbers. Technology at its best!

The club had 295 sailing yachts, averaging 28 ft. If you added the lengths, it came to 8,274 ft, or over 1.3 nautical miles! (For comparison, 10 years earlier, in 1959, it was 26.4' averaging 3,716 ft. overall. In 2018, almost 50 years later, was 4912 ft., averaging 30.2 ft.).

Fleet Captain was Alex Yaxis, our current oldest member at large!

57 boats attended the Annual Two-Week Cruise, heading in many directions. Some went to Bristol, then off to Portsmouth for a tour of Pearson Yachts.



1979

Membership 406

Racing program has courses in Bay Shore, Heckscher Park area, Nicoll Bay, Atlantic Ocean, Sayville and Watch Hill.

Two-Week cruise up Hudson River. Logs on three vessels entered into yearbook.

Commodore's Message from Richard C. Nehring:

The South Bay Cruising Club may mean different things to each of you—to some it means cruising, to some it means racing and to others gunkholing, rendezvousing, partying, dancing, or—you name it. To me the Club means all of these things and best of all, it means fellowship and good brotherhood. I don't know where else you could find so many nice people in one place. Being associated with this Club has been one of the finest and most enjoyable experiences in my life—and it is a privilege to be your Commodore. I guess it is because we are all pretty much interested in the Bay, and love everything about it that we work so well together. However, as

the Bay becomes more crowded, it behooves all of us to work harder to preserve its beauty and to keep it clean so that we may use it another day. I am looking forward to being on the Bay again this year, to share with you the many enjoyable functions of our Club and to continue our wonderful relationships.



1989

Membership 481

Entertainment Committee becomes Hospitality Committee.

A member of the Board of Governors, Ken Kondor, once observed that these pages keep memories alive—memories that would be preserved in a trophy case and on the wall if we had a clubhouse. Our unique club resounds with rich past and vibrant present of some very special people, and this book retains that history.

Two-Week cruise goes to New York Harbor and the Hudson River.

Our Spring Ocean Race saw only a few boats competing in light to moderate winds (not to mention a 747 dumping 40,000 lbs. of jet fuel on the course and on our sails).

The 1988 racing season was marked by good competition and turn-out. Nowhere was sailing more fun and enjoyable than racing in our home waters against our friends. We are hoping that racing on the bay next year will be just as exciting and as much fun.



1999

Membership 218

One-Week Bay Cruise - Tuesday's gathering proved to be short lived with rain coming in buckets. Rumors abounded about the location of the party on the dock. The Cruise Captain promised to change locations, and the group moved to under the canopies by the restaurant. The party quickly resembles a gathering of drowned water rats, none the less.

Two-week cruise to Martha's Vineyard - "The Infamous Sun Shower for Sally". Much of the day was spent searching the Island for the Infamous Sun Shower for Sally. Seems that tying down the sunshower missed getting on the pre-ocean checklist and it ended up going overboard with one of the northerly gusts the day before (*I did that myself!* -Historian). On the trip to Vineyard Haven the next day, while hoisting sails, the sunshower was temporarily untied. You guessed it, over it went. Not ones to take this lying down, they douse sails and return to the site to retrieve the errant sunshower and haul it aboard. All is well with the world until Bill looks down and sees the nozzle that makes it work is gone. "That's it" proclaims Bill, as he mightily heaves the sunshower over. "#@##&" you and your "@##& sunshower!!

Three Week Cruise to the Chesapeake Bay.

Yacht Amethyst all over the trophy list.



2009

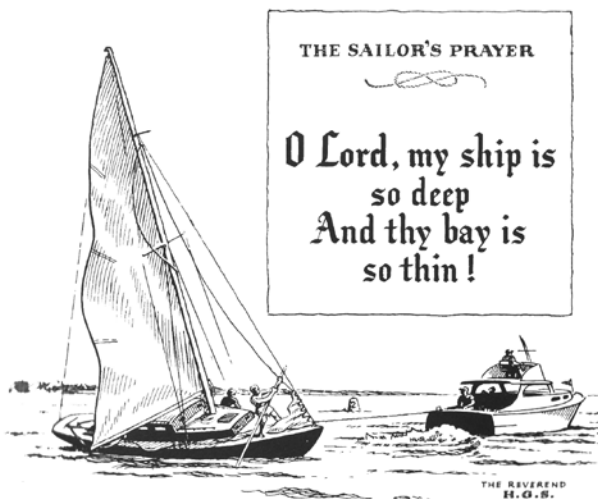
Membership 221

SBCC becomes member of Long Island Maritime Museum

Article from Bob Forman about his 10th Bermuda race: As we began our final approach to Bermuda, the wind lightened up in the wind shadow of the island. We were under powered with our #2 jib. Oh, if the heavy #1 had not disintegrated, we would easily have saved what turned out to be a very valuable 7 minutes. We crossed the finish line off St. Davids' at 18:33, the first boat to finish in our class, by one hour and forty minutes. However, a slower boat beat us on corrected time by 7 minutes. We finished 7th out of 123 in the St, Davids' Lighthouse Division.

Article from Eric Forsyth about his trip to Greenland: We left Patchogue in mid-June, 2008, with four on board bound for Greenland via the Azores. We had some of the worst weather of that leg as we sailed from Fire Island Inlet to Block Island. In the evening, as we were abeam of Shinnecock Inlet, a vicious line of squalls fell upon us with winds gusting to 35 kts. The Genoa jib was damaged, and we did not notice the tear until after we cleared Block after an overnight mooring. We bent on the Yankee jib and made it to the beautiful island of Flores in 15 days. For a couple of weeks, we cruised the delightful islands of Faial, St. Jorge, Graciosa, and Terceira.

Two-Week Cruise: We had set out to have a nice relaxing cruise and we got it! There was a bit of shuffling around as pairs of boats took off in different directions, but from the Cruise Captain's perspective, it was near perfect.



2018 Commissioning Day



2018 Commissioning Day



2018 Commissioning Day





Cruising and Rendezvous Program

Cruises

Early in the year, the Fleet Captain and the Cruise Committee put out an inquiry to the membership for opinions to work out tentative cruise itineraries. Plans for extended two-week cruises off the bay are asked to be submitted to the membership. A One-Week Cruise Around the Bay has traditionally been held the week after the annual event called "The Blast."

When a member submits a plan for a cruise, that person will act as Cruise Captain. The Cruise Captain will submit a draft itinerary of dates, ports of call, and activities to be published in the Masthead. A meeting date will be announced to present the cruise itinerary to the membership, usually in March. A final itinerary with dates, times, tides and activities will be given out to members who plan to sail on a cruise of their choice.

During a cruise, the itinerary may have to be adjusted due to weather. The Cruise Captain's responsibility is to keep the fleet informed of daily plans and/or changes that may occur. It is also the responsibility of the captains participating on a cruise to advise the Cruise Captain if they plan to leave the cruise and go their own way.

The SBCC Rendezvous

The designated host boat should hoist the large burgee supplied by the Fleet Captain. Rendezvous usually begin around 1600 - 1630 hours and last for about 2 hours. All hands are invited to attend. It is customary in the SBCC to bring your own drinks and to contribute to the snacks. Boat names should be on your bowls or platters and taken back to your boat. Pets should be left on their owner's boat. It is the duty of the host boat's captain to take a list of the boats that attend the rendezvous and stay the night until 6 AM the next morning. That list should be given to the Fleet Captain as soon as possible by e-mail.

Rendezvous are not normally cancelled due to inclement weather, but may be cancelled in the event that severe weather is forecast. It is up to the host and the Fleet Captain to make the decision. In the event the host captain is unable to attend their scheduled rendezvous, it is expected that the host captain will obtain a substitute host boat and captain for the event, and then notify the Fleet Captain. The designated location of the rendezvous is not to be altered without conferring first with the Fleet Captain.

Raft-Up Procedure

It has been tradition that no invitation is necessary to join a raft-up at a SBCC rendezvous, weather permitting, but please ask the host boat for permission to raft-up for the duration of the rendezvous. After the rendezvous, you should leave the raft and anchor nearby. While attending the rendezvous, please treat other boats as you would your own.



2018 Cruising and Rendezvous Awards

Cruises

The 2018 Two-Week Cruise was led by Dennis and Adriana Krug. They spent most of the time in the Peconic Bay with stops at Lake Montauk, Coecl's Harbor, Dering Harbor, Sag Harbor and Southold for a BBQ party at the Danilczyk's house. Some ventured up to Block Island. The cruise was smaller in 2018 and consisted mainly of *Kariana*, *Captain's Lady*, *Victoria III* and *Indigo*. *Blue Horizon*, *Watercolor*, *Eagle's Wings*, *Bleu Moon* and *NAIAD* made appearances at some point or another during the cruise. It was very hot and they had extreme weather at the end of the cruise, but all made it home safe and sound, eventually.

The One-Week Cruise Around the Bay was led by Todd and Pam McCarthy and they named it the Poker Run Cruise—you got a card every night you stayed and at the end of the cruise the best hand won. They had other fun contests, including the Name That Baby picture contest and Crazy Tee-Shirt contest. Even though the cruise was super hot, it was very fun and 14 boats stayed for at least half the cruise. Many other boats came out for a night or two. The group unexpectedly stayed extra nights at Watch Hill Marina since Davis Park was too full. The people operating the marina concession, Doug and Lee Biviano, were incredibly accommodating throughout the week. They and their children recently joined the SBCC! It was a really fun week hanging out with so many SBCC friends.

Rendezvous

The 2018 rendezvous season saw more rain than usual and therefore lower than usual numbers of boats out many weekends. By mid-August it had rained 9 of the previous 13 weekends. Hopefully it will only rain on week days this season.

We had some great themes again this year: The Name Game, Back to School, Pirates of the Caribbean, Grand Slam, Anything Goes, Dinghy Racing and Florida or Bust - the Kohl's boat actually had a sign on the stern saying exactly that!

2017 Cruise Captain Awards

Dennis & Adriana Krug – *Two-Week Cruise*

Todd & Pam McCarthy – *One-Week Cruise*

Sheila Daytz Award (Most Rendezvous)

Jay & Stephanie Pizer on *Cayenne* (Fourth year in a row)



2018 Cruising and Rendezvous Awards



2018 Cruising and Rendezvous Awards

Attended at Least Three Rendezvous

<i>Cayenne</i>	13	<i>Phoebe Rose</i>	5
<i>Miss Liberty II</i>	12	<i>Tanzanite</i>	5
<i>Laurie Jean</i>	11	<i>Wild Blue/Kailani</i>	5
<i>Captain's Lady</i>	9	<i>Becky</i>	4
<i>Shoot'n the Breeze</i>	8	<i>Fun Sway</i>	4
<i>Bleu Moon</i>	7	<i>Margaret Gale</i>	4
<i>Sabbatical</i>	7	<i>Alexa Grace</i>	3
<i>Eagle</i>	6	<i>della.calm</i>	3
<i>JustUs</i>	5	<i>Floriana</i>	3
<i>Naiad</i>	5	<i>Galatea</i>	3
<i>On the Green</i>	5	<i>Silent 'P'</i>	3



Hosted at Least One Rendezvous

<i>Bleu Moon</i>	<i>JustUs (2)</i>
<i>Cayenne</i>	<i>Margaret Gale</i>
<i>della.calm</i>	<i>Miss Liberty II</i>
<i>Eagle</i>	<i>NAIAD</i>
<i>Eagle's Wings</i>	<i>On the Green</i>
<i>Floriana</i>	<i>Phoebe Rose</i>
<i>Free Spirit</i>	<i>Sabbatical</i>
<i>Fun Sway</i>	<i>Shadow</i>
<i>Galatea</i>	<i>Silent 'P'</i>
<i>Indigo</i>	<i>Tanzanite</i>
<i>Intruder</i>	



2018 Cruising and Rendezvous Awards





Race Program

The South Bay Cruising Club is sponsoring 50 race events this year in its program. The races cover a variety of formats including many invitational races open to nonmembers as well. The race events are listed in our schedules in this yearbook and on the internet at:

www.sbccracing.org.

The Notice of Race for our events is listed on our website in addition to a crew connector for boat captains seeking additional help and those who would like to try crewing for others.

Babylon Twilight Race Series

Beginning Thursday nights in June, we hold competitive races for sport boat, spinnaker and non-spinnaker classes. This race is for club members only.

Bay Shore Invitational Race (BSIR)

On Tuesday nights beginning in June, we hold pursuit races for non-spinnaker boats. This is an invitational race. It features a relaxed pursuit style start to make the race accessible to racers just starting out in addition to seasoned veterans. The racers use a free tracking app called RaceQs. There is a friendly after party held at Long Island Yacht Sales boatyard featuring a barbecue that is open to all racers and their crews.

Special Events and Trophy Races

The SBCC has a long history of trophy races and special events. This year we will have our Commodore's Cup for the winner of the Babylon/Bay Shore series. The Deale Trophy will be bestowed upon the winner of the West Island Race. The Foulke Trophy will be presented to the winner of the Foulke Night Race. The Governor's Cup will be awarded to the best total score of Foulke, Commodore's Cup and West Island Races. The Creepstakes, to be held in Bay Shore, will have trophies awarded to two classes; one a skipper only singlehanded class with a regular start and new for this year, a doublehanded class with a pursuit start.



Race Courses

WEST ISLAND

Counter-Clockwise	Clockwise
15.70nm	15.70nm
Start - Bay Shore Area	Start - Bay Shore Area
"10 WC" (port)	"10 WC" (port)
"EW" Crazy Charlie (port)	"3 NC" (starboard)
"8 EC" (starboard)	"9 NC" (starboard)
"19 EC" (port)	"19 EC" (starboard)
"9 NC" (port)	"8 EC" (port)
"4 NC" (port)	"EW" Crazy Charlie (starboard)
"10 WC" (starboard)	"10 WC" (starboard)
Finish	Finish



BABYLON COURSES

Start and finish established by the Race Committee. If finishing at the Babylon Yacht Club dock, the RC shall display code flag “V.” If it is used as a mark of the course, leave “9” to starboard the last time it is rounded when finishing at the Babylon Yacht Club dock. Course distance may vary based on pin and “X” mark positions. DO NOT RUN A DOWNWIND START.

COURSE 1 (SW Wind) *	COURSE 2 (SW Wind)	COURSE 3 (N Wind)
1.80nm	3.80nm	3.80nm
Start	Start	Start between RC and “9”
“9” (port)	“9” (port)	“X” (starboard)
Finish (Pin/X Starboard)	“6” (port)	“6” (starboard)
	Finish	Finish between RC and “9”

*If course 1 is sailed 2 or more times around, except for finishing, the X mark is to be rounded to port.

COURSE 4 (SE Wind)	COURSE 5 (SW Wind)	COURSE 6 (SW Wind)
4.10nm	5.50nm	7.45nm
Start	Start	Start
“6” (port)	“9” (port)	9” (port)
“X” (port)	“6” (port)	“1” (port)
“9” (port)	“X” (port)	Finish
Finish	“9” (port)	
	Finish	

COURSE 7 (NW Wind)	COURSE 8 (SW Wind)	COURSE 9 (SW Wind)
7.30nm	9.35nm	9.65nm
Start	Start	Start
“X” (port)	“9” (port)	“6” (port)
“9” (port)	“11 WC” (starboard)	“11 WC” (starboard)
“11 WC” (port)	“3” (port)	“3” (port)
Finish	“1” (port)	“1” (port)
	“6” (starboard)	“X” (port)
	Finish	“9” (port)
		Finish



RACE COURSES: BABYLON

Race Courses

BAY SHORE INVITATIONAL RACE (BSIR) COURSES

See the Notice of Race (NOR) at www.sbccracing.org/nor-bs-invitational

COURSE 1 (NE NW S wind)	COURSE 2 (N, E, SE, SW wind)	COURSE 3 (N, NW, NE, SW wind)
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2.91nm	2.91nm	3.64nm
Start "1" (port)	Start "1" (starboard)	Start "1" (port)
"10 WC" (port)	"3" (starboard)	"11 WC" (port)
"3" (port)	"10 WC" (starboard)	"3" (starboard)
Finish "1" (port)	Finish "1" (starboard)	"10 WC" (starboard)
		Finish "1" (starboard)

COURSE 4 (N, S wind)	COURSE 5 (NW, E, S wind)	COURSE 6 (E, SE, W wind)
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4.26nm	4.48nm	4.48nm
Start "1" (port)	Start "1" (port)	Start "1" (starboard)
"11 WC" (port)	"10 WC" (port)	"4 NC" (starboard)
"8 WC" (port)	"4 NC" (port)	"10 WC" (starboard)
"10 WC" (starboard)	Finish "1" (port)	Finish "1" (starboard)
"1" (starboard)		
"10 WC" (starboard)		
Finish "1" (starboard)		

COURSE 7 (NW, SE, wind)	COURSE 8 (E, SE, W wind)	COURSE 9 (SW wind)
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4.51nm	4.51nm	4.76nm
Start "1" (port)	Start "1" (starboard)	Start "1" (port)
"11 WC" (port)	"4 NC" (starboard)	"6" (port)
"4 NC" (port)	"11 WC" (starboard)	"11 WC" (starboard)
Finish "1" (port)	Finish "1" (starboard)	"10 WC" (port)
		Finish "1" (port)



COURSE 10 (NE, NW, SE, S wind)	COURSE 11 (N, NW, SE, SW wind)	COURSE 12 (E, W wind)
4.82nm	4.82nm	5.59nm
Start "1" (port)	Start "1" (port)	Start "1" (starboard)
"10 WC" (port)	"4 NC" (port)	"3" (starboard)
"3" (starboard)	"3" (port)	"11 WC" (port)
"4 NC" (starboard)	"10 WC" (starboard)	"6" (starboard)
Finish "1" (starboard)	Finish "1" (starboard)	Finish "1" (starboard)
COURSE 13 (SW wind)	COURSE 14 (NE, NW, S wind)	COURSE 15 (N, E, SE, SW wind)
5.80nm	5.82nm	5.82nm
Start "1" (port)	Start "1" (port)	Start "1" (starboard)
"6" (port)	"10 WC" (port)	"3" (starboard)
"11 WC" (starboard)	"3" (port)	"10 WC" (starboard)
"10 WC" (port)	"1" (port)	"1" (starboard)
"3" (port)	"10 WC" (port)	"3" (starboard)
Finish "1" (port)	"3" (port)	"10 WC" (starboard)
	Finish "1" (port)	Finish "1" (starboard)

RACE COURSES: BAY SHORE



2019 Racing Schedule

Date	Race / Event	First Gun	Classes	Notes	Race Chair	Start Locale	Courses
Thurs May 16	Racing Rules Seminar	1900	West Islip Library		Burns	West Islip Library	
Sat May 18	Spring Invitational Race To Atlantique	1200	Pursuit	2,3,4,8	Wheeler	Bay Shore	Atlantique
Tues May 21	Bay Shore Invitational Race (BSIR) Skippers Meeting	1900	West Islip Library		Drossos/ Sebouhian	West Islip Library	
Mon May 27	Creepstakes Single Handed / Double Handed	1100	Reg/Pursuit	4,5	Mirchel	Bay Shore	1 thru 9
Tues June 4	Bay Shore Invitational Race (BSIR) Spring 1	1900	Pursuit	2,3,4,6,11	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Jun 6	Babylon Twilight Spring 1	1930	Reg	2.11	LaTorre	Babylon	1 thru 9
Fri June 7	Babylon Cup	1900	Reg	3	Davis	Babylon	
Tues June 11	Bay Shore Invitational Race (BSIR) Spring 2	1900	Pursuit	2,3,4,6,11	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Jun 13	Babylon Twilight Spring 2	1930	Reg	2.11	Davis	Babylon	1 thru 9
Tues June 18	Bay Shore Invitational Race (BSIR) Spring 3	1900	Pursuit	2,3,4,6,11	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Jun 20	Babylon Twilight Spring 3	1930	Reg	2.11	Forman	Babylon	1 thru 9
Tues June 25	Bay Shore Invitational Race (BSIR) Spring 4	1900	Pursuit	2,3,4,6,11	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Jun 27	Babylon Twilight Spring 4	1930	Reg	2.11	Burns	Babylon	1 Thru 9
Tues July 2	Bay Shore Invitational Race (BSIR) Early Summer 1	1900	Pursuit	2,3,4,6,11	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs July 4	Babylon Twilight Early Summer 1	1930	Reg	2.11	Rendich	Babylon	1 thru 9
Sat July 6	Babylon 4th of July Regatta			3	BYC	Babylon	TBA
Tues July 9	Bay Shore Invitational Race (BSIR) Early Summer 2	1900	Pursuit	2,3,4,6,11	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs July 11	Babylon Twilight Early Summer 2	1930	Reg	2.11	Goodman	Babylon	1 thru 9
Sat. July 13	Babylon / Bay Shore Invitational	1300	Pursuit	2,4,12	Burns	Dickerson 6	TBD
Tues July 16	Bay Shore Invitational Race (BSIR) Early Summer 3	1900	Pursuit	2,3,4,6,11	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs July 18	Babylon Twilight Early Summer 3	1930	Reg	2.11	Margeson	Babylon	1 thru 9

2019 Racing Schedule

Date	Race / Event	First Gun	Classes	Notes	Race Chair	Start Locale	Courses
Tues July 23	Bay Shore Invitational Race (BSIR) Early Summer 4	1900	Pursuit	2,3,4,6,11	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs July 25	Babylon Twilight Early Summer 4	1930	Reg	2.11	Winberry	Babylon	1 thru 9
Tues July 30	Bay Shore Invitational Race (BSIR) Mid Summer 1	1900	Pursuit	2,3,4,6,11	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Aug 1	Babylon Twilight Mid Summer 1	1930	Reg	2.11	Rendich	Babylon	1 Thru 9
Tues Aug 6	Bay Shore Invitational Race (BSIR) Mid Summer 2	1900	Pursuit	2,3,4,6,11	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Aug 8	Babylon Twilight Mid Summer 2	1930	Reg	2.11	Goodman	Babylon	1 Thru 9
Sat Aug 10	Foulke Night Race	1600	Reg	2	Stang	Dickerson "6"	
Tues Aug 13	Bay Shore Invitational Race (BSIR) Mid Summer 3	1900	Pursuit	2,3,4,6,11	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Aug 15	Babylon Twilight Mid Summer 3	1930	Reg	2.11	Dunnells	Babylon	1 Thru 9
Sat Aug 17	West Island Invitational	1200	Reg	2,3,9	Marko	Bay Shore	West Island
Tues Aug 20	Bay Shore Invitational Race (BSIR) Mid Summer 4	1900	Pursuit	2,3,4,6,11	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Aug 22	Babylon Twilight Mid Summer 4	1930	Reg	2.11	O'Connell	Babylon	1 Thru 9
Tues Aug 27	Bay Shore Invitational Race (BSIR) Late Summer 1	1830	Pursuit	2,3,4,6,11	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Aug 29	Babylon Twilight Late Summer 1	1900	Reg	2.11	O'Connell	Babylon	1 thru 9
Tues Sept 3	Bay Shore Invitational Race (BSIR) Late Summer 2	1830	Pursuit	2,3,4,6,11	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Sept 5	Babylon Twilight Late Summer 2	1900	Reg	2.11	Mirchel	Babylon	1 thru 9
Tues Sept 10	Bay Shore Invitational Race (BSIR) Late Summer 3	1830	Pursuit	2,3,4,6,11	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Sept 12	Babylon Twilight Late Summer 3	1830	Reg	2.11	Padden	Babylon	1 thru 9
Sat Sept 14	Babylon / Bay Shore Invitational	1300	Pursuit		Drossos/ Sebouhian	Dickerson 6	TBD
Tues Sept 17	Bay Shore Invitational Race (BSIR) Late Summer 4	1830	Pursuit	2,3,4,6,11	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Sept 19	Babylon Twilight Late Summer 4	1830	Reg	2.11	Reichel	Babylon	1 thru 9

2019 Racing Schedule

Date	Race / Event	First Gun	Classes	Notes	Race Chair	Start Locale	Courses
Sat Sept 21	Mayor's Cup	1200	Reg	2	Davis	Long Island Yacht Club	
Tues Sept 24	Bay Shore Invitational Race (BSIR) Fall 1	1800	Pursuit	2,3,4,6,11	Drossos/ Sebouhian	Bay Shore	1 thru 15
Tues Oct 1	Bay Shore Invitational Race (BSIR) Fall 2	1800	Pursuit	2,3,4,6,11	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sun Oct 6	Louis Orr Invitational After Party at BYC	1200	Reg	2,11	BYC	Babylon	
Tues Oct 8	Bay Shore Invitational Race (BSIR) Fall 3	1800	Pursuit	2,3,4,6,11	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sat Oct 12	Discoverer's Invitational Race to Atlantique	1200	Pursuit	2,3,4,8	Wheeler	Bay Shore	Atlantique TBA
Tues Oct 15	Bay Shore Invitational Race (BSIR) Fall 4	1800	Pursuit	2,3,4,6,11	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sat Oct 19	Last Chance Race	1300	Reg	2,12	LaTorre	Babylon	1 thru 9

RACE SCHEDULE



NOTES TO THE RACE SCHEDULE:

TBA: To be announced

1. None
2. See NOR at sbccracing.org
3. Invitational Race - Obtain information from sponsoring club.
4. Non-Spin Only
5. BSYC and SBCC boats only
6. RaceQs App Required.
7. SBCC Invitational open to members of GSBYRA-affiliated clubs.
8. Pursuit Race
9. Same course for spin and non-spin classes.
10. Personal Flotation Devices must be worn by entire crew.
11. Time limit of 3 hours for twilights
12. Time limit of 1800 for day races
13. No Time Limit



A Different, Fun Way to Race—BSIR

by Ted Drossos & Gary Sebouhian

It has been three years since the beginning of the Bay Shore Invitational Races (BSIR). Here's a bit of background information about how it all started, the current state of the BSIR racing venue, and a peek into its future.

Prior to the 2015 season, week-night racing participation had dwindled for several years in Babylon on Thursdays and

especially in Bay Shore on Tuesdays. In order to keep the evening racing alive on the bay, it was decided that there would be racing one night a week for the 2016 season. The race locations would alternate between Babylon and Bay Shore, with the starting area near the Robert Moses Bridge to accommodate both Babylon and Bay Shore racers. The season began and the Bay Shore races were not getting the participation of the Babylon boats. After about half the season was completed it was decided that all evening races would only be held in Babylon. That decision eliminated the Bay Shore night racing entirely.

The decision to eliminate Bay Shore racing was our impetus to understand why people

who would typically be participants weren't racing in Bay Shore. We wanted to find out what they wanted in a racing program and what it would take to get them out racing.

The overwhelming majority of sailors we spoke with wanted something very different from what was being offered by the South Bay Cruising Club racing program at that time. They wanted

They wanted a stress-free racing venue where they could improve their sailing skills, meet new friends, and have fun.

a stress-free racing venue where they could improve their sailing skills, meet new friends, and have fun.

To salvage what little interest in racing was left in Bay Shore, we decided that for the balance of the 2016 season we would do some casual races in Bay Shore every Tuesday night. So we started. The participants did not have to be South Bay Cruising Club members and these races were not sanctioned by the SBCC. For the remaining seven weeks of the season, we raced every Tuesday night with 6 to 12 boats participating. The races were very informal "Beer Can" races. We would meet at Buoy "1", announce the course by VHF radio, and everyone would start at approximately the same time. The races were





fun and afterwards we would meet at Long Island Yacht Sales, where many of us kept our boats. We would barbeque and enjoy the camaraderie of the other sailors. This was the genesis of the BSIR.

Over the winter between the 2016 and 2017 seasons, we had many conversations and meetings to discuss the possibility of starting a new type of racing venue in Bay Shore. We realized that there was great potential for this venue and began to formally develop the BSIR program.

Although we are both members of the South Bay Cruising Club, our intention was to continue to run this program independently. The SBCC also realized the potential of what we were doing and began discussing with us the possibility of integrating our program into the SBCC. After several discussions, it was decided that the Tuesday night venue would be integrated into the SBCC. It was also agreed that it would continue to be an invitational venue as we had several racers who were not at that time members of the SBCC. Incidentally, as a result of racing in the Tuesday night program, several sailors have joined the SBCC. It was also decided that we (Gary and Ted) would continue to manage this program. Thus the BSIR was born.

We set several goals based upon the feedback from the previous season: Make it about having fun, keep it stress free, make the racing competitive while also attempting to keep a competitive balance within the fleet, and provide an after-race social gathering at the end of every race.

While the “beer can” racing was a lot of fun, it was important to maintain competition within the fleet. Realizing that the inclusion of boats that don’t normally race is a high priority for the success of this program, we had to develop an equitable means of adjusting handicaps for a diversity of boats, equipment, and crew. To keep the competitive balance within the fleet, we decided that adjusting



A Different, Fun Way to Race—BSIR



handicap ratings after each series would fulfill this requirement. The boats that consistently place well will have their handicaps reduced while the boats that are at the back of the fleet will have their handicaps raised. After all, it is sailboat racing so there still has to have a level of competition. To keep it simple, we decided to also make it a non-spinnaker venue.

Prior to the start of the 2017 season, we spent several months developing and refining the program. To make it stress free, a pursuit-style start was adopted. All boats start at a different time based on their handicap. The

higher handicap (slower) boats start before the lower handicap (faster) boats. The lower handicap boats are trying to catch and pass the higher handicap boats, if they can. In some cases the slower boats have a twenty-minute head start creating a considerable distance separation for the faster boats to make up.

In traditional racing, it can be difficult to figure out what place you are in at any point during a race. Since the BSIR races are pursuit-style races, you always know exactly where you stand during a race. The fun factor stays high with the slower boats trying their hardest to





avoid being passed before they reach the finish line. In theory, all boats should finish at the same time. Theory is not always reality and, of course, that doesn't happen. What does happen is that as we adjust handicap ratings during the season it compresses the fleet more and more. If you are ahead of a boat at any point during the race, you are beating them. It's that simple.

As the 2017 season approached, we began to promote the new venue. We spoke to everyone we met who had a sailboat. We produced, distributed, and displayed flyers in boat yards and local marine retail stores. The BSIR Spring 2017 Skipper's Meeting was well attended and the season began with more interest and participants than we expected.

Interest in the BSIR was beyond our expectations. The first race of the 2017 season saw 7 boats racing and it continued to grow. We had 19 boats racing in one of the races and participation consistently averaged in the teens. During the 2018 season there was a race that had 21 boats racing. What a beautiful sight it was to see all those boats out racing. For the 2019 season there are over 50 boats that are registered. They all receive our pre-race notices and our post-race results and anecdotes about the race.

New for the 2019 season, we have developed a revised handicap adjustment system that

we expect will bring theory and reality even closer together. In addition to adjusting the top and the bottom finishing boats as we have in past seasons, we will now also be proportionately adjusting the handicaps of the boats that finish in the middle of the fleet. To keep the racing competitive, the handicaps for ALL boats will be adjusted after every series. These rating adjustments help compress the finish times of the entire fleet. It keeps the races exciting right up to the very end because boats are finishing closer together. When groups of boats are finishing within seconds of each other, it's proof that the system is working as envisioned.

The nice part about making adjustments during the season is that your handicap is continually adjusted based on your performance and not on the performance of an identical boat with the latest and greatest sails and equipment. You can race with what you have without having to spend a fortune on new sails and equipment. Boats that don't have racing sails, the latest electronics, or the smoothest bottoms can still be competitive. If you're not the competitive type or your boat isn't exactly "race ready," you can just come on out and have a heck of a lot of fun. The BSIR Tuesday night race venue is definitely for you.

On the other hand, there are some very competitive and experienced racers that will

A Different, Fun Way to Race—BSIR



be racing with you. They are willing to help you sail faster, sail smarter, and sail safer with insightful answers to your questions and suggestions when you ask for them. Although the top racers are having their handicaps lowered because they sail so well, they are motivated to sail better so that they can catch the boats ahead of them.

Over the past several years we have noticed that there is some interesting inter-fleet racing going on. During most races there are groups of boats of similar speed/handicaps that continually change their finishing positions from week to week. It doesn't matter how they finish in relationship to the entire fleet. What seems to be more important is if they

improved from the previous race or series of races and whether they were able to finish ahead of their rivals. Let's not forget about the much-deserved "bragging rights" at the after race get-togethers.

Another important aspect of the BSIR venue is how the races are managed. We have introduced the use of a smart phone app called RaceQs that all participants run while racing. It helps us manage the race results, keep track of boats, teach skippers about rules, and resolve potential protest conflicts. The app tracks your boat during the race and records lots of useful data about your boat such as boat speed, velocity made good, wind direction, time and distance sailed, and a bunch of other interesting information. After this data is collected, you can compare your boat to any other boat in the fleet and analyze your performance to help you sail faster and smarter.

An integral part of any racing program is the dissemination of information about the races. Eric Winberry has been instrumental in starting, developing and maintaining the sbccracing.org web site. This is where all current information about the racing program can be found. Here you will find the Racing Schedule, the Notice of Race, Course Descriptions, Starting Time Offset Spreadsheet, and the weekly race results





with some great action photos taken by the race participants.

After every race we often have upwards of 25 sailors at a barbeque at Long Island Yacht Sales under the gazebo where we have tables, chairs, and a grill. Everyone is welcome to attend these after race get-togethers. Bring something to eat or drink or just come to enjoy what some racers describe as the best part of the evening. Mostly, we have fun discussing what went right and what went wrong during the race. These conversations are often very humorous but in some cases provide a great learning opportunity when unique events take place. When those stories begin with “You won’t believe what just happened,” we know it’s going to get interesting.

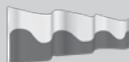
Shouldn’t racing be about having fun? The BSIR has something for both experienced and novice racers who are competing in an environment where the novice racer will not feel intimidated. It’s the perfect stress-free venue to start learning about racing and to develop a comfort level while sailing with other skippers who may also be new to racing. If you would like to experience some racing without sailing your own boat, you are welcome to join another boat as crew. There is always someone anxious to welcome you

aboard. Some skippers are out there because they just want to be sailing with 20 other boats enjoying a beautiful evening on the Bay in Bay Shore.

Come join us on Tuesday nights. If you would like to participate, please contact Gary Sebouhian or Ted Drossos at least a week in advance of your first race. E-mail us with your intentions at sailboatracing@gmail.com so we can get you set up in the system and ready to have some fun.



2018 Major Awards



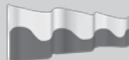
Sheila Daytz Award

Jay & Stephanie Pizer
Cayenne



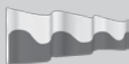
Babylon Twilight Non Spin Season Champion

Jerry Dunnells
Chanson



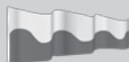
Bay Shore Invitational Season Champion

Harry Manko
Full Circle



Babylon Twilight Spin Season Champion

Paul Rendich
JT9D



Deale Trophy

Rick LaTorre
Dark Star



2018 Racing Awards

Invitational, Special and Trophy Races*

Babylon Cup

<i>Chanson</i>	Jerry Dunnells
<i>Dark Star</i>	Rick LaTorre
<i>Miss Gracie</i>	Larry Shaefer

Bay Shore/Babylon Invitational #1

<i>Lady in Red</i>	Ted Drossos
<i>Merry Ann</i>	Cook / Burns
<i>JT9D</i>	Paul Rendich

Bay Shore/Babylon Invitational #2

<i>Merry Ann</i>	Cook / Burns
<i>Full Circle</i>	Harry Manko
<i>Shadow</i>	Charlie Margeson

Discoverer's Race

<i>Turn The Page</i>	Rooney / Becker
<i>Merry Ann</i>	Cook / Burns
<i>Full Circle</i>	Harry Manko

Creepstakes

<i>Kickin' Back</i>	Marty O'Connell
<i>Windswept</i>	Bryan McLoughlin
<i>Full Circle</i>	Harry Manko

Last Chance Race

<i>Full Circle</i>	Harry Manko
<i>Shadow</i>	Charlie Margeson
<i>Heritage</i>	Scott Woodrick

Spring to Atlantique

<i>Full Circle</i>	Harry Manko
<i>Aleboat</i>	Eric Winberry

West Island Race

Spin

<i>Dark Star</i>	Rick Latorre
<i>JT9D</i>	Paul Rendich

Non Spin

<i>Merry Ann</i>	Cook / Burns
<i>Windswept</i>	Bryan McLoughlin

Multihull

<i>Intruder</i>	Glenn Reed
<i>Alacrity</i>	Palmer



* Invitationals are open to nonmembers, though nonmembers are not eligible for Perpetual trophies. 51

Babylon Twilights

Spring Series		Late Summer Series	
Non Spin		Non Spin	
<i>Dark Star</i>	Rick LaTorre	<i>Chanson</i>	Jerry Dunnells
<i>Chanson</i>	Jerry Dunnells	<i>Dark Star</i>	Rick LaTorre
<i>Kickin' Back</i>	Marty O'Connell	<i>Bionator</i>	Michael Goodman
Early Summer Series		Spin	
Non Spin		<i>JT9D</i>	Paul Rendich
<i>Chanson</i>	Jerry Dunnells	<i>Naughty Dog</i>	Jim Reichel
<i>Dark Star</i>	Rick LaTorre	<i>Full Circle</i>	Harry Manko
<i>Kickin' Back</i>	Marty O'Connell	Fall Series	
Spin		Non Spin	
<i>JT9D</i>	Paul Rendich	<i>Chanson</i>	Jerry Dunnells
<i>Naughty Dog</i>	Jim Reichel	<i>Dark Star</i>	Rick LaTorre
<i>Full Circle</i>	Harry Manko	Spin	
Mid-Summer Series		<i>Naughty Dog</i>	Jim Reichel
Non Spin		<i>Full Circle</i>	Harry Manko
<i>Chanson</i>	Jerry Dunnells	Overall Series Winners	
<i>Dark Star</i>	Rick LaTorre	Non Spin	
<i>Kickin' Back</i>	Marty O'Connell	<i>Chanson</i>	Jerry Dunnells
Spin		<i>Dark Star</i>	Rick LaTorre
<i>JT9D</i>	Paul Rendich	<i>Kickin' Back</i>	Marty O'Connell
<i>Naughty Dog</i>	Jim Reichel	Spin	
<i>Full Circle</i>	Harry Manko	<i>JT9D</i>	Paul Rendich
		<i>Naughty Dog</i>	Jim Reichel



Bay Shore Invitationals

Spring Series		Late Summer Series	
<i>Full Circle</i>	Harry Manko	<i>Merry Ann</i>	Cook / Burns
<i>Jolly Mon</i>	Dennis Ahern	<i>Sugar Magnolia</i>	Grover
<i>Pandemonium</i>	Gary Sebouhian	<i>Full Circle</i>	Harry Manko
Early Summer Series		Fall Series	
Dinghy Division		<i>Full Circle</i>	Harry Manko
Fresh Start	Rooney / Becker	<i>Merry Ann</i>	Cook / Burns
PHRF Division		<i>Jolly Mon</i>	Dennis Ahern
<i>Merry Ann</i>	Cook / Burns	Overall Series Winners	
<i>Full Circle</i>	Harry Manko	<i>Full Circle</i>	Harry Manko
<i>Jolly Mon</i>	Dennis Ahern	<i>Jolly Mon</i>	Dennis Ahern
Mid-Summer Series		<i>Pandemonium</i>	Gary Sebouhian
Dinghy Division			
Fresh Start	Rooney / Becker		
PHRF Division			
<i>Merry Ann</i>	Cook / Burns		
<i>Lady in Red</i>	Ted Drossos		
<i>Full Circle</i>	Harry Manko		



2018 Racing Awards



2018 Racing Awards



SBCC Race Awards & Trophies

Over the course of our Club history many special races, trophies and awards have been developed to meet the needs and interests of SBCC members. The late Gene Reardon, our past historian, compiled a brief description of some of these. A complete list is on the SBCC website.

Commodore's Cup

Established in 1956 by Commodore Henry Post. Bestowed upon the boat with the best combined times in the Labor Day Weekend races, Babylon to Bellport, and Smith Trophy at Sayville. A special effort was made to encourage the entire family to be involved. In 1957 it became a single race from Timber Point to Bellport, and in 1973 it became a closed course race, sailed in Nicoll Bay. This year's Commodore's cup will be awarded to the best combined scores of the Babylon/Bay Shore Invitational races.

Deale Trophy

Created in 1963, in memory of William H. Deale, for the best corrected time in the West Island Race. The West Island Race was established in 1951, in which a boat could sail the published course in either direction. This tested the skippers not only in the normal racing skills, but also in the added factors of predicting the winds, waves, tides and currents in the selection of which way to go around West Island. This race was the brain child of Hervey Smith and was originally called "The Annual Race." This is normally the best attended race of the season.

Foulke Trophy

Established in 1954 in honor of J. Brion Foulke Jr., for the best corrected time in a race from Babylon to Bellport and return, finishing after dark. Beginning in 1959 it was required to keep south of West Island on the eastbound leg. This requirement was dropped in 1961. This year's Foulke Race will be held on August 10th.

Governor's Cup

Created in 1966 by the SBCC Board of Governors for the best total score in the West Island, Foulke and Commodore's Cup races.

Single-handed Creepstakes

Started in 1960 for a race in which only the skipper was on board. Beginning around 1980, spinnakers were also permitted. The spinnaker experiment was terminated around 1989 after several close encounters.



SBCC Cruise Awards & Trophies

Cruising awards are given for participation in any of the Club's organized cruises. To qualify, a yacht must anchor or tie-up with the fleet for at least 50% of the time designated for a cruise by the Fleet Captain. The Fleet Captain will submit a list of yachts eligible, based on cruise attendance records. Rendezvous Awards are given at the Fleet Captain's discretion to boats that attend a minimum number of rendezvous. A complete list is on the SBCC website.

Blue Water Award

To recognize a well-planned and well-executed extended offshore cruise. Begun in 1952 and awarded occasionally, as deemed appropriate by the Awards Committee. It was the outgrowth of the Annual Cruising Award.

Ken Kondor Trophy

Created in 1995 and is awarded to the boat that does the most combined cruising and racing. To qualify, a boat must complete at least four races and get credit for four rendezvous. A boat gets one point for completing each race, an additional point for placing in a race, two points for attending a rendezvous and one point for hosting a rendezvous. The trophy is awarded annually at Commissioning Day.

Sheila Daytz Trophy

Begun in 1993 and given to the boat attending the greatest number of club rendezvous in a season.



Racing Off the Bay

by Jim Reichel

For the past 20 years or so, a few of our club members have been lucky enough to sail in races all over the country. I always invite my crew, family and a few fellow skippers to join the adventures and not miss out on some of the best sailing remaining in our area. Off the bay racing is also on the decline, with fewer overall boats from a few years ago, but the quality is higher. This year we had some good venues and great competition, but poor sailing conditions in every event—just *no wind* this year. No matter where we went, it was light. For the first time ever, we never flew anything less than a 150% genoa on or off the bay. However, we were lucky to be sailing on performance boats, so it eased the pain a little bit.

Our first real off the bay race was the Off-Soundings Spring Race that started off Point Judith and snaked its way to Block Island. Our core crew of Chris Sicignano, Paul Rendich, Alex Smith and myself were fortunate enough to have picked a boat to race on as if it were ours. It's a two-day race series. The first day we sailed to Block Island, the second

we sailed completely around the island. We haven't had the chance to do this particular race series before, or to sail to Block Island for quite awhile. These races are unique as the trophy winning boats get a substantial penalty in the following events. It's kind of cool to be able to say you have a penalty, or to be forced to get a new boat because you've

gotten so much in handicap reduction that you need to reset with a new hull design. These races have nearly seventy-five boats of all types, even including a wooden boat division.

The boat we sailed on was a very well-maintained C&C 115 named *Blue By You*, located in Greenport. It was launched just a few hours before we needed to leave, so it added to the excitement of the race to put it together in the dark and hope that we had all the parts. Naturally, as we always do, we over-extended our racing time by racing the *Naughty Dog* in a Thursday Twilight Race, then went out to Greenport, planning to leave the dock at 5am Friday morning in order to hit the starting line, twenty-five miles away, by 11am. Our crew was coming in from all

Windshifts, wind gusts, cutting over rocks, sandspits, crossing in front of ferries, ducking current behind piers, everything we had in the bag was not enough.





different areas and needless to say, we didn't leave until 6am. As I said before, *no wind*, but a heavy current helped us along. We had an issue with a hot engine making us balance speed with temperature—a skill that most racers never need to use. The wind did pick up to about 12 knots, which was great for us. It allowed us to sail a great race that day, picking off boats quickly to the far away windward mark off Block Island, but we soon discovered that the race was really going to start after the first rounding. The next mark was nestled back up in the direction of Great Salt Pond and created a wild collection of big and small, spin and non-spin boats crossing and ducking each other for two more legs.

Every boat met each other at some point. We were able to get the gun that day, but later discovered that a boat we never really saw managed to sneak in to first on corrected time. That's where the penalty comes in.

Day two of the event was brutal. The start of the *no wind* season. After a nice start, we were sent to race around Block Island. The problem was, there was *no wind* on the south side. We sat for hours going with the current, watching hopefully for the windmills out there to start to turn. They never moved all day. We ended up second for the event and only got another moderate penalty.



Racing off the Bay



In July we were lucky enough to get another go at the Around Long Island Race, one of the more challenging races we do. We took on the task with our Beneteau 36.7 *Five East* and again saw light winds in the forecast. We had a guest crewmember, Harry Manko, added to the same crew from last year's trip. Harry was a big help and entertained us when we were drifting, filming and editing a short film of when things were exciting. The race was kind of a disappointment from the start, as we reached out of New York Harbor in light and shifty winds that were not kind to us. It made for a challenge that we tried to overcome, but we were never able to apply tactics to get ahead. Finally, we were not so lucky this year as the weather threw us a curve. On our final approach to the finish, a few strong thunderstorms to the north proceeded to suck the wind away for the entire night. This left us seven miles short of the finish. We never made it and very few boats behind us did either.

After a long break over the summer we came back to race the other half of the Off-Soundings on *Blue By You*, which started in New London, Connecticut with a tricky course across the Long Island Sound back to Greenport, New York. Always an interesting race, with extreme current eddies and tide rips that just can't be explained. Day one saw a light breeze that was perfect for our boat. And luck was on our side as the current was heading our way. In our travels that day we saw three U.S. Navy subs pass near us and later heard that it was pretty rare to see that type of event. I heard that said once before when I saw two space shuttles fly in to Kennedy Space Center on the same day. Too bad I couldn't trade that experience for breeze.

The next day, race two was delayed for lack of wind and eventually turned out to be a day-long drifter. We were always sailing against the current, no matter what direction we turned. We managed to place well on the first day, but had to just finish in front of one boat to score another win. Unfortunately for us, there was really no wind where we were, and with a shortened finish, we wound up behind the boat we needed to beat. Good thing for us, there is no additional penalty to carry over for next year.

In October we all joined up on Paul Rendich's *JT9D* out east for the Whitebread Race, one of our favorites, that we have never missed in the past eighteen years. The day was shaping up as a predicted drifter and it did





not disappoint. What started out as a nice race saw the *wind shift and drop*. We had managed to sail through the fleet with tactics and current avoidance that resembled a barge steering down a river out of control. We proudly worked our way up to the three leading boats with what seemed to be a crushing lead. This did not last too long as the wind began to drop off and shift again. Sadly, we saw the fleet heading towards us at an incredible speed until they hit our spot. At this point the wind really did not exist and it became a horse race to hit a wind line just on the other side of a sandspit. The race was eventually shortened at the next mark as the wind was filling in and we never were able to cover our time on the first three boats.

The following week we tried one last time to sail a race *with wind* off the bay, the Greenport Bay Race. Last year it was cancelled due to no wind, so it couldn't happen two times in a row. We left the Melges 24 *JT9D* out in Greenport on the trailer that week to try it one more time. Much to our delight, we started in good breeze and had to actually hike out to hold the boat down with a tight spinnaker reach. The race, which headed out down the Peconic Bay to Shinnecock and back around Shelter Island, was a long one to sail in light air on a Melges. We made a few mark roundings in the lead, and then ran into light wind. By now we were becoming light air

handlers and managed to hold on close to the leaders but could not catch the bigger boats. No matter what we did, we could not sail as quick. Windshifts, wind gusts, cutting over rocks, sandspits, crossing in front of ferries, ducking current behind piers, everything we had in our bag of tricks was not enough. (We did manage to get a rock named for us though.)

Even through all the adverse wind conditions this summer, we were able to make new friends, spot new boats, learn more tips and tactics that hopefully next year when the wind comes back, we can use. It was also certainly obvious to us, it was time to get a much faster boat that can sail no matter what the wind conditions are...we can only hope.

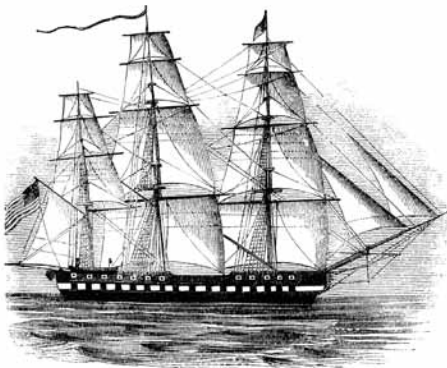


Boating Superstitions

By L.J. Wallace Jr.

Mariners have always been an extremely superstitious lot. This is because out on the open sea you can feel so small, insignificant and vulnerable—especially in the face of bad weather or when a leak springs—that you'll accept any extra help and hope you can conceive of. But more likely it is because mariners of the past were quite an ignorant working class, and religions of the time exerted an inordinate amount of mystical influence on people's thinking. The best argument attesting to this supposition is the fact that a disproportional number of seaborne superstitions are biblically based.

For example, it is considered bad luck to begin a voyage on the first Monday in April, the day Cain slew his brother Abel; same goes for the second Monday in August, the day Sodom and Gomorrah were destroyed.



The most avoided day to embark is ANY Friday, the day Christ was crucified. There's an old tale that has never been absolutely confirmed or refuted of the 19th-century British Admiralty attempting to dispel this cardinal myth. They decreed that the keel of a new ship be laid on a Friday; she was named HMS Friday, launched on a Friday and finally sent to sea on a Friday. Neither the ship nor a single member of her crew was ever heard from again.

There's a whole host of superstitions involving bananas, especially amongst fishermen. Bananas onboard are thought to keep the fish from biting and several explanations have been offered. Hawaiians would go out in dugout canoes and fish for weeks at a time. They would always take bananas which would rot about the same time they got

A stolen piece of wood mortised into the keel will make a ship sail faster.

far enough out to really catch any fish so bananas became associated with bad luck. Further, transoceanic crossings in the 17th and 18th centuries were very risky endeavors and vessels often stopped in tropical islands to gather additional provisions, including crates of bananas. Those crates would host all manner of potentially deadly critters such as bugs, spiders, vermin and snakes that made their way into the bilges of the ships, multiplied and then found their way into the quarters. The captains surreptitiously circulated rumors that bananas were bad luck in an attempt to keep the critters off the ship and out of the cabins, and the crew and passengers were more than eager to follow suit because of the already inherent risk of the voyage.

To this day some charter boat crews extend the prohibition to any banana-related food or product that has merely had the word "banana" in it, like the Banana Boat sunscreen or clothing items from Banana Republic. It has even been reported that in some big-money fishing tournaments, crewmembers are checked for what brand of underwear they are wearing. If 'Fruit of the Loom' is discovered, they are seized by the crew and given a wedgie to expose the offending label which is then exorcised with a fillet knife. Interestingly, the label doesn't even have a banana on it.

There are literally countless nautical superstitions, some easy to derive, others not so much:

- A common fishing superstition holds that if you count the number of fish you caught, you will catch no more that day.

- A shark following the ship is a sign of inevitable death. This superstition is founded in the belief that sharks have the ability to sense those near death.
- Dolphins swimming with the ship are a sign of good luck. Killing one would bring bad luck.
- Sighting a curlew or cormorant at sea is considered bad luck, while swallows at sea are a good sign.
- A lover's superstition states that if a woman



sees a robin flying overhead on Valentine's Day, she will marry a sailor. If she sees a sparrow, she will marry a poor man and be very happy. If she sees a goldfinch, she will marry a millionaire.

- Superstition states that it is unlucky to kill a gull, as these birds are said to carry the souls of sailors lost at sea, while three seagulls flying together, directly overhead, are a warning of death soon to come.
- Avoid people with red hair when going to the ship to begin a journey.
- Redheads bring bad luck to a ship, which can be averted if you speak to them before they speak to you.
- A stolen piece of wood mortised into the keel will make a ship sail faster.
- Disaster will follow if you step onto a boat with your left foot first.
- Throwing stones into the sea from the deck will cause great waves and storms.

- A stone thrown over a vessel that is putting out to sea ensures she will never return.
- Flowers are unlucky onboard a ship. They could later be used to make a funeral wreath.
- Women on board a ship make the sea angry, while a naked woman on board will calm the sea. This is the reason for naked figureheads.
- Don't look back once your ship has left port as this can bring bad luck.
- A dog seen near the fishing tackle is bad luck.
- Black cats onboard are actually considered good luck and will bring a sailor home from the sea.
- Handing a flag though the rungs of a ladder is bad luck.
- Losing a mop or a bucket overboard is a sign of bad luck.
- Church bells heard at sea means someone on the ship will die.
- St. Elmo's Fire around a sailor's head means he will die within a day.
- When the clothes of a dead sailor are worn by another sailor during the same voyage, misfortune will befall the entire ship.
- And lastly, never say the words "drowned at sea" for obvious reasons.

Soldiers claim there are no atheists in foxholes. Most of us have never been in a foxhole but the emotions must be similar to being out in the blue water when the sea starts roiling, and you start murmuring that old aphorism, "The Lord protects damn fools...and sailors."

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Clipper Race Leg 7: Seattle to NYC

by Chris Goodwin

On April 29, 2018, I set sail out of Bell Harbor Marina in Seattle, Washington on a journey that would take me down the West coast, through the Panama Canal, and back up the East coast to New York Harbor. The journey would test my mental, emotional, and physical strength as well as teach me about the importance of teamwork, trust, and to never underestimate one's ability.

...so that's pretty much how we lived for seven days straight—pounding into the swell

The adventure I took part in is called The Clipper Round the World Yacht Race. It is a sailing race around the world, broken down into eight legs, with trained amateur crewmembers from all walks of life. The organizers own a fleet of identical yachts, the Clipper 70, and provide qualified skippers to lead each team. Crew can sign up either for the whole race, or one or more legs, as I did since I couldn't afford to pay for the whole circumnavigation. I summarized my training in last year's SBCC yearbook and wrote about it more in-depth on my blog: <https://intrepidsailing.wordpress.com>

On any given leg of the race, each team can have between 16 to 21 people aboard the boat, living in tight quarters in extreme conditions for weeks on end. I was one of 18 crew for team 'Visit Seattle' and my skipper, Nikki Henderson, was the youngest female skipper ever to lead a team at age 24. By the time I met my team in Seattle, they had already sailed three-quarters of the way around the world, and they had encountered some extreme conditions in the North Pacific during leg 6 of the race from China. The start

of Leg 7 for me was the culmination of over a year of planning and training, and the start of an unforgettable voyage for me.

My girlfriend Vanessa and her sister met me in Seattle the day before my departure, so we

had some time together before they saw me off. I was filled with mixed emotions after the lines were slipped and I waved goodbye as we motored out of

the marina on a crisp, sunny day. There was no turning back at that point. I had to rely on my team (of which I had only met a handful prior to meeting them in Seattle), my skipper, and the 15-ton vessel, *Intrepid*, that I would call home for the 28-day race down to Panama.



We motored into Puget Sound and hoisted the massive sails for a short practice race. This was the first time I had sailed on our team's boat since my training in Gosport, England 10 months before that, but it was like riding a bike for me. Our team nailed the racing start and the crowd of spectators in boats and on land cheered like crazy, having just witness their home team finish in first place. That was definitely a strong way to set things off for our team! We then rehearsed a few safety drills and practice MOB maneuvers before dousing the sails for our 18-hour motor out of Puget Sound



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into the Pacific for the official start of Leg 7 the following morning.

The excitement combined with the loud 135-HP 6-cylinder diesel engine running all night barely afforded me any sleep. Little did I know, that night's sleep would be the best I would get for a long time. After that, I had to try to sleep in three to four hour stints as the constant motion of the boat and grinding of winches just above my bunk kept me from getting any proper rest. I was diligent with dosing myself with Dramamine every 12 hours since before casting lines, which proved worthwhile as we exited the Salish Sea and entered the mighty Pacific by mid-day the following day.

Once we were about a mile or so out from land, my slight seasickness was overpowered by the energy and excitement of gearing up for the start, which was in the form of a Le Mans start. All boats entered into a V formation with their mainsails up and engines running. Once the leading boat radioed the signal, the engine was cut, and a minute later, everyone sprinted into action from behind the aft grinders to get the headsails up and start sailing. We got off to another great start and stayed in front of most of the fleet for the entire race down the west coast.

The steady northwest wind and following swell allowed for some exciting and delightful spinnaker sailing for over a week straight down past California. We stayed about 200 miles off the coast to capitalize on the steady winds while we could because as we sailed further south the winds slowly diminished. I quickly gained the confidence of my fellow crew and skipper to helm during

some exciting conditions. Helming was certainly one of the positions reserved for capable and experienced crew because unfit helming resulted in spinnaker 'kitemares' which usually preceded hours of arduous sail repair down below in the hot cabin, potentially resulting in a loss of race position and damaging crew morale. Luckily, I didn't cause any kitemares with my helming—just a few minor collapses which were swiftly recovered. We had a 'three-collapse rule' where if the helmsman collapsed the kite three times during their 30-minute shift, the next helmsman took over. Sometimes the helming conditions were very difficult—especially at night with no moon because the darkness made it impossible to see the swell which would alter the course just enough to collapse the spinnaker if the helmsman wasn't sensitive enough to feel the movement. At times, we were told by Nikki to follow a compass heading, while other times we were instructed to stay within a certain wind angle, which meant that we were sailing on the edge of spinnaker collapse to maintain course.



After a few days, the slight seasickness wore off (luckily, I didn't have it as bad as some who couldn't function for days) and I was able to spend extended time down below to tend to my duties. Our daily rotation of responsibilities was split between the two

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watches with 'cook duty' being the most arduous of them all as we were basically down in the galley all day prepping, cooking, and cleaning

up after all three meals. Our bunk-buddy was our cook duty partner so one would prep the food while the other caught some sleep. We would then cook and serve food together before the other bunk-buddy cleaned up as the one who prepped earlier took a nap. The only upside to cook duty was an extended sleep and a fresh water shower at the end of the day. For me, the fresh water shower was only enjoyable if the previous watch properly cleaned the heads. Bilge duty, housekeeping duty, deck duty, navigation duty, cook duty, engineer duty, and head duty were all equally as important, but the housekeeping and head duty kept us healthy and sanitary. It's amazing how quickly a head and the rest of the living quarters can become so disgusting without proper maintenance when sailing non-stop for days on end.



The watch system we used didn't allow for much sleep, especially as we entered the tropics. We left Seattle with a 4/4/4/6/6 watch system with the 6 hour shifts during the day because long watches during the night were difficult. Soon we realized that the heat didn't allow for much sleep at all during the day so we switched the 6-hour watches for the night shifts. By the time we got off deck and into our bunks, we had 5 hours left, but we were always woken up 45 minutes before our watch to allow time to get dressed and on deck 10 minutes before watch handover. The 6-hour off watch actually resulted in about 4 hours of sleep—that is if you were lucky enough to fall asleep right away. Dealing with sleep deprivation and the extreme, tropical heat was definitely the most challenging aspect of the trip.

The night watches, although tiring, actually offered some of the most special and memorable moments for me. The sky was filled with billions of the brightest

stars that I have ever seen, and the trail of phosphorescent plankton and jellyfish left magical trails of oceanic stardust in our wake. Schools of dolphins cruised alongside the boat, streaming glowing trails behind them as they guided us to the finish line.

One night, as we were cruising downwind in a steady 15-knot breeze and slight sea state, we noticed a tangled spinnaker halyard at the masthead. I had already donned the climbing harness as the designated rescue swimmer for that watch, and with my prior experience climbing the mast during the day under sail, I volunteered to climb to the top to untangle the mess. The act of being hoisted and climbing to the top of the 90' mast at night under sail was quite an adrenaline pumping experience, and I successfully sorted the halyard mess. Only those willing and able to jump into action without a second thought donned the climbing harness, called 'the pants of power'. Whenever we had to address an issue at the tack on the bowsprit, the person wearing the pants of power would shimmy along the narrow sprit, obviously connected to the boat with a halyard and tether to the lifejacket. In the event of a man overboard, the crew wearing the pants of power would be the rescue swimmer, so it was a very important responsibility.



Seventeen days after the start of the race, we crossed the virtual finish line of Race 11 off the coast of Nicaragua. The days leading up to the finish were intense, not just due to the heat, or the fluky, diminishing winds; it was the fact that most of the fleet had all finished within 12 hours of each other. At one point we were essentially match racing with our closest competitor only 100 meters apart. We held on to our position the entire race and crossed the line in 2nd place just a few hours behind the first place boat!

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Since we were in the doldrums after crossing the line, we had to motor for over 300 miles to reach Panama. Knowing that we would be low on fuel from running the generator and the motor out from Seattle, Clipper had arranged for pairs of boats to take turns towing one another to save on fuel. We linked up with the race winner, team 'Dare to Lead', and took turns motoring for five days straight until we arrived at a brief stopover in Marina Papagayo. Motoring in the tropics was not something that I had anticipated prior to departure and I wasn't enjoying it at all after a few days. I don't want to dwell on it, but it was grueling to say the least. The only nice part was when we switched from towing with the engine on at 2400 RPM to being towed with the tranquility of no engine. When we switched, we had the chance to swim to cool off in 2000 meters of the deep blue Pacific.



However, after the third swim, the jellyfish stung me so bad I was left with some nasty stings and wasn't very interested in swimming anymore.

We finally arrived in Costa Rica and were greeted by some extraordinary mega yachts; one which was kind enough to deliver coolers full of ice cold beer and soda as we waited for customs to let us off the boats. They saw the fleet of racing yachts pull into their quiet marina, heard of our journey, generously provided us with celebratory beers, but we never learned who they were. Stepping foot on land and experiencing air conditioning, hot showers, and cold drinks for the first time in 25 days truly made me appreciate the luxuries of life. I made some phone calls, updated social media, and deleted hundreds of emails once I was finally settled

with internet access. Prior to that, we only had limited satellite email and phone to communicate with loved ones back home.

After a brief, refreshing stopover, we refueled and continued south to Panama. Luckily, we had some wind so we could sail instead of dealing with the noisy engine for hours on end. It was nice to simply sail without competing against other boats, but we still wanted to get there as fast as possible so we kept trimming and changing sails to optimize speed. When there are other sailboats nearby, it's always a race.



Three days after leaving Costa Rica, we finally arrived in Panama City. The impressive skyline of mountains and skyscrapers amazed me! I quickly gathered two of my crew friends and booked an AirBnB from my phone in Casco Viejo (translates to Old Town) which is just outside of the big city, knowing nothing about the area. Luckily, the place was clean, had air-conditioning, stationary beds, and a washer and dryer all to ourselves. We made friends with the host who provided us with lots of local insight along with a neatly presented list of activities to explore during our four-night stay. I could easily write a short book about my stay in Panama because I absolutely loved it, but this article is focused on sailing, so back to the boat!

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We left the dock around 5:30 AM on June 2nd to begin our transit through the infamous Panama Canal. I learned a lot about the history of the canal at the Panama Canal Museum during my stay, so I was especially excited for this part of the trip. The Clipper organizers arranged for our boat and *Dare to Lead* to traverse the canal in tandem and since we were the last two teams to leave, we had the most time to relax and explore Panama City. I suppose that was the benefit of finishing 1st and 2nd! We waited for our canal Captain to board the boat after sunrise to begin motoring through the Bridge of The Americas (which looks like a giant version of our Robert Moses Bridge) toward the first set of locks. Our Captain guided us through the first three locks, which brought us up to the level of Lake Gatun before a second Captain took us through the second set of locks to the Atlantic side. We passed dozens of huge tankers and cargo ships in the lake, and I even convinced Nikki to let me climb to the top of the mast to get a bird's eye view of Lake Gatun! The locks themselves were indescribably impressive, and since learning more of the history behind them, I was in awe watching them in action.

In total, there are six locks in the original lock system—three up to the lake and three down to sea level—and it took us a total of about 12 hours from the Bridge of The Americas on the Pacific side to get to Shelter Bay Marina on the Atlantic side. We arrived in darkness and partied all night with the rest of the fleet, which probably wasn't the best idea because the following morning was the start for the next race: Race 11—Panama to NYC!

The morning of June 3rd we slipped lines and began the 6-hour motor out to the starting

line. This time, the swell and heat combined with the slight hangover quickly reminded me that I hadn't taken my Dramamine. I rushed to my bunk and downed some, but it was too late; the green monster was already looming. I barely fought it off by helming and trying to stay occupied on deck until the start, but it was not a fun way to start the final race.

The starting sequence was the same Le Mans start in the V formation, however, this time our start was not as smooth. It was the start of what turned out to be a seven-day non-stop upwind beat to the Windward Passage between Cuba and Haiti and for some reason we couldn't get the boat up to speed. The rest of the fleet either found some secret currents or simply out-sailed us as we quickly dropped down to 8th place. The Caribbean Easterly trade winds remained consistent at around 20 knots, sometimes 25 knots, which made for some intense upwind sailing on the Clipper 70. The boats were designed to heel at a 45° angle, so that's pretty much how we lived for seven days straight—pounding into the swell, cooking, cleaning, sleeping, pooping—all at that extreme angle. This part of the trip definitely tested everyone's physical and emotional fortitude as it was still hot as hell down below and the pounding of the boat was relentless, hindering much needed sleep.



Although we were slower than the fleet, we seemed to be sailing fast at 7 to 9 knots. Just

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as our reefing and sail change maneuvers became seamless, we finally exited the Windward Passage into the Atlantic Ocean and finally hoisted the spinnaker. It felt great to finally live on a manageable angle and surf down the waves at 12-15 knots over ground instead of pounding into them. The conditions were beautifully sunny with westerly winds and it was finally cooling off so spirits were high, despite being far behind due to some tactical mistakes in the Caribbean. We scored some points by crossing the scoring gate and had a good chance of gaining some additional points in the ocean sprint which were awarded to the boats with the fastest time between two lines of latitude. However, we were hit with a squall just miles before the finish line off South Carolina forcing us to douse our spinnaker, ultimately killing our speed and any chance at achieving extra points.

From the end of the sprint, it was only a matter of days before we finished off Atlantic City on June 14th. Despite finishing in 8th place in race 11, we all cheered and congratulated ourselves for finishing the 7th leg of the race and entering the next host port after traveling over 5,100 NM. My big adventure, a culmination of over a year and a half of saving, planning, and training, had finally come to an end as we motored under the Verrazano Bridge and pulled into Liberty Landing Marina to a cheering crowd of spectators and supporters on a crisp, sunny day.

After settling at the marina, we began the deep clean to prep the boat for the next leg, which would start in another week. The awards ceremony for Leg 7 was held at

Zeppelin Hall in Jersey City. Over 180 sailors, their supporters, and clipper organizers attended the event, which ran well into the night. Because of Clipper, I made friends with some extraordinary people from all over the world who all share a common love for the sea and adventure.



A few days later, after adjusting to life on land, some Clipper friends traveled out to Long Island to sail on the Great South Bay on my Tartan 28, which my family was nice enough to de-winterize, prep, and launch for me prior to my arrival. For some circumnavigators, it was their first time on a regular cruising sailboat having only experiencing a stripped-down ocean racing yacht for 8 months straight. I had crew from Scotland, Canada, England, Germany, South Africa and New York sailing on *Intrepid*. We had a wonderful sail in perfect conditions—even participating in the Tuesday night Bay Shore race where we were disqualified for flying the spinnaker and managed to wrap a crab pot around the propeller. It was all good fun and positive vibes on board as the GSB presented us with one of those epic, early summer sunsets as we sailed towards homeport in West Islip. At that moment, in the calm sea state brought on by the steady north wind, everyone on board understood why we choose to live and sail on the beautiful Great South Bay, and I was happy to be home and share it with them.



Our Trip South in *Margaret Gale*

by Bob Van Tassel

The plans were in motion for quite some time as preparations for taking *Margaret Gale* to Florida began shortly

after my wife Peggy retired in the beginning of August. Besides boat maintenance that needed to be performed, I had notes and logs from a sister boat to mine that made

the trip four years ago and I had logs from a few other boats that had made the trip recently. I also updated my collection of *Cruising Guides* and *Skipper Bob Guide to Marinas* and Anchorages. I joined a lively Facebook group that detailed up to date conditions on the ICW. As Peggy mentioned quite a few times, "I did my homework."

The trip down to Florida was a wonderful journey, one that really has to be experienced to fully appreciate all the peaceful anchorages, the beautiful landscapes and the thrill of seamanship in unfamiliar areas. Unfortunately, even with all the preparations that were done we still faced challenges. The most demanding situations that we encountered were the weather, tides and bridges.

Re: Weather

It affected us even before we left. Hurricane Florence and, to a lesser extent, Hurricane Michael had a significant impact on the Intracoastal waterway which was to be our main passageway South. After Florence parts of the ICW were shut down. Other sections were filled with debris. It left unusually high-water levels in its aftermath and marinas and access to fuel was said to be difficult. Alternative plans were discussed including going off-shore for parts on the trip but that option did not work out. So right up until our scheduled departure date of October 3rd it was, "We're going...we're not going...we're going...we're not going."

"We left." The *Margaret Gale* departed Fire Island Inlet on October 4th with crew John

Chadwick and Claudio Grottoli headed for Cape May, New Jersey. We got a late start that morning due to breaking waves in the inlet and then after a few hours of burying the bow heading into the seas

After Florence parts of the ICW were shut down. Other sections were filled with debris.

we changed course and went into Sandy Hook, New Jersey for the night with the hopes of making up time the next day. The next morning, we encountered strong

northeasterly winds and uncomfortable seas. We motor sailed to Lewes, Delaware and then proceeded up the Delaware Bay to the C&D Canal. Thirty-two hours after leaving Sandy Hook we arrived in Annapolis, Maryland and anchored by the Naval Academy.

It was in Annapolis that my ocean-going crew members left me and my new crew member, my wife Peggy, joined me. We had planned to spend a little time cruising the Chesapeake but the remnants of Hurricane Michael were due to impact us so we headed straight to my brother's house in Seaford, Virginia to a very protected dockage to ride out the heavy winds. Even after Michael passed and we continued our trip south, we were still encountering strong winds and cool temperatures.

Navigating in windy conditions with a stream of other boats through the Virginia Cut, we were approaching the North Landing bridge just south of Great Bridge, Virginia. Peggy brought to my attention that an alarm was going off down below indicating a high temperature on the battery. As soon as we went through the bridge Peggy took the helm and I went down below to diagnose the battery situation.

When I came up to the cockpit Peggy mentioned the exhaust coming out the rear of the boat, "Bob, there is a lot of white smoke coming out." I thought it may have just been the cool temperature causing the exhaust and advised her not to worry. She said, "But there is a lot of white smoke." That's

when I realized we were overheating and I immediately shut the engine down.

When I could find no immediate cause for the engine to be overheating, I had no alternative except to drop an anchor where we were. We were in a narrow channel and the wind was relentless. I called Boat US and put out a Sécurité call on the VHF to alert the next rush of southward bound boats that we were broken down and to pass us with caution. Boat US said that due to the heavy winds it would take about 2 hours to get to us.

Then another interesting thing happened. My cell phone rang and Peggy answered it. It was the US Coast Guard calling. They asked Peggy if she knew where her husband was. She said, "Yes, he's right here on the boat with me." The next thing they asked her was if I had radioed for help and she assured them that I never radioed for help. She told them that we were at anchor and waiting for Boat US and the only radio call that we placed was to advise other boats why we were anchored in the channel. They asked her numerous times if I had radioed for help.

The same day that we had broken down the Coast Guard had lost contact with a sailboat named MARTA and they were making announcements about that boat quite

frequently. A little while later, still waiting for Boat US to come, the Coast Guard called us again on the cell phone. This time they asked my wife to listen to the recording of a man requesting help. They asked her if this was her husband's voice. Again, she emphatically told them "No, it is not my husband and we never radioed for help."

After that I tried the engine again and it was working fine. The conclusion was that we had probably picked up a plastic bag blocking the intake and now the bag was gone. I called Boat US and the operator was very happy not to have to come out in the cold and wind to tow us. He actually hadn't left his dock yet. At that point we continued on our trip.

Several days later as the Coast Guard continued with their broadcast about MARTA several boats contacted them and reported that our boat was broken down and perhaps, we were the missing vessel.

I found it very interesting how the Coast Guard followed up with us after I had placed the Sécurité call and how they called on my cell phone. I assume they got our contact information from our AIS and radio filings.



The Virginia Cut

Our Trip South in Margaret Gale



Our antenna hitting the Nader Bridge

Re: Tides and Bridges

The fixed bridges on the ICW are all supposed to be sixty-five feet high at mean low water, but we found that not to be the case in many instances. The Wilkerson Bridge, located in North Carolina at mile marker 125, has a vertical clearance of sixty-four feet. There is very little tide change at this bridge but we were advised by another sailor that winds from the North lower the water levels which proved to be correct. Our mast is sixty-three foot ten inches plus instruments and antenna. We need every bit of sixty-four and a half not to hit the bridges. Luckily most of the fixed bridges have height

boards that show you the water level under the bridge as you approach. Many times, we had to drop the anchor and wait for the tide to drop until we could safely pass under the bridge. By the time we reached Fort Lauderdale we had passed under sixty-two fixed bridges, dragged our antenna on most of the bridges and bent then broke our Windex. We also encountered many draw bridges to pass through, keeping in mind the times of their openings while we navigated South.

The difficult part to navigating under the fixed bridges is that we would approach very slowly but if there was any current flowing it almost forced you to go faster in order to maintain steerage.

One particularly difficult bridge passage was a bridge that we encountered after leaving St. Augustine at mile marker 835. It was being painted and there was a canvas cover over the bridge sides with a metal walkway underneath for the workers. We approached when the height board said sixty-four and a half feet. This area has very little tide change. As we slowly got closer to the bridge and the mast was less than a foot from the bridge a man stuck his head out of the canvas and took his right hand and slapped it against the canvas indicating that he wanted us to pass where he slapped the canvas. At this point we had to back up quickly and re-approach aiming for the spot that the worker had



Bridge height board

Our Trip South in Margaret Gale

indicated. Our antenna bent considerably as we passed under the bridge hitting the metal walkway.

Not only was the height of our mast burdensome during this trip but the fact that we draw five and a half feet posed additional challenges as we sometimes entered shallow areas of the ICW. In McClellanville, South Carolina at mile marker 430 we knew ahead of time that it was going to be a shallow passage but we still went aground in the channel in two and a half feet of water. We stayed put along with several other boats for about two hours waiting for the tide to come up. Luckily it was a nice warm day and it was lunch time so we made the best of it.

There were other shallow areas that we encountered and you needed to be ever cognizant of the channel markers. One place we passed a captain of a large catamaran sitting topside watching other boats pass him. He must have read the channel marker wrong and his boat was sitting in about six inches of water. He was probably going to have a long wait for the tide to change. And we also found that even when you are in the channel you can find yourself suddenly hard aground with your crew sustaining injuries.

Re: Good Times

We found the camaraderie of the other sailors travelling South with us to be warmly appreciated. Rarely did you ever feel that you

were all alone. We met many nice people along the way and whenever we did go into a marina, we found the staff at the marinas to be very friendly, professional, and helpful.

One time the marina dock master in Southport, South Carolina, was trying to be helpful when guiding us to his marina. There were a few marinas in this area and they all had similar names. It was after a long day of motoring and with the sun in our eyes he told us to turn right at the high rise and that's where his marina was located. We looked at everything we passed and did not see any tall buildings. Finally, we saw a bridge up ahead. Peggy said, "The bridge, it's high and it rises. That must be the 'High-rise.'" We made it into the marina and they had a great Italian restaurant on-site.

In Charleston, South Carolina, we met up with *JustUs* and we spent a few enjoyable days travelling with Michael and Robin Kohl. They left us in Brunswick, South Carolina to continue their trip to the west coast of Florida.

We left the *Margaret Gale* in Brunswick, Georgia mid-November to come home to Long Island for the holidays. We returned on January 6th to continue our trip South. In Florida we had the Grottoli's (*Floriana*) join us and spend a few days on the boat in lovely North Palm Beach. We arrived in Fort Lauderdale January 31st and have had great weather since we arrived.



New River, Fort Lauderdale, Florida

The Two-Week Cruise

by Adriana Krug and Sandy Carlberg

Friday, June 29 - *Captain's Lady*, *Indigo* and *Kariana* meet at Sore Thumb to be in position for Saturday morning to exit Fire Island Inlet. Tom Gotard is crewing on *Kariana*. *Indigo* also has friends crewing.



Saturday, June 30 - Since the inlet has been dramatically changing and shoaling, *Indigo*, with a 3' 4" draft, takes the lead to test the water depth through the marked channel, and *Kariana* and *Captain's Lady* follow. No problems. It is sunny with a breezy south wind and 3-4 foot ocean swells. We traverse Shinnecock Inlet with ease and at 4:45 pm we are anchored in Cormorant Point. Anchored there is *Midnight Sun*, on the way home from their cruise. Cocktails are aboard *Indigo*.

Sunday, July 1 - Anchors are weighed at 8:30 am. It is a beautiful sunny day and calm seas. We motor sail, passing Montauk Lighthouse about 2:30 pm and arrive at Lake Montauk about 4 pm. As we approached the entrance, Dennis radioed Chris and asks, "Who should take the lead?" Chris responded, "Why don't you?" Dennis says "OK, Chris, just let me know if I do anything wrong".

Shortly after that, the Coast Guard approached *Kariana* and announced to Dennis that they were boarding for an inspection. After the inspection Chris calls Dennis and says, "You asked me to tell you what you did wrong. You went first!" *Kariana* had a courtesy Coast Guard Auxiliary inspection done by SBCC member Luis Rodriquez a week before. The Coast Guard still boarded *Kariana* for an inspection but since there was a recent Auxiliary inspection, they just checked key items. Upon entering Lake Montauk, we realized what everyone back home was referring to with the HEAT! It finally hit us!



Monday, July 2 - At 7 am, *Kariana* and *Captain's Lady* leave for Coecl's Harbor and Dave, aboard *Indigo*, waits behind for Whitney and family to join him. *Kariana* and *Captain's Lady* dock at Coecl's Harbor Marina, Shelter Island, where Joyce and Adriana join Tom and Dennis. *Victoria III* arrives. It is HOT! The only way to deal with the extreme heat is to stay in air conditioning. Today is Chris' birthday. He had a birthday surprise when his family of 15 (children and grandchildren) suddenly appeared to take





him and Sandy to the Rams Head Inn for dinner.

Tuesday, July 3 - Today is a lay day. It is too HOT to do anything. Luckily the marina offers amenities, such as a pool, showers, laundry facility and a courtesy car for transport to local shopping, etc. *Indigo* is on a mooring. *Kariana* hosts cocktails and dinner.



Wednesday, July 4 - This morning the fleet of four boats traveled a short distance to Dering Harbor. Two more boats are expected to join the cruise there. Our Commodore, Roger Daisley and Peg, aboard *Blue Horizon* are sailing the ocean today to Lake Montauk. In Dering Harbor, *Kariana* and *Indigo* pick up their reserved moorings at the Shelter Island Yacht Club. *Captain's Lady* and *Victoria III* dock at Piccozzi's Marina. At the marina, Sandy and Chris see Christy and Tom on



Watercolor. Their appearance is short-lived, as they are on to their next adventure. Back on *Kariana*, Tom and Joyce have left, and the Krug's family has come to spend two days aboard. Today is a Wednesday, middle of the week. It is another very HOT day. We come to find out there are no fireworks tonight. All this could explain why this is a quiet and uneventful Fourth of July. The oppressive heat forces some to sleep in the cockpit tonight.

Thursday, July 5 - As we all remain in Dering Harbor, Roger and Peg are making their way to Coecele's Harbor. Yesterday they traveled 16 hours to Lake Montauk. The boat developed engine problems but today they make it to Coecele's Harbor Marina. They left their disabled boat there and took a cab to Dering to have cocktails aboard *Captain's Lady*. Afterward, they, Sandy and Chris, and Carl take the ferry to Greenport to dine at Claudio's. Dennis and Adriana are eating on board with the family. It has been another HOT day and it is capped off with a beautiful firework display across the water in Greenport.

Friday, July 6 - Today the original plan was to sail around Shelter Island to West Neck, but all decided to just stay put in Dering Harbor. Strong winds during the night had most of us up and the forecast is for heavy rain today. Sandy and Chris had breakfast at Marie Eiffel's deli, which overlooks the harbor. The place was packed with fans to watch the opening of the World Cup Soccer game on TV between France and Uruguay. Since the owner and the employees are French, you can imagine the excitement.

The Two-Week Cruise



They all stood as the French national anthem was sung. It was beautiful to experience. Yes, it rained, but it stopped in time for 3 o'clock cocktails aboard *Captain's Lady*. Tonight is another night of very strong winds.

Saturday, July 7 - Today the fleet of four boats disperse. *Victoria III* and *Captain's Lady* sail to Sag Harbor, *Kariana* stays in Dering Harbor and *Indigo* goes to Southold to the Danilczyk's barbeque, with Roger and Peg aboard.



Sunday, July 8 - *Indigo* travels to Block Island. *Kariana* sails to Sag Harbor to meet *Captain's Lady* and *Victoria III*. Michele Jaeger has driven out to meet Sandy and

Chris. They and Dennis and Adriana go for dinner in town to Page at 63 Main restaurant. Roger and Peg unfortunately had to go home since their boat had to be towed to Brewer's Marina in Greenport for service. They certainly made a valiant effort to attend the cruise.

Monday, July 9 - Lay day in Sag Harbor to do chores. Sag Harbor is an ideal place to do laundry, grocery shop and get an ice cream cone. It also offers several restaurants. Charlie and Barbara Becker drove out to meet Chris and Sandy for the day.

Tuesday, July 10 - *Kariana* sails alone to Block Island. *Captain's Lady* and *Victoria III* decide to go to Lake Montauk, to put them in position to hook up with *Eagle's Wings* and *Bleu Moon* in the ocean off Montauk Point. *Eagle's Wings* and *Bleu Moon* are in Block Island making their way home from a month-long cruise. At Block Island, the crews of *Kariana*, *Indigo*, *Eagle's Wings*, *Bleu Moon* and *NAIAD* get together at The Oar for dinner. *NAIAD* is traveling with *Dream Voyager* to points north.



The Two-Week Cruise



Wednesday, July 11 - A storm off shore is creating rough conditions in the ocean and inlets. So today is not a good day for those that were planning to travel. Everyone stays put where they are.



Thursday, July 12 - *Captain's Lady* and *Victoria III* stay another day in Lake Montauk, as sea conditions remain rough for leaving. Sandy and Chris had a fun afternoon with Carl and crew member Helen playing Rummicube and then went to dinner at Gosman's. Carl and Helen left the boat there and took the LIRR home for an appointment.

Friday, July 13 - *Captain's Lady* leaves Lake Montauk alone to join *Eagle's Wings*, *Bleu*

Moon and *Indigo* in the ocean and now these four boats travel together to Shinnecock Inlet. *Victoria III* decided to stay in Lake Montauk and will make the trip to Shinnecock alone on another day. *Kariana* is now the only club boat in Block Island. Their family is joining them for several days.



Saturday, July 14 - The group of four boats leave Cormorant Point at 9:30 am and exit Shinnecock Inlet into very rough seas, making for a horrendous trip home. Coming into unpredictable Fire Island Inlet was almost anti-climactic.

Captain's Lady and *Indigo* are safely home and that officially ends the two-week cruise. Ultimately this cruise consisted of four boats —*Captain's Lady*, *Indigo*, *Kariana* and *Victoria III*. It was a very loosey-goosey cruise. As with any cruise, everyone is free to do their own thing, and therefore we were not all together for everyday of the cruise. Yet together, we all made cruising memories and shared our love of sailing.



The One-Week Cruise on the Bay

by Todd and Pam McCarthy

IT WAS HOT, HOT, HOT! The One-Week Cruise around the Bay is always an event not to be missed! It started on Sunday August 5th, the day after the awesome Blast at the Bellport Country Club. A bunch of SBCC boats anchored off of Bellport and joined in the rendezvous in the park; a few also came by car. Several of us cooled off in the water.



We were doing a Poker Run on this cruise. Every night a card was given to each boat who was staying overnight. The best hand at the end of the trip, with a 3 night stay minimum, was going to win a prize. The stakes were set!

The next day the group left for Watch Hill Marina. Thanks to Joyce Gotard, our group got 25% off the marina fee. The docks were repaired and reopened in May.

A few of us headed straight to the ocean to find some relief from the heat. Diane Morgan brought a huge tent for the dock which was



our life saver! Some days we went to the ice cream stand to cool off, and a few days met at 3:30 sharp! We made sure Jeff Mattera knew that schedule since Todd and I called him our ice cream partner. That night we had some light snacks and a group sing along with Todd and Steve. It was a lot of fun with such great singers in our club.



On Tuesday, we had a nice breeze and several of us headed to the beach with our chairs and umbrellas. Since we were having a potluck dinner that night we needed a place for all the SBCC members to gather. The new people running the marina, Lee and Doug



The One-Week Cruise on the Bay



Biviano, were gracious enough to let us use the outside dining area of their restaurant. Thanks to Joyce Gotard for getting us a great spot with a beautiful view from the deck for our dinner. The dishes made by SBCC members were delicious. After dinner, Todd

easy! More like nautical history questions, very interesting!



held a Nautical Trivia game. Prizes were awarded to the winners, Doug Voos and Barbara Becker. The questions were not



Wednesday turned out to be another hot day of course, time for the beach! We were planning on going to Davis Park for the next 2 days but we had 15 boats and were told that there might not be enough room, so we stayed at Watch Hill.



The One-Week Cruise on the Bay



That afternoon we played the Baby Game. About 15 people gave me baby pictures of themselves. We had a contest on who could guess the most pictures. DJ got the most correct and won a sailboat, actually a small replica of one. Sorry, we could not afford a 45 footer for you! It was a lot of laughs and fun looking at all those old photos. Thanks to Sandy Carlberg for suggesting this game.

That night I arranged for a dinner at the restaurant at Watch Hill, Whalehouse Point. The restaurant is normally not open until Friday, but with the large group of SBCC members, they opened for us allowing us a private SBCC dinner. Our Commodore, Roger Daisley was able to come that day by ferry and join us for dinner. After dinner, there was a presentation by the FISHGUY, a

marine biologist who displayed all his photos and showed videos of the marine life in our bay and ocean waters. It was an interesting presentation and we all enjoyed it.

Thursday was HOT again! Some members decided to leave due to the heat, can't blame them. Some of us went for a walk on the beach and went swimming again to cool off.

The people who stayed participated in the Crazy T-shirt contest. What a creative group we have! Joyce Gotard won the contest by wearing her t-shirt upside down! By this time I think we all had heatstroke. Todd played Ole, Ole, it's hot, hot, hot and everyone starting dancing around the food table. I think it was our past Commodore Dave Tedesco who started the dancing!



The One-Week Cruise on the Bay



Next it was limbo! Todd used his boat pole and had a lot of people doing the limbo. Our group can really bend over backwards! By now we started to call this the HEATSTROKE PARTY. Diane Morgan came up with some great tunes and a full blown dance party ensued. What great dance moves by some of the SBCC members—move over John Travolta! A breeze kicked up and Todd and Steve grabbed their guitars and played at the restaurant there. A nice night on the water.



On Friday several of us headed to Great River, the final night of the poker run and rendezvous on *Bleu Moon*. Dave and June Tedesco won the poker hand with 3 aces, nice job! I want to thank everyone who joined us on this cruise—without your participation, this would not happen! Thanks for all the laughs and the fun! And of course the food! We all had a great time!



2018 One-Week Cruise Participants:

*Arcadia**

*Becky**

*Bleu Moon**

*Captain's Lady**

*Cayenne**

Challenger

Compass Rosie

Eagle

*Eagle's Wings**

*Fun Sway**

*Galatea**

Glenbeigh

*Kariana**

*Maggie Lee**

*Meander**

*Phoebe Rose**

*Sea Breeze**

*Silhouette**

Summer Home II

Tanzanite

*Boats that spent at least half the nights on the cruise.



The Spring Party



Rendezvous Throughout the Season



The Blast



Boat Yard Party



Holiday Party





SBCC Member Listings

SBCC MEMBERS

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Addeo, Anthony	2019	2 Harrison Place, Farmingdale, NY 11735 C(M):516-978-0072 E(M):addeo@addeolaw.com	Princess of Artimino	264
Aiossa, Mark & Vanessa	2015	933 Stratford Drive, East Meadow, NY 11554 C(M):516-369-5181 C(S):347-564-5446 E(M):maiossa3@gmail.com	Synergy	82
Baker, Roger	2017	1 Swezey St, Patchogue, NY 11772 H:516-805-4845 E(M):rdbakjr505@yahoo.com	Outlaw	888
Baldwin, Brad & Victoria	2013	323 Hyman Avenue, West Islip, NY 11795 H:631-539-0634 C(M):631-662-0203 C(S):631-413-7765 E(M):BVbaldwin5@gmail.com	Magic	3123
Baxter, Belle	1998	6320 Case Avenue, Bradenton, FL 34207 H:941-666-8784 C(M):631-487-9427 E(M):sailbrarian@gmail.com	Belle Free	123
Becker, Charles & Barbara	1979	12 West Lane, Bay Shore, NY 11706 H:631-666-0194 C(M):631-374-1773 E(M):bcbec12@verizon.net E(S):bbbecker2003@yahoo.com	Becky	354
Becker, Dorothy & Joel	1977	355 Blackstone Blvd Apt 437, Providence, RI 02906 H:401-433-4354 C(M):516-639-1806 C(S):631-766-4189 E(M):becker.joel@gmail.com E(S):djbecker138@gmail.com		
Benach, Mimi	2013	1 Youngs Lane, Setauket, NY 11733 H:631-689-9261 B:631-342-4195 C(M):917-553-2339 E(M):mimibenach@yahoo.com	Wanderlust	122
Bernichon, Glen & Janice	2017	102 Manistee Lane, East Islip, NY 11730 H:631-277-0696 B:516-228-2834 C(M):631-335-8482 C(S):631-335-8483 E(M):glen@bernichon.com E(S):janice@bernichon.com	Fair Winds	5488
Bieselin, Jeffrey & Sharon	2000	25 S. Oak Forest Drive, Okatie, South Carolina 29909 C(M):631-219-4676 C(S):631-793-2962 E(M):Bieswax@msn.com E(S):sbieswax@aol.com	Dream Voyager	22
Biviano, Douglas & Lee	2019	1125 Pequash Ave, Cotochogue, NY 11935 B:631-597-6075 C(M):917-257-3652 C(S):917-257-4679 E(M):dbiviano@gmail.com E(S):leebiv@yahoo.com	Sea Fox	25018
Bopp, John & Alice	2016	232 North 8th Street, Lindenhurst, NY 11757 C(M):631-972-8396 E(M):John.bopp@hotmail.com	Sereia	25006
Boyle, Ken & Sharon	2003	27 Macon Ave., Sayville, NY 11782 H:631-589-7131 C(M):631-834-3407 C(S):631-834-3495 E(M):kb4221@gmail.com E(S):gosail1@verizon.net	Akimbo	33978
Brice, Stephen & Cathy	1975	144 Ocean Ave., Amityville, NY 11701 C(M):631-495-9632 E(M):stevensail@hotmail.com	Busman's Holiday	732
Brous, Marilyn	1970	6 Central Avenue, Amityville, NY 11701 H:631-264-3861 E(M):mbrou6@gmail.com		
Key Code - H: Home Phone ♦ B: Business Phone/Ext ♦ C(M): Cell(Member) ♦ C(S): Cell(Spouse) ♦ E(M): Email(Member) ♦ E(S): Email(Spouse)				

SBCC Member Listings

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Bucher, Della	1998	1409 Ackerson Blvd, Bay Shore, NY 11706-3841 H:631-665-3874 C(M):631-626-3568 E(M):dbucher1010@yahoo.com	della.calm	581
Burke, Thomas & Marie	2009	124 Hiawatha Drive, Bay Shore, NY 11706 H:631-666-2421 B:212-264-0800 C(M):917-232-2421 E(M):twb55@optonline.net	Glenbeigh	655
Burns, Duncan & Barbara	2007	6 Mayflower Court, Centerport, NY 11721 H:631-470-9405 B:631-427-1752 C(M):845-271-9134 C(S):845-269-7148 E(M):dbu632@gmail.com E(S):burnsbjm@gmail.com	Merry Ann	220
Carlberg, Sandy	2003	P.O. Box 596, Bay Shore, NY 11706 H:631-838-1476 B:631-838-1476 C(M):631-838-1476 E(M):sandccands@aol.com E(M):sandy@ericrams.com	Captain's Lady	1645
Chambers, Tim & Phyllis	1991	61 Cedar Point Dr., West Islip, NY 11795 H:631-893-3416 C(M):631-988-3112 E(M):Tim_356@msn.com	Our Time	Power
Christiansen, Lee & Margaret	1981	29 Spinnaker Lane, East Patchogue, NY 11772 H:631-363-0695 C(M):631-721-8624 C(S):631-721-8623 E(M):chris11185@aol.com	Maggie Lee	11185
Connor, Dennis & Barbara	1983	1704 Asharoken Blvd., Bay Shore, NY 11706 H:631-665-7266 C(M):631-741-6042 C(S):631-747-8422 E(M):connor112@optimum.net	Leprechaun	112
Cook, William & Mary Ann	1960	41 Degnon Blvd., Bay Shore, NY 11706 H:631-873-6212 B:631-665-5144 C(M):843-227-5813 E(M):billcook220@gmail.com	Merry Ann	220
Corcoran, Jack & MaryClare	2008	110 The Crescent, Babylon Village, NY 11702 H:631-422-6090 C(M):631-766-3764 E(M):jcork@optonline.net	Take Five	518
Crocker, Douglas & Katherine	1985	84 West Islip Road, West Islip, NY 11795 H:631-587-4871 C(M):631-880-1447 C(S):516-848-4703 E(M):dmcroc@optonline.net E(S):kathybc@mac.com	Rhodes	25014

Key Code - H: Home Phone ♦ B: Business Phone/Ext ♦ C(M): Cell(Member) ♦ C(S): Cell(Spouse) ♦ E(M): Email(Member) ♦ E(S): Email(Spouse)



SBCC Member Listings

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Czach, Richard & Sandy	1988	9 Cord Avenue, West Babylon, NY 11704 B:516-694-6857 C(S):631-678-6165 E(M):hugrichard1@gmail.com E(S):hugsandy1@gmail.com	Shoot'n the Breeze	675
Daisley, Roger & Peg	2004	309 Asharoken Blvd., Bay Shore, NY 11706 C(M):917-692-6955 C(S):917-847-7445 E(M):hrdaisley@gmail.com E(S):mdaisley@msn.com	Blue Horizon	22222
Daniczyk, William & Maureen	2004	41 Irving Avenue, North Babylon, NY 11703 H:631-422-6627 B:631-242-0044 C(M):631-682-8647 C(S):631-682-8414 E(M):wjdaniczkyk@gmail.com E(S):mdaniczyk@gmail.com	Runaway	47
Davies, Douglas & Barbara	1980	18 Mirfield Sireet, Stony Brook, NY 11790 H:631-689-7467 B:631-751-4300 X102 C(M):631-882-1228 E(M):doug@thedavies.us	Amethyst	421
Davis, John & Kathryn	1983	503 Avon Place, West Islip, NY 11795 H:631-987-4753 B:631-669-0005 C(M):631-987-4753 E(M):jdavisfly@aol.com	.	Power
Davison, Thomas & Susan	2010	42 Hamilton St., Sayville, NY 11782 H:631-244-6058 B:516-807-5343 C(M):516-807-5343 C(S):516-315-0151 E(M):sdavison@optonline.net	Peregrine	361
DeLise Jr., Stephen	2007	140 Commerce Drive, Hauppauge, NY 11788 H:631-321-4909 C(M):631-383-6025 E(M):s.delisejr@gmail.com	Warlock	664
DeMarco, Jennifer	1999	191 Grand Central Ave., Amityville, NY 11701 H:516-428-6628 C(M):516-428-6628 E(M):demarcojen@aol.com		
DeMarco, Matthew	1999	10207 Trevor Creek Dr E, Jacksonville, FL 32257 C(M):516-652-4446 E(M):mdemarco39@aol.com	Grace	156
DeMarco, Nicolas & Eniko	2003	58 Ocean Avenue, Amityville, NY 11701 B:516-577-5842 C(M):516-633-4984 C(S):516-818-9656 E(M):sailvela@optonline.net E(S):eniko1@optonline.net	Tuesday's Child	25007
DeSimone, Robert & Mary	2003	90 Freeman Ave, Islip, NY 11751 H:631-968-8838 B:516-759-0174 C(M):516-592-7780 C(S):631-897-9355 E(M):radesimone@optonline.net E(S):mrg0211@aol.com	Free Spirit	119
Drossos, Andrew & Tiffany	2015	19 Wyandanch Avenue, Babylon, NY 11702 H:631-587-8971 B:631-242-2565 C(M):631-559-7341 C(S):631-766-9252 E(M):andy@biocraftfortheotics.com E(S):tiffandy@aol.com	Sabbatical	2803
Drossos, Ted & Terri	1990	47 Division Ave., East Islip, NY 11730 H:631-277-2038 C(M):631-894-2760 C(S):631-882-6952 E(M):replusted@aol.com E(S):terrid53@aol.com	Lady in Red	11047
Duffy, Michael	2002	121 Mourning Dove Trail, New Bern, NC 28560 C(M):631-258-1254 E(M):mtduffy51@msn.com	After Loon	88
Key Code - H: Home Phone ♦ B: Business Phone/Ext ♦ C(M): Cell(Member) ♦ C(S): Cell(Spouse) ♦ E(M): Email(Member) ♦ E(S): Email(Spouse)				

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Dunnells, Jerry & Susan	1986	27 Sequams Lane, West Islip, NY 11795 H:631-661-8345 B:631-226-5912 C(M):631-708-6863 E(M):jcdunnells@outlook.com	Chanson	4271
Duschenchuk, Kevin & Kristine	2010	82 Sequams Lane West, West Islip, NY 11795 H:631-827-0798 C(M):631-827-0798 C(S):631-546-8075 E(M):kdsuschenchuk@yahoo.com E(S):kdsuschenchuk@gmail.com	Discovery II	2014
Egolf, Dave & Cathy	2009	4 Eastgate Drive, Sayville, NY 11782 H:631-337-1944 B:631-793-5155 C(M):631-793-5155 C(S):631-786-3211 E(M):egolf@sunysuffolk.edu E(S):sjc_ccahill@yahoo.com	Anjolie	756
Eilbeck, Sally & Bill	1988	P.O. Box 144, Babylon, NY 11702 H:631-661-1507 B:516-536-7398 x123 C(S):631-332-6282 E(M):beilbeck@jonathanarnold.com E(S):bill@jonathanarnold.com	Njord	144
Einsetter, Jennifer & Michael	1999	764 Milligan Lane, West Islip, NY 11795 H:631-482-8707 C(M):631-335-5970 C(S):631-921-4591 E(M):jislandboutique@aol.com E(S):mikee5370@gmail.com	Makeita Double	25015
Eppig, Aileen	1985	25 North Clinton Avenue, #10A, Bay Shore, NY 11706 H:516-639-5558 C(M):516-639-5558 E(M):brokher759@aol.com	Annette Too Brokher	Power 759
Everitt, Eric & Bayley	2019	97 S. Country Road, Bellport, NY 11713 C(M):631-793-3086 E(M):everitt26@gmail.com E(S):bayley.everitt@gmail.com	Windancer	3612
Feldman, Lenny	2014	217-12 Horace Harding Parkway, Oakland Gardens, NY 11364 B:718-229-3788 C(M):516-850-7722 E(M):lenardfeldman@gmail.com	Fancy Nancy	116
Ferguson, Jim & Donna	1981	39 Avon Place, Amityville, NY 11701 H:631-532-6032 C(M):516-659-3665 C(S):516-650-4530 E(M):thejimferguson@icloud.com E(S):donnaferguson@icloud.com		
Ferraro, Charlie	2012	431 Grand Blvd., Brentwood, NY 11717 H:631-231-4640 C(M):631-241-6122 E(M):jtitgram@optonline.net	Sugar Pie Honey Bun	272
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SBCC Member Listings

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Ffield, Jarrett & Allison	2005	138 Shore Road, Babylon, NY 11702 H:516-606-6204 E(M):mashomack@gmail.com	Further	30
Forman, Robert & Jacqueline	1969	84 Garner Lane, Bay Shore, NY 11706 H:631-666-7555 B:631-665-9409 C(M):516-383-6621 C(S):631-742-8102 E(M):rsformanjr@aol.com E(S):jiforman1@aol.com	Jacqueline IV	52066
Forsyth, Eric	1962	2 Bond Lane, Brookhaven, NY 11719 H:631-286-9721 E(M):entcbforyth@gmail.com	Fiona	48
Frederick, Jeff & Elizabeth	2016	118 North Cliff Avenue, Sayville, NY 11782 H:631-567-5316 B:914-798-3768 C(M):541-517-8774 C(S):631-235-0103 E(M):jfred55@gmail.com E(S):Ewidmeyer@gmail.com	Destiny	25004
Gallagher, Michael & Nancy	2007	1 Anchorage Way, Apt. 101, Freeport, NY 11520-6200 H:516-867-1557 C(M):917-882-3421 E(M):noblelady2@verizon.net E(S):noblelady2@verizon.net	Charlie Noble	99
Ganzi, Victor & Patricia	2014	57 Lawrence Lane, Bay Shore, NY 11706 H:631-665-2395 B:212-752-0626 C(M):646-287-1638 C(S):646-346-4860 E(M):vfganzi@gmail.com E(S):pmganzi@gmail.com	Gulf Rascal Radio Flyer Shadow	Power 14364 Power
Gesele, Scott & Wendy	2017	47 Columbine Ave, Islip, NY 11751 H:631-277-7257 C(M):631-987-4595 C(S):631-258-3176 E(M):sgesele@yahoo.com E(S):originalbionut@yahoo.com	Kailani	6030
Glinski, Daniel & Jane	2004	1028 Martinstein Avenue, Bay Shore, NY 11706 H:631-242-2841 E(M):jada57441@gmail.com	Midnight Sun	33
Golder, Fred & Betty	2007	7 Abrew St, Bay Shore, NY 11706 H:631-968-8463 C(M):516-524-7455 C(S):516-313-4480 E(M):fgolder@verizon.net E(S):em.golder@verizon.net	Heart of Gold	15
Goodman, Michael & Gail	1979	158 Sequams Lane, West Islip, NY 11795 H:631-587-2550 E(M):mikegoodma@aol.com	Bionator	395
Goodwin, Christopher & Vanessa Salado	2016	41 Sequam Lane West, West Islip, NY 11795 H:631-617-0010 C(M):631-617-0010 C(S):908-659-6470 E(M):chrsgoodwin90@yahoo.com E(S):venessalado@gmail.com	Intrepid	186
Gotard, Thomas & Joyce	1977	372 Hickory Street, Massapequa, NY 11758 H:516-541-2805 C(M):516-318-6287 C(S):516-318-2967 E(M):avopns@verizon.net	Silhouette	1260
Grauer, William & Vivian	1976	52 Andrew Ave., Islip Terrace, NY 11752 H:631-277-6212 E(M):william.grauer@gmail.com		
Gravina, Gerard & Nancy	2009	221 Cadman Ave, Babylon, NY 11702 H:631-661-2890 B:631-968-8863 E(M):JerryG@PianoMastersLLC.com	Compass Rosie	738
Greco, DJ & Joe	2008	39 W. Lake Dr., Patchogue, NY 11772 C(M):631-312-7485 C(S):631-790-1440 E(M):dfnjoe79@yahoo.com E(S):joendj@yahoo.com	Tanzanite	295
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Grell, Tom & Kathy	2012	9 Commerce Place, Islip Terrace, NY 11752 H:631-581-4054 C(M):631-875-0925 C(S):631-875-0924 E(M):scupperssong@optonline.net	Scupper's Song	777
Grotfoli, Claudio & Flori	2000	14 Sequams Lane West, West Islip, NY 11795 H:631-865-2020 B:631-789-0555 C(M):631-942-7777 C(S):631-836-1836 E(M):cavalleri@mindspring.com	Floriana	242
Halpin, Patrick & Ana Rua	1990	55 Larboard Court, #4436, Babylon, NY 11702 C(M):516-848-0444 C(S):631-559-3095 E(M):phalpin55@gmail.com E(S):amruallano@gmail.com	Nirvana	702
Hillebrand, Walter & Aissa	2018	43 Cedar Shore Drive, Massapequa, NY 11758 H:917-557-9535 C(M):917-557-9535 C(S):917-687-3214 E(M):walter.hillebrand@gmail.com E(S):aissa.hillebrand@gmail.com	Whisper	25009
Holst, John	2001	77 Sequams Ln E, West Islip NY 11795 B:631-944-9656 C(M):631-356-5946 E(M):jholst@optonline.net	Whitecap	13642
Holzmacher, Ian	2018	31 Willow St, Babylon, NY 11702 H:631-661-0294 C(M):631-983-7376 E(M):holzmacherair@aol.com	Viva La Vida Wanderlust	868 1115
Holzmacher, Roger & Daisy	2010	31 Willow Street, Babylon, NY 11702 H:631-661-0294 E(M):holzboat@aol.com E(S):ddholzmacher@aol.com	Grace	115
Hopkins, Edward	2000	15 North Hill Drive, East Northport, NY 11731 H:718-304-4846 E(M):ethopk@aol.com	Mistress	712
Hyer, David & Joann	1992	PO Box 466, West Islip, NY 11795 H:631-669-4819 B:516-228-3535 E(M):elslins@aol.com	Filibuster	12
Hyer, David M. & Brienne	2009	101 Sequams Lane, West Islip, NY 11795 H:631-482-8854 C(M):516-652-6647 E(M):dhyer1523@aol.com E(S):bmschilt@gmail.com	Vantage	913
Jaeger, Michele	2010	55 Harbor Drive Blue Point, NY 11715 H:631-363-6092 C(M):631-741-2079 E(M):mjaeger01@optonline.net		
Jeshiva, Michael & Pamela	2018	1428 Mark Drive, East Meadow, NY 11554 H:516-564-8756 C(M):516-459-6067 C(S):516-459-6021 E(M):mike.jesh@gmail.com E(S):pamjesh@gmail.com	Ripple	25011
Kennedy, Bruce & Melissa	1975	7 Bayside Ave., Amityville, NY 11701 H:631-598-0751 B:631-691-0100 E(M):bkennedy@pc@aol.com	Hooch	329
Kohl, Robin & Michael	1984	9623 Eaton Gardens Lane, Unit 102, Fort Meyers, FL 33919 C(M):516-721-3197 C(S):516-971-4958 E(M):rdk1953@gmail.com E(S):mlk1953@gmail.com	JustUs	Power
Kramer, Paul & Nikki	1999	3082 Riverside Drive, Wantagh, NY 11793 H:516-785-1202 C(S):516-316-5672 E(M):snkramer@aol.com	Forager	459

SBCC Member Listings

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Krug, Dennis & Adriana	1980	158 Baywoods Lane, Bay Shore, NY 11706 H:631-328-1726 B:516-380-3038 C(S):516-314-9882 E(M):denniskrug@yahoo.com E(S):adriana99@yahoo.com	Kariana	42380
LaBella, Richard & Diane	1974	282 Timberpoint Road, East Islip, NY 11730 H:631-277-4826 B:631-277-4725 C(M):631-942-2113 C(S):631-942-2114 E(M):labellar@optonline.net E(S):labellad@optonline.net	Blaze	725
Lapp, Charles & Joanne	2017	106 Judson Place, Rockville Centre, NY 11570 H:516-536-2528 B:516-295-3344 C(M):516-581-1113 E(M):lappandiapp@optimum.net	ClasSea M	1053
Larmor, Dever & Andrea	1961	11 Lawrence Lane, Bay Shore, NY 11706 H:631-905-7967 B:631-859-5244 x111 C(M):631-905-7967 C(S):631-383-4655 E(M):dever@uistlerline.com E(S):andreatheartist2004@yahoo.com	Incredible	305
Larson, Robert & Kathleen	2003	14 Woodbrige Court, West Babylon, NY 11704 H:631-661-0515 C(M):631-356-5997 E(M):bisabre38@gmail.com	Summer Wind	32748
LaTorre, Richard & Ginny	1981	11 Cutter Place, West Babylon, NY 11704 H:631-321-7311 E(M):crrf1855@optonline.net	Gracie Rose	Power
LaTorre, Rick & Laura	2004	63 East Lido Prom, Lindenhurst, NY 11757 H:631-226-1505 C(M):631-901-8263 C(S):631-901-8264 E(M):hurricaneRick@optonline.net E(S):74latorre@gmail.com	Dark Star	7700
LaValle, Cynthia & Michael Janoska	2000	11 Fairharbor Drive, Patchogue, NY 11772 C(M):631-431-4264 C(S):631-786-5609 E(M):cynthia.lavalle@gmail.com E(S):janosmike@aol.com		Power
Levitsky, Jack & Barbara	1993	150 Scarlett Drive, Commack, NY 11725 H:631-724-5855 C(M):631-766-7491 C(S):631-786-0053 E(S):barblev13@yahoo.com	Barbara's Rose	Power
Liesegang, Fred & Mara	2014	32 Bellevue Avenue, Brookhaven, NY 11719 C(M):516-567-3567 C(S):516-817-8778 E(M):fred4936@yahoo.com E(S):mizzmara@aol.com	Eagle	662
Ljungqvist, Peter & Kathy	1986	306A S. Country Road, Brookhaven, NY 11719 H:631-286-4840 E(M):peter.ljungqvist@thorn.net E(S):churchlady321@gmail.com	Tuono	66 67
Lockett, Heidi	2003	2707 West Alder Road, Bellmore, NY 11710 H:516-785-0337		
Malinka, Robert & Linda	1990	60 East Lake Drive, Amityville, NY 11701 H:631-598-3561 C(M):631-327-8061 E(M):ranger1442@gmail.com	Ranger	1442
Margeson, Charles & Jane	1988	6 Braham Ave, Amityville, NY 11701 H:631-691-5569 B:212-471-2785 C(M):631-235-2965 C(S):631-235-2466 E(M):cmargeson@sompo-intl.com E(S):jimarg0618@aol.com	Shadow	203
Marinaccio, Pat	1984	43 Chapel Hill Drive, Brentwood, NY 11717 H:631-231-6457 B:631-632-7890 C(M):631-523-8386 E(M):vistaats@mail.com		

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SBCC Member Listings

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Marko, Matt & Debra	2018	42 Kirby Lane, Ronkonkoma, NY 11779 H:631-471-9760 C(M):631-560-2790 C(S):631-560-6314 E(M):mattmarko125@gmail.com E(S):mdmarko@optonline.net	<i>Derailed</i>	25000
Martorana, Robert & Ronnie	1981	19 Duck Lane, West Islip, NY 11795 H:631-422-3404 E(M):ronnie1123@gmail.com		
Marzocco, Dennis	2001	970 Washington St., Franklin Square, NY 11010 H:516-216-5256 C(M):516-322-0548 E(M):info@ddmrealestate.com	<i>Adelina Rose</i>	97834
Mattera, Jeff	1981	485 North Windsor Ave., Brightwaters, NY 11718 H:631-968-6127 C(M):631-431-1350 E(M):jmmattera@yahoo.com	<i>Eagle's Wings</i>	4201
McCarthy, Todd & Pam	2014	216 Atlantic Street, Central Islip, NY 11722 H:631-277-0248 C(M):631-905-6715 C(S):631-905-6716 E(M):tmc1955@verizon.net E(S):pmccarthy58@verizon.net	<i>Bleu Moon</i>	439
McLoughlin, Bryan	1997	116 Paris Court, West Islip, NY 11795 B:631-661-4761 C(M):516-768-5221 E(M):bmattack@yahoo.com	<i>Windswept</i>	62
Mendolia, John & Christina	2017	22 South Penataquit Avenue, Bay Shore, NY 11706 H:631-404-8004 B:631-404-8003 C(M):631-404-8004 E(M):johnbebop25@yahoo.com E(S):christinamendolia@gmail.com	<i>Banked Out</i>	60032
Messina, Chip & Cathleen	2014	239 Kellum Street, West Babylon, NY 11704 C(M):631-559-4648 C(S):718-913-6934 E(M):mr.chips04@verizon.net E(S):cathleen32449@gmail.com	<i>Outbound</i>	335
Messina, Gaspare & Laurie	1994	263 Lamoka Place, West Islip, NY 11795 H:631-321-0919 C(M):631-707-1576 C(S):516-848-6785 E(M):Axei276@optonline.net E(S):gaxelslash@aol.com	<i>Laurie Jean</i>	641
Miligi, Michael & Eileen	2005	P.o. Box 465, Brightwaters, NY 11718 H:631-665-9430 C(M):631-774-3786 E(M):ambliinmike@gmail.com	<i>Amblin</i>	909
Mirchel, Andrew & Helaina	2018	36 Sequams Lane East, West Islip, NY 11795 H:631-587-3687 C(M):631-902-3848 C(S):631-245-0603 E(M):amirchel36@optonline.net E(S):hmirchel@optonline.net	<i>Galatea</i>	177
Montana, Susan & Robert Bennett	1999	34 River Road, Sayville, NY 11782 H:631-567-7028 B:631-244-5661 C(M):631-252-1311 C(S):631-252-1306 E(M):thesuemt@gmail.com E(S):bob.at.sea@gmail.com	<i>Habanero</i>	89
Moran, Susan	2018	451 Potter Boulevard, Brightwaters, NY 11718 B:631-639-3710 C(M):631-560-7839 E(M):smoran@sco.org	<i>Whisper</i>	25012
Morgan, Jack & Kathleen	1997	531 Pine Acres Blvd., Brightwaters, NY 11718 H:631-665-1646 E(M):jpmorgan531@verizon.net E(S):farrek01@verizon.net		

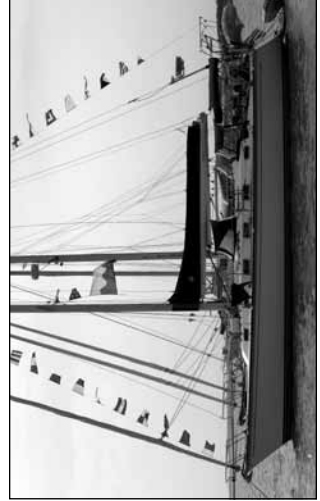
SBCC Member Listings

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Morgan, Steve & Diane	2015	149 Durkee Lane, East Patchogue, NY 11772 H:631-472-4643 B:631-435-1700 C(M):516-680-5829 C(S):631-220-4349 E(M):smorgan5@optonline.net E(S):Diane93@optonline.net	Sea Breeze	218
Mourino, Richard & Ann	1985	150 Rollstone Ave, West Sayville, NY 11796-1306 H:631-589-2275 C(M):631-312-2525 C(S):631-834-0480 E(M):richard.mourino@gmail.com E(S):ann.mourino@gmail.com	Ladyann	6217
Mullarkey, John	2004	200 Merrick Road, Apt. B, Amityville, NY 11701 H:516-541-3652 C(M):516-987-9040 E(M):tidejam@aol.com		
Mulle, Joseph & Christine	1998	77 Muncie Road, West Babylon, NY 11704 H:631-321-1924 B:631-674-0004 C(M):631-662-4309 E(M):JY781@optonline.net	Wild Blue II	360
Murray, Earl & Trudy	1970	4953 Bacopa Lane #605, St. Petersburg, FL 33715 H:727-864-2572 E(M):waterloo2@aol.com		
Murray, William & Connie	1983	Box 225, Blue Point, NY 11715 H:631-363-7511 B:631-363-5263 E(M):murray2484@aol.com		
Napolitano, Carol	2002	908 Fenway Road, St. James, NY 11780 C(M):631-793-9526 E(M):mightym13@optonline.net		
Novak, Lawrence & Irene	1986	246 Marlynn Street, East Islip, NY 11730 H:631-277-9201 C(M):631-793-4717 C(S):631-678-8933 E(M):novak34@optimum.net	H2O Buggy Summerhome II	Power 46
OBrien, Robert & Timmi	2011	76 Garfield Avenue, Sayville, NY 11782 H:631-589-4535 C(M):631-834-2820 C(S):631-834-2822 E(M):captdobrien@gmail.com E(S):timminalepa@gmail.com	Kyla Marie	85
O'Connell, Martin & Marcell	1988	133 Tahlulah Lane, West Islip, NY 11795 H:631-422-2216 C(M):516-901-5994 E(M):martoon@kb5gang.com E(S):marcell@kb5gang.com	Kickin' Back	1227
O'Connell, Susan	1979	2812 Abbey Lane, Richmond, VA 23233 C(M):804-517-0574 E(M):toconnell6@gmail.com	Summer Wind	6744
Padden, Kevin & Loretta	1989	33 Litchfield Avenue, Babylon, NY 11702 H:631-661-7958 C(M):631-241-0482 E(M):Kpadden@gpinet.com	Rettsie	103
Papa, Jim	2013	26 Awixa Avenue, Bay Shore, NY 11706 H:631-968-6947 C(M):631-835-9617 E(M):atlsrf@yahoo.com	Noddy	149
Peter, Frank & Barbara	1991	24 Center Street, Sayville, NY 11782 H:631-589-3466 E(M):captain365@yahoo.com E(S):bpeter24@optonline.net	Vixen	130
Petroske, Joan	1974	42 Knolls Drive, Stony Brook, NY 11790 H:631-878-6126 E(M):joanpet36@optonline.net		
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Piazza, Vincent & Colleen	2007	142 E Melrose St., Valley Stream, NY 11580 H:516-596-1015 C(M):516-668-6763 E(M):vpiazza0@optonline.net	Fox	150
Pittman, Barry & Michelle	1983	419 Potter Blvd., Brightwaters, NY 11718 H:631-666-3032 B:631-665-4477 C(M):516-459-9405 C(S):631-235-0334 E(M):bvpittman@barrypittmanlaw.com E(S):mjmpadpit@gmail.com	Drumshanbo	10987
Pizer, Jay & Stephanie	2012	318 Clocks Blvd., Massapequa, NY 11758 C(M): 914-715-2410 C(S): 917-690-0422 E(M):jay@imaxproductions.com E(S):stephanie@imaxproductions.com	Cayenne Rising Tide	1452 50110
Potter, Thomas	2013	7 Maynard Lane, East Islip, NY 11730 H:631-277-2754 C(M):631-942-8583 E(M):tompotter33@gmail.com	Watercolor	337
Pshedesky, Edward & Helen	1998	211 Shell Falls Drive, Apollo Beach, FL 33572 H:631-435-0330 B:631-435-0330 C(M):631-664-5428 C(S):631-664-5540 E(M):cyberpoosh@aol.com E(S):cyberpoosh@aol.com	Silent 'P'	340
Purnhagen, David & Patricia	2003	44 South Snedecor Ave., Bayport, NY 11705 H:631-472-9199 C(M):631-807-1383 E(M):dpurnhag@optonline.net	Thistle	60026
Quigley, Karen	2013	12 Jackson Road, Babylon, NY 11702 H:631-661-1544 B:631-321-1795 C(M):631-983-7811 E(M):k.quigley4@verizon.net	Cally Won	25002
Ramsdell, Isabelle	1957	28 Walnut Ave., Rockville Centre, NY 11570 H:516-208-8383 E(M):oldram@optonline.net		
Reed, Brian & Cynthia	2016	35 Lincoln Avenue, Massapequa, NY 11758 H:516-798-1304 B:516-545-6192 C(M):516-987-8987 C(S):516-456-9449 E(M):reedbr@optonline.net E(S):Cared@optonline.net	Sea Reed	802

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SBCC Member Listings

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Reed, Glenn & Heather Dawson	2014	1338 Dekalb Avenue, Brooklyn, NY 11221 C(M):917-214-3577 C(S):917-214-3588 E(M):gr1r@yahoo.com E(S):drhjd@yahoo.com	Allison Rose Intruder	251 25003
Reichel, James & Allison	1977	1165 Patricia Avenue, West Islip, NY 11795 H:631-482-8120 B:631-264-2279 C(M):516-473-3095 E(M):Sailorhce@aol.com E(S):allisonreichel@aol.com	Dark Side Hooch Naughty Dog Scapegoat Silver Bullet	Power 329 42371 619 42370
Rendich, Paul	1990	1 Harbour Road, Babylon, NY 11702 B:631-669-5481 C(M):631-669-1403 E(M):prendich@optonline.net	JT9D	1156
Rodriguez, Luis & Barbara	2017	26 Wave Crest Drive, Islip, NY 11751 H:631-665-3457 C(M):718-354-5273 C(S):631-335-5800 E(M):protious@verizon.net E(S):ba.bettinelli1@verizon.net	Pyxis	20
Romaine, Mark & Carolyn	2007	183 Cedar Lane, Babylon, NY 11702 H:631-669-6979 B:631-360-2401 C(M):631-334-8933 C(S):631-796-1016 E(M):mark.romaine@yahoo.com E(S):dis11220@yahoo.com	Lettuce Buy	57
Rooney, Jessica	2014	6 Dewey Street, Sayville, NY 11782 C(M):631-335-0619 E(M):jtrooney75@yahoo.com		
Saccio, Philip & Donna	1968	870 Church Street, Bohemia, NY 11716 H:631-567-5678 B:631-589-5959 E(M):phil@sacciostudio.com		
Schaefer, Christopher & Susan Soloff	2008	401 Venetian Blvd., Lindenhurst, NY 11757 H:631-957-1220 B:631-669-0859 C(M):631-792-5898 C(S):516-849-9557 E(M):stealingtime1@optimum.net E(S):s52yarm@gmail.com	Solitude Stealingtime	432 8754
Schlossberg, Donna & Barry	2009	960 Division St., Bayport, NY 11705 H:631-363-7087 C(M):516-983-9140 C(S):516-983-3818 E(M):donnare@optonline.net E(S):schloss@optonline.net	Mareva	5345
Schneller, Greg & Mary	1982	83 Sequams Lane West, West Islip, NY 11795 C(M):631-560-9320 E(M):mirage536@msn.com E(S):mjhs83@msn.com	Mirage II	311
Sebouhian, Gary	2010	5011 199th Street, Flushing, NY 11365 H:718-225-0791 C(M):516-551-4399 E(M):gsebouhian@nyc.rr.com	Pandemonium	2224
Seidenberg, Everett & Rita Ann	1954	2950 S.E. Ocean Blvd. #59-5, Stuart, FL 34996 H:772-221-1507		
Sheppard, Robert & Carole	1972	167 Paulanna Ave., Bayport, NY 11705 H:631-472-0099 C(M):631-219-4699 C(S):631-379-1100 E(M):captainshep@aol.com E(S):cfshep@aol.com	Arcadia No Teak Aah	30947 Power

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SBCC Member Listings

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Sherman, Nancy	1998	161 Boathouse Lane, Bay Shore, NY 11706 H:631-665-7884 C(M):631-987-2556 E(M):misslib@optonline.net	Miss Liberty II	161
Simpson, Richard & Janet	2018	16 St. Marks Lane, Islip, NY 11751 H:631-581-4306 C(M):631-804-8353 C(S):631-806-6664 E(M):rnickssf@optonline.net E(S):janetsim@optonline.net	Leviathan	12918
Smith, Michael & Virginia	1977	10620 Habitat Trail, Bokeelia, FL 33922 C(M):239-633-3623 C(S):239-633-3616 E(M):michaelgsmith@comcast.net	Last Laugh	25013
Spencer, Mark & Barbara	2017	36 Stewart Street, Bay Shore, NY 11706 H:631-242-9011 B:718-935-3833 C(M):917-881-4833 C(S):631-235-1667 E(M):gsbsailor@gmail.com E(S):bjhspscencer@gmail.com	Esprit de Mer	60028
Stang, Mark & Gretchen	2006	P.O. Box 501, Ocean Beach, NY 11770 B:631-567-7792 C(M):631-831-6264 C(S):631-831-8065 E(M):thestangcorp@aol.com E(S):gretchens190@aol.com	Caribbean Soul	3806
Struck, Carl & Victoria	2013	13 Gerhardy Court, East Islip, NY 11730-1709 H:631-650-5546 B:631-851-6288 C(M):631-804-1187 E(M):struck@sunysuffolk.edu E(S):vickie.struck@yahoo.com	Victoria III	31
Tedesco, Dave & June	1998	222 Wiley Street, Brentwood, NY 11717 C(M):516-398-2777 C(S):516-398-1630 E(M):captin5538@gmail.com E(S):junebug5538@gmail.com	Phoebe Rose	5538
Tesoro, Richard & Adrienne	2001	4 Westbridge Drive, Babylon, NY 11702 H:631-587-0300 E(M):naiad34@verizon.net E(S):aaaf@verizon.net	NAIAD	1020
Tieniber, Vincent	2016	703 Densfield Road, West Babylon, NY 11704 H:631-487-2354 E(M):Vtieniber@cpiaero.com	Flatline	60022
Trotta, John & Kathy	2003	468 Mariners Way, Copiague, NY 11726 B:631-226-9046 C(M):631-671-1041 C(S):631-671-1521 E(M):johntrattacpa@msn.com	On the Green	Power
Troy, Rich & Sue	2003	1 Styms Ave., Bethpage, NY 11714 H:516-935-5367 C(M):516-455-0028 E(M):t4oyman@gmail.com E(S):t4oyasu@aol.com	Fun Sway	60
Van Nostrand, David & Jeanne	1979	14 Christopher Court, Babylon, NY 11702 H:631-669-8862 B:631-264-0031 E(M):dvnpcpa@aol.com	Lorna Doone	120
Van Tassel, Robert & Peggy	1977	3 Sumpwams Ave, Babylon, NY 11702 H:631-422-6382 C(M):516-551-4712 C(S):631-278-0188 E(M):sailwindquest@hotmail.com E(S):peggy.pvt@gmail.com	Blue Eyes Margaret Gale	614 16
Vetter, Robert & JoAnn	1989	75 Bayview Drive, Oakdale, NY 11769 H:631-589-8209 E(M):bobvetter@optonline.net	Dragon's Power	Power
Voos, Douglas & Lisa	2013	511 Lakeview Avenue, Bayport, NY 11705 H:631-472-3042 C(M):631-487-1296 C(S):631-786-1197 E(M):dvoos@yahoo.com E(S):onreleve@live.com	Challenger	1738

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SBCC Member Listings

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Warsaw, Merritt & Maryellen	1985	645 Hunt Lane, Manhasset, NY 11030 H:516-627-2963 C(M):516-996-3849 C(S):516-381-8302 E(M):mwarsaw@yahoo.com		
Werkmeister, Joe & Christina Pietras	2018	5 Apple Lane, Medford, NY 11763 H:631-654-8123 C(M):631-766-8009 E(M):jwerkjr@gmail.com	Polaris	531
Westfahl, James & Donna	2002	404 South Second Street, Lindenhurst, NY 11757 H:631-226-2376 C(M):516-810-0547 E(M):jameswestfahl@gmail.com E(S):grandmaDMW3@aol.com	Meander	Power
Wheeler, William & Sandra	1990	19 Lawrence Lane, Bay Shore, NY 11706 H:631-666-7369 C(M):516-810-7605 C(S):631-896-4066 E(M):billray407@aol.com E(S):sandy@swheeler.me	Tortoise	40014
Williamson, Douglas & Kathy	2014	14 Villa Promenade, Bay Shore, NY 11706 H:631-357-3956 B:631-587-2424 C(M):516-578-0909 E(M):douglaswilliamson@gmail.com	Tandem	1515
Winberry, Eric & Kerry	2016	47 Granada Parkway, Lindenhurst, NY 11757 H:631-748-5527 B:631-560-6050 C(M):631-748-5527 C(S):516-652-7379 E(M):Aleboat11@yahoo.com E(S):Kerry4385@yahoo.com	Aleboat II	232
Woodrick, Scott	2002	3 Railroad Plaza, Bay Shore, NY 11706 H:631-969-7970 B:631-665-8913 E(M):scott@uniquestatemts.com	Heritage	33855
Yaxis, Alec	1960	29 Hamilton Street, Amityville, NY 11701 H:631-264-2153 B:718-526-3442 x289 C(M):631-671-9088	Vi	125

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SBCC Associate Listings

Name	Joined	Address, Phone Numbers, & E-mail	Boat Name
Brooks, Ward & Laura	1990	11 Ocean Ave., Blue Point, NY 11715 H:631-363-3179	
Cafferty, Anita	2017	PO Box 174, Oakdale, NY 11769 H:631-244-2990 B:727-587-0710 E(M):caffpiano@yahoo.com	
Collini, Eileen	2017	54 Milton Street, Islip, NY 11751 H:631-277-4153 B:631-277-4153 C(M):631-786-5266 E(M):eileenco@aol.com	Just Us & Bear Hugs
Donatelli, Lisa & Daniel	2011	50 Bogart Avenue, Port Washington, NY 11050 C(M):516-987-2542 C(S):516-987-2670 E(M):pommier50@aol.com	Moondance
Flaughner, Scott & Jeanne	2017	8 Wigwam Path, Babylon, NY 11702 H:631-893-3422 B:212-284-5896 C(M):646-522-8434 C(S):516-313-6856 E(M):scott_flaughner@ml.com E(S):jimflaughner@yahoo.com	
Gilberti, Gina & Tom	2015	42 Alan Street, East Islip, NY 11730 H:631-277-9694 C(M):631-882-2674 C(S):516-273-5191 E(M):giltenfrwd@aol.com	Now or Never
Holwell, Gerard & Jean Ann	2003	78 Locust Ave., Islip, NY 11751 H:631-581-1823 C(M):631-813-7359 C(S):631-413-6166 E(M):capt.seaweed@verizon.net	Galatea
Johnson, David & Donna	2011	835 South 6 Street, Lindenhurst, NY 11757 H:631-592-9793 C(M):631-487-4758 C(S):631-335-6707 E(M):davej7780@gmail.com E(S):donnajohnson926@gmail.com	
Lane, Lynda	2016	508 Greenlawn Terrace, Copiague, NY 11726 H:631-225-0341 C(M):631-219-3237 E(M):specialist514@yahoo.com	Spirit
Loudon, Steve & Rita	2016	22 Argyle Avenue, Babylon, NY 11702 H:631-539-6192 B:917-842-6843 C(M):917-842-6843 C(S):516-314-6321 E(M):steve.loudon@hotmail.com	
Marks, Howard	2014	122 Marie Street, Lindenhurst, NY 11757 H:631-226-1575 C(M):516-425-4857 E(M):enthowsail@aol.com	
Persson, Jim & Trudy	2012	20 Meier Place, Bay Shore, NY 11706 H:631-560-0520 C(M):631-560-0520 C(S):631-560-1229 E(M):jprohant@yahoo.com	Alexa Grace
Rappold, Gus	2015	5 Salem Rd, Hicksville, NY 11801 B:917-577-8869 C(M):516-468-9539 C(S):516-721-3729 E(M):ironfishbrewery@yahoo.com E(S):anneximos@yahoo.com	Aquasport: Lunatic; Witchdoctor
Schnepf, Chuck & Gail	2013	15 Orowoc Drive, Islip, NY 11751-4215 H:631-581-7075 B:516-542-5900 X1334 C(M):631-838-3317 E(M):cschnepf@cflegal.com	
Sicignano, Chris & Toni	1999	801 South 6th Street, Lindenhurst, NY 11757 B:516-848-8138 C(M):516-848-8138 C(S):516-987-8874 E(M):landshapes01@gmail.com E(S):tonionly2014@gmail.com	Sybaris
Simon, Michael	1999	101 West Lane, Bay Shore, NY 11706 H:631-666-8180 E(M):basharter@hotmail.com	Basharter; Impulse; Sloth
Stype, James	2012	91 Vanderbilt Avenue, W. Babylon, NY 11704 H:631-539-6293 C(M):631-219-3447 E(M):james.stype22@gmail.com	
Sweeney, Don & Ellen	2016	3 Oyster Cove Lane, Blue Point, NY 11715 C(M):516-660-0079 C(S):516-318-1183 E(M):silmaril1067@yahoo.com E(S):kearnesweeney@yahoo.com	Sweet Lorraine
Wegmann, Stephen	2017	12 Jackson Rd., Babylon, NY 11702 C(M):516-996-1197 E(M):tunnelguygmt@yahoo.com	

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SBCC Fleet - Sailing Auxiliaries

Sail #	Boat Name	Name	Rig	LOA	Draft	Model
12	<i>Filibuster</i>	D. Hyer	sloop	30'	3' 6"	Morgan 30
15	<i>Heart of Gold</i>	F. Golder	sloop	39' 9"	4' 9"	Gulfstar Sailmaster
16	<i>Margaret Gale</i>	R. Van Tassel	sloop	46'	5' 4"	Tartan 4600
20	<i>Pyxis</i>	L. Rodriguez	cutter	39'	4' 10"	Cabo Rico 36
22	<i>Dream Voyager</i>	J. Biesel	sloop	34' 5"	3' 11"	Tartan 3400 CB CCR
30	<i>Further</i>	J. Fifield	sloop	34'	4' 6"	1986 Tartan 34-2
31	<i>Victoria III</i>	C. Struck	sloop	30' 11"	3' 11"	Hunter 31
33	<i>Midnight Sun</i>	D. Gliński	ketch	33' 2"	4' 1"	Nauticat 33MS
46	<i>Summerhome II</i>	L. Novak	sloop	41'	5'	Hunter 410
47	<i>Runaway</i>	W. Danilczyk	catamaran	50'	4'	Conser 47
48	<i>Fiona</i>	E. Forsyth	cutter	42'	6'	WestSail 42
57	<i>Lettuce Buy</i>	M. Romaine	sloop	29' 11"	3' 4"	Tartan 3000 CB
60	<i>Fun Sway</i>	R. Troy	sloop	38' 4"	4' 7"	Beneteau Oceanis 390
62	<i>Windswept</i>	B. McLoughlin	sloop	32'	4' 6"	Ericson 32-3 SD
66		P. Ljungqvist	sloop	32' 1"	4' 2"	O'Day 322
67	<i>Tuono</i>	P. Ljungqvist	sloop	26' 11"	2' 11"	O'Day 272
82	<i>Synergy</i>	M. Aiossa	sloop	30'	5'	Cal 2-30
85	<i>Kyla Marie</i>	R. O'Brien	cat	19' 6"	1'	Chebacco Cat Yawl
88	<i>After Loon</i>	M. Duffy	sloop	30'	4' 11"	O'Day
89	<i>Habanero</i>	S. Montana	sloop	32'	3' 8"	Sabre 32
99	<i>Charlie Noble</i>	M. Gallagher	yawl	40'	4'	Bristol 40 Yawl
103	<i>Rettsie</i>	K. Padden	sloop	38'	4' 11"	Ericson 38-1 SD
112	<i>Leprechaun</i>	D. Connor	sloop	30'	3' 6"	Pearson Wanderer
115	<i>Grace</i>	R. Holzmacher	sloop	35'	3' 9"	Pearson 35
116	<i>Fancy Nancy</i>	L. Feldman	sloop	23' 8"	4'	S2 7.3
119	<i>Free Spirit</i>	R. DeSimone	sloop	32'	3' 4"	O'Day 32CC
120	<i>Lorna Doone</i>	D. Van Nostrand	sloop	33'	3'	S&S
122	<i>Wanderlust</i>	M. Benach	sloop	24'	2' 10"	Dolphin 24
123	<i>Belle Free</i>	B. Baxter	sloop	29' 9"	3' 6"	Bristol 29.9 CB
125	<i>Vi</i>	A. Yaxis	ketch	28'	3' 6"	H-28
130	<i>Vixen</i>	F. Peter	ketch	36' 5"	4' 6"	Pearson 365 Ketch
144	<i>Njord</i>	S. Eilbeck	sloop	37'	4' 3"	Tartan 37-1 CB
149	<i>Noddy</i>	J. Papa	sloop	22'	2' 5"	Sailmaster 22
150	<i>Fox</i>	V. Piazza	sloop	30'	3' 6"	Pearson Wanderer
156	<i>Grace</i>	M. DeMarco	sloop	39'	4' 6"	Irwin Citation 39
161	<i>Miss Liberty II</i>	N. Sherman	cutter	26'	2' 8"	Island Packet 26
177	<i>Galatea</i>	A. Mirchel	sloop	30' 3"	3' 6"	Pearson Wanderer
182	<i>Witchdoctor</i>	G. Rappold	sloop	20' 4"	3'	Narrasketuck Sloop
186	<i>Intrepid</i>	C. Goodwin	sloop	28'	4' 11"	Tartan
203	<i>Shadow</i>	C. Margeson	sloop	41'	4' 2"	Morgan 41 Classic
218	<i>Sea Breeze</i>	S. Morgan	sloop	27'	2' 6"	O'Day 272
220	<i>Merry Ann</i>	Burns/Cook	sloop	30'		C&C 30 MK I SD
232	<i>Aleboat II</i>	E. Winberry	sloop	28'	3' 9"	Hunter 28
242	<i>Floriana</i>	C. Grottoli	cutter	42'	4' 6"	Kanter 42
251	<i>Allison Rose</i>	G. Reed	sloop	27'	2' 9"	O'Day 272
264	<i>Princess of Artimino</i>	A. Addeo	sloop	37'	4' 3"	Tartan
272	<i>Sugar Pie Honey Bun</i>	C. Ferraro	sloop	27'	2' 11"	O'Day 272LE

SBCC Fleet - Sailing Auxiliaries

Sail #	Boat Name	Name	Rig	LOA	Draft	Model
295	<i>Tanzanite</i>	J. Greco	sloop	29' 6"	4'	Hunter 295
305	<i>Incredible</i>	D. Larmor	sloop	26'	2' 4"	Bombay Express
311	<i>Mirage II</i>	G. Schneller	sloop	34' 2"	4'	Sabre 34-2
329	<i>Hooch</i>	Kennedy/Reichel	sloop	24'	4' 11"	Melges-24 ODR
335	<i>Outbound</i>	C. Messina	sloop	27'	3' 5"	Catalina
337	<i>Watercolor</i>	T. Potter	sloop	25' 10"	5' 9"	MacGregor 26
340	<i>Silent 'P'</i>	E. Pshedesky	sloop	33' 6"	4' 6"	Hunter 340
354	<i>Becky</i>	C. Becker	sloop	30'	3' 6"	O'Day 30
360	<i>Wild Blue II</i>	J. Mülle`	ketch	30'	4'	Allied
361	<i>Peregrine</i>	T. Davison	sloop	28' 6"	4' 4"	Sabre 28
395	<i>Bionator</i>	M. Goodman	sloop	29'	3' 3"	C&C 29 MK II SD
421	<i>Amethyst</i>	D. Davies	sloop	27'	4' 11"	J-27 ODR
432	<i>Solitude</i>	C. Schaefer	sloop	30'	5' 5"	Irwin
439	<i>Bleu Moon</i>	T. McCarthy	sloop	37' 3"	4' 2"	Tartan 37
459	<i>Forager</i>	P. Kramer	yawl	35'	3' 9"	Pearson 35 Yawl
518	<i>Take Five</i>	J. Corcoran	sloop	25'	3'	Cape Dory 25
531	<i>Polaris</i>	J. Werkmeister	sloop	34'	4' 3"	Hunter 34
581	<i>della.calm</i>	D. Bucher	sloop	27' 8"	2' 6"	Island Packet 27
614	<i>Blue Eyes</i>	R. Van Tassel	sloop	15' 8"	2' 5"	Bullseye
619	<i>Scapegoat</i>	J. Reichel	sloop	34' 6"	6' 6"	J-105 ODR
641	<i>Laurie Jean</i>	G. Messina	sloop	30'	3' 10"	Catalina 30 MK III
655	<i>Glenbeigh</i>	T. Burke	sloop	25' 2"	4' 3"	C&C 25 MKII
662	<i>Eagle</i>	F. Liesegang	sloop	27'	3' 2"	Tartan 27-2
664	<i>Warlock</i>	S. DeLise Jr.	sloop	31'	4' 3"	31 Tartan
675	<i>Shoot'n the Breeze</i>	R. Czach	sloop	35'	4'	Hallberg Rassy 35
702	<i>Nirvana</i>	P. Halpin	sloop	42'	4' 10"	Catalina 42
712	<i>Mistress</i>	E. Hopkins	sloop	27' 2"	4' 3"	Hunter 27
725	<i>Blaze</i>	R. LaBella	sloop	30'	4' 6"	C&C 30 MK I SD
732	<i>Busman's Holiday</i>	S. Brice	sloop	40'	4' 11"	O'Day 40 SD
738	<i>Compass Rosie</i>	G. Gravina	sloop	34'	1' 6"	Gemini MC 105 (Cat)
756	<i>Anjolie</i>	D. Egolf	sloop	30'	4' 9"	Newport 30 MKII
759	<i>Brokher</i>	A. Eppig	sloop	25'	4'	C&C 25 MK II
777	<i>Scupper's Song</i>	T. Grell	sloop	31' 10"	4'	Morgan 323
802	<i>Sea Reed</i>	B. Reed	sloop	34'	3' 6"	Morgan
868	<i>Viva La Vida</i>	I. Holzmacher	sloop	22'	4'	J22
888	<i>Outlaw</i>	R. Baker	sloop	32'	4' 2"	O'Day 322
909	<i>Amblin</i>	M. Miligi	sloop	30'	3' 6"	Pearson Wanderer
913	<i>Vantage</i>	D. Hyer	sloop	22'	3' 8"	J-22 ODR
1020	<i>NAIAD</i>	R. Tesoro	sloop	34'	4' 2"	Catalina 34 WK
1053	<i>ClasSea M</i>	C. Lapp	sloop	36'	4' 5"	Catalina 36
1115	<i>Wanderlust</i>	I. Holzmacher	sloop	35'	3' 9"	Pearson
1156	<i>JT9D</i>	P. Rendich	sloop	24'	5'	Melges 24 ODR
1227	<i>Kickin` Back</i>	M. O'Connell	sloop	34'	4' 6"	Tartan 34-2
1260	<i>Silhouette</i>	T. Gotard	sloop	33'	3' 5"	Swiftsure 33
1442	<i>Ranger</i>	R. Malinka	sloop	25'	3' 6"	Cape Dory 25D
1452	<i>Cayenne</i>	S. Pizer	sloop	27'	3' 5"	Catalina
1515	<i>Tandem</i>	D. Williamson	sloop	30'	3' 5"	Tartan 3000

SBCC Fleet - Sailing Auxiliaries

Sail #	Boat Name	Name	Rig	LOA	Draft	Model
1645	<i>Captain's Lady</i>	S. Carlberg	sloop	34' 2"	4' 3"	Catalina 34 MKII
1738	<i>Challenger</i>	D. Voos	sloop	30'	4'	Hunter 30
2014	<i>Discovery II</i>	K. Duschenchuk	sloop	35' 6"	4' 6"	Catalina
2224	<i>Pandemonium</i>	G. Sebouhian	sloop	29'	4'	C&C 29 MK II SD
2803	<i>Sabbatical</i>	A. Drossos	ketch	36' 6"	4' 6"	Pearson 365 Ketch
3123	<i>Magic</i>	B. Baldwin	sloop	25'	5'	Catalina 25
3612	<i>Windancer</i>	E. Everitt	sloop	29' 7"	3' 11"	O'Day 302
3806	<i>Caribbean Soul</i>	M. Stang	cutter	38'	3' 2"	Krogen 38
4201	<i>Eagle's Wings</i>	J. Mattera	sloop	35' 5"	3' 9"	Bristol 35.5 CB
4271	<i>Chanson</i>	J. Dunnells	sloop	30'	3' 6"	Morgan 30
5264	<i>Lunatic</i>	G. Rappold	sloop	18'	3' 10"	Buccaneer 18
5345	<i>Mareva</i>	D. Schlossberg	sloop	29' 11"	3' 6"	Catalina 30
5488	<i>Fair Winds</i>	G. Bernichon	sloop	30'	4'	Catalina 30
5538	<i>Phoebe Rose</i>	D. Tedesco	sloop	30'	4'	Catalina 30 MK II
6030	<i>Kailani</i>	S. Gesele	sloop	31' 7"	3' 10"	Catalina 30
6217	<i>Ladyann</i>	R. Mourino	sloop	27'	3' 5"	Catalina 27
6744	<i>Summer Wind</i>	S. O'Connell	sloop	30'	4' 6"	Pearson 303
7700	<i>Dark Star</i>	R. LaTorre	sloop	26'	5' 2"	S-2 7.9 ODR
8754	<i>Stealingtime</i>	C. Schaefer	sloop	35'	4' 11"	Ericson 35 MK III
10987	<i>Drumshanbo</i>	B. Pittman	sloop	35'	4' 11"	Ericson 35-1
11047	<i>Lady in Red</i>	T. Drossos	sloop	36' 4"	4' 10"	C&C 110
11185	<i>Maggie Lee</i>	L. Christiansen	sloop	34' 8"	4' 2"	C&C 35-3
12918	<i>Leviathan</i>	R. Simpson	sloop	28' 7"	4' 4"	Ericson 29
13642	<i>Whitecap</i>	J. Holst	sloop	26'	4'	Pearson 26
14364	<i>Radio Flyer</i>	V. Ganzi	sloop	25'	3' 6"	C&C 25 MKI
22222	<i>Blue Horizon</i>	R. Daisley	sloop	38'	4'	Morgan 38
25000	<i>Derailed</i>	M. Marko	sloop	29'	4'	C&C 29
25001	<i>Just Us & Bear Hugs</i>	E. Collini	sloop	34'	3' 6"	Silverton
25002	<i>Cally Won</i>	K. Quigley	sloop	23'	2' 6"	O'Day 23
25003	<i>Intruder</i>	G. Reed	trimaran	40'	2' 5"	Condor 40 Trimaran
25004	<i>Destiny</i>	J. Frederick	sloop	24'	3' 3"	Pacific Seacraft Flicka
25006	<i>Sereia</i>	J. Bopp	sloop	23' 3"	2' 6"	Hunter
25007	<i>Tuesday's Child</i>	N. DeMarco	sloop	20'	3' 3"	Pacific Seacraft Flicka
25009	<i>Whisper</i>	W. Hillebrand	sloop	33'	4' 8"	Endeavour
25011	<i>Ripple</i>	M. Jeshiva	sloop	33' 6"	4' 6"	Hunter 33
25012	<i>Whisper</i>	S. Moran	sloop	36'	4' 6"	Catalina
25013	<i>Last Laugh</i>	M. Smith	sloop	30'	3'	Mainship Pilot 30
25014	<i>Rhodes</i>	D. Crocker	sloop	19'	3' 6"	Rhodes 19
25015	<i>Makeita Double</i>	J. Einsetler	sloop	28'		Mako CC
25016	<i>Aquasport</i>	G. Rappold	sloop	18'		Aquasport
25018	<i>Sea Fox</i>	D. Biviano	sloop	41'	4' 2"	Morgan Out Island
30947	<i>Arcadia</i>	R. Sheppard	sloop	41' 1"	4' 6"	Bristol 41.1
32748	<i>Summer Wind</i>	R. Larson	sloop	38'	4' 3"	Sabre 38
33855	<i>Heritage</i>	S. Woodrick	sloop	38'	4' 5"	Little Harbor 38
33978	<i>Akimbo</i>	K. Boyle	sloop	37'	4' 2"	Tartan 37 CB
40014	<i>Tortoise</i>	W. Wheeler	sloop	40'	3' 11"	Friendship 40

SBCC Fleet - Sailing Auxiliaries

Sail #	Boat Name	Name	Rig	LOA	Draft	Model
42370	<i>Silver Bullet</i>	J. Reichel	sloop	27' 6"	5'	J-27 ODR
42371	<i>Naughty Dog</i>	J. Reichel	sloop	25'	4' 4"	C&C 25 MKII
42380	<i>Kariana</i>	D. Krug	sloop	38'	4' 3"	Sabre 38 MKII
50110	<i>Rising Tide</i>	S. Pizer	sloop	38'	4' 3"	Sabre 38 MKII
52066	<i>Jacqueline IV</i>	R. Forman	sloop	42' 9"	4' 9"	Hinckley 42
60007	<i>Moondance</i>	L. Donatelli	sloop	38'	5'	Catalina 380
60022	<i>Flatline</i>	V. Tieniber	sloop	30'	5'	Pearson
60024		S. Flaugher	sloop	19'	3' 8"	
60026	<i>Thistle</i>	D. Purnhagen	sloop	24'	3' 4"	Quickstep 24
60028	<i>Esprit de Mer</i>	M. Spencer	sloop	27'	3' 4"	Bill Shaw Pearson 27
60030	<i>Sweet Lorraine</i>	D. Sweeney	sloop	37'	4' 7"	Beneteau 37
60032	<i>Bonked Out</i>	J. Mendolia	sloop	29' 11"	3' 10"	Hunter 306
97834	<i>Adelina Rose</i>	D. Marzocco	sloop	34'	4' 6"	Hunter 340



SBCC FLEET BY SAIL NUMBER

SBCC Yachts by Name

Yacht	Sail#	Owner	Yacht	Sail#	Owner
<i>Adelina Rose</i>	97834	D. Marzocco	<i>Hooch</i>	329	Kennedy/Reichel
<i>After Loon</i>	88	M. Duffy	<i>Incredible</i>	305	D. Larmor
<i>Akimbo</i>	33978	K. Boyle	<i>Intrepid</i>	186	C. Goodwin
<i>Aleboat II</i>	232	E. Winberry	<i>Intruder</i>	25003	G. Reed
<i>Allison Rose</i>	251	G. Reed	<i>Jacqueline IV</i>	52066	R. Forman
<i>Amblin</i>	909	M. Miligi	<i>JT9D</i>	1156	P. Rendich
<i>Amethyst</i>	421	D. Davies	<i>Just Us & Bear Hugs</i>	25001	E. Collini
<i>Anjolie</i>	756	D. Egolf	<i>Kailani</i>	6030	S. Gesele
<i>Aquasport</i>	25016	G. Rappold	<i>Kariana</i>	42380	D. Krug
<i>Arcadia</i>	30947	R. Sheppard	<i>Kickin' Back</i>	1227	M. O'Connell
<i>Becky</i>	354	C. Becker	<i>Kyla Marie</i>	85	R. O'Brien
<i>Belle Free</i>	123	B. Baxter	<i>Lady in Red</i>	11047	T. Drossos
<i>Bionator</i>	395	M. Goodman	<i>Ladyann</i>	6217	R. Mourino
<i>Blaze</i>	725	R. LaBella	<i>Last Laugh</i>	25013	M. Smith
<i>Bleu Moon</i>	439	T. McCarthy	<i>Laurie Jean</i>	641	G. Messina
<i>Blue Eyes</i>	614	R. Van Tassel	<i>Leprechaun</i>	112	D. Connor
<i>Blue Horizon</i>	22222	R. Daisley	<i>Lettuce Buy</i>	57	M. Romaine
<i>Bonked Out</i>	60032	J. Mendolia	<i>Leviathan</i>	12918	R. Simpson
<i>Brokher</i>	759	A. Eppig	<i>Lorna Doone</i>	120	D. Van Nostrand
<i>Busman's Holiday</i>	732	S. Brice	<i>Lunatic</i>	5264	G. Rappold
<i>Cally Won</i>	25002	K. Quigley	<i>Maggie Lee</i>	11185	L. Christiansen
<i>Captain's Lady</i>	1645	S. Carlberg	<i>Magic</i>	3123	B. Baldwin
<i>Caribbean Soul</i>	3806	M. Stang	<i>Makeita Double</i>	25015	J. Einsetler
<i>Cayenne</i>	1452	S. Pizer	<i>Mareva</i>	5345	D. Schlossberg
<i>Challenger</i>	1738	D. Voos	<i>Margaret Gale</i>	16	R. Van Tassel
<i>Chanson</i>	4271	J. Dunnells	<i>Merry Ann</i>	220	Burns/Cook
<i>Charlie Noble</i>	99	M. Gallagher	<i>Midnight Sun</i>	33	D. Glinski
<i>ClasSea M</i>	1053	C. Lapp	<i>Mirage II</i>	311	G. Schneller
<i>Compass Rosie</i>	738	G. Gravina	<i>Miss Liberty II</i>	161	N. Sherman
<i>Dark Star</i>	7700	R. LaTorre	<i>Mistress</i>	712	E. Hopkins
<i>della.calm</i>	581	D. Bucher	<i>Moondance</i>	60007	L. Donatelli
<i>Derailed</i>	25000	M. Marko	<i>NAIAD</i>	1020	R. Tesoro
<i>Destiny</i>	25004	J. Frederick	<i>Naughty Dog</i>	42371	J. Reichel
<i>Discovery II</i>	2014	K. Duschenchuk	<i>Nirvana</i>	702	P. Halpin
<i>Dream Voyager</i>	22	J. Bieselin	<i>Njord</i>	144	S. Eilbeck
<i>Drumshanbo</i>	10987	B. Pittman	<i>Noddy</i>	149	J. Papa
<i>Eagle</i>	662	F. Liesegang	<i>Outbound</i>	335	C. Messina
<i>Eagle's Wings</i>	4201	J. Mattera	<i>Outlaw</i>	888	R. Baker
<i>Esprit de Mer</i>	60028	M. Spencer	<i>Pandemonium</i>	2224	G. Sebouhian
<i>Fair Winds</i>	5488	G. Bemichon	<i>Peregrine</i>	361	T. Davison
<i>Fancy Nancy</i>	116	L. Feldman	<i>Phoebe Rose</i>	5538	D. Tedesco
<i>Filibuster</i>	12	D. Hyer	<i>Polaris</i>	531	J. Werkmeister
<i>Fiona</i>	48	E. Forsyth	<i>Princess of Artimino</i>	264	A. Addeo
<i>Flatline</i>	60022	V. Tieniber	<i>Pyxis</i>	20	L. Rodriguez
<i>Floriana</i>	242	C. Grottoli	<i>Radio Flyer</i>	14364	V. Ganzi
<i>Forager</i>	459	P. Kramer	<i>Ranger</i>	1442	R. Malinka
<i>Fox</i>	150	V. Piazza	<i>Rettsie</i>	103	K. Padden
<i>Free Spirit</i>	119	R. DeSimone	<i>Rhodes</i>	25014	D. Crocker
<i>Fun Sway</i>	60	R. Troy	<i>Ripple</i>	25011	M. Jeshiva
<i>Further</i>	30	J. Fifield	<i>Rising Tide</i>	50110	S. Pizer
<i>Galatea</i>	177	A. Mirchel	<i>Runaway</i>	47	W. Danilczyk
<i>Glenbeigh</i>	655	T. Burke	<i>Sabbatical</i>	2803	A. Drossos
<i>Grace</i>	115	R. Holzmacher	<i>Scapegoat</i>	619	J. Reichel
<i>Grace</i>	156	M. DeMarco	<i>Scupper's Song</i>	777	T. Grell
<i>Habanero</i>	89	S. Montana	<i>Sea Breeze</i>	218	S. Morgan
<i>Heart of Gold</i>	15	F. Golder	<i>Sea Fox</i>	25018	D. Biviano
<i>Heritage</i>	33855	S. Woodrick	<i>Sea Reed</i>	802	B. Reed

SBCC Yachts by Name

Yacht	Sail#	Owner	Yacht	Sail#	Owner
<i>Sereia</i>	25006	J. Bopp	<i>Tuesday's Child</i>	25007	N. DeMarco
<i>Shadow</i>	203	C. Margeson	<i>Tuono</i>	67	P. Ljungqvist
<i>Shoot'n the Breeze</i>	675	R. Czach	<i>Vantage</i>	913	D. Hyer
<i>Silent 'P'</i>	340	E. Pshedesky	<i>Vi</i>	125	A. Yaxis
<i>Silhouette</i>	1260	T. Gotard	<i>Victoria III</i>	31	C. Struck
<i>Silver Bullet</i>	42370	J. Reichel	<i>Viva La Vida</i>	868	I. Holzmacher
<i>Solitude</i>	432	C. Schaefer	<i>Vixen</i>	130	F. Peter
<i>Stealingtime</i>	8754	C. Schaefer	<i>Wanderlust</i>	1115	I. Holzmacher
<i>Sugar Pie Honey Bun</i>	272	C. Ferraro	<i>Wanderlust</i>	122	M. Benach
<i>Summer Wind</i>	6744	S. O'Connell	<i>Warlock</i>	664	S. DeLise Jr.
<i>Summer Wind</i>	32748	R. Larson	<i>Watercolor</i>	337	T. Potter
Summerhome II	46	L. Novak	<i>Whisper</i>	25012	S. Moran
<i>Sweet Lorraine</i>	60030	D. Sweeney	<i>Whisper</i>	25009	W. Hillebrand
<i>Synergy</i>	82	M. Aioxa	<i>Whitecap</i>	13642	J. Holst
<i>Take Five</i>	518	J. Corcoran	<i>Wild Blue II</i>	360	J. Mulle`
<i>Tandem</i>	1515	D. Williamson	<i>Windancer</i>	3612	E. Everitt
<i>Tanzanite</i>	295	J. Greco	<i>Windswept</i>	62	B. McLoughlin
<i>Thistle</i>	60026	D. Purnhagen	<i>Witchdoctor</i>	182	G. Rappold
<i>Tortoise</i>	40014	W. Wheeler			

SBCC Fleet Power Vessels

Boat Name	Owner	LOA	Draft	Model
<i>Alexa Grace</i>	J. Persson			Rosborough Trawler
<i>Annette Too</i>	A. Eppig	36' 6"	3' 5"	Chris Craft
<i>Barbara's Rose</i>	J. Levitsky	34'	3' 3"	Mainship Pilot
<i>Basherter</i>	M. Simon	54'	5'	Trumpy
<i>Dark Side</i>	J. Reichel	22'	2' 2"	Key Largo
<i>Dragon's Power</i>	R. Vetter	36' 7"	3' 1"	Carver/Mariner
<i>Galatea</i>	G. Holwell	32'	4'	Grand Banks
<i>Gracie Rose</i>	R. LaTorre	28'	3' 6"	Flypoint/BHM
<i>Gulf Rascal</i>	V. Ganzi	68'		Hatteras Convertible
<i>H2O Buggy</i>	L. Novak	20'		Proline
<i>Impulse</i>	M. Simon	26'	3' 6"	Crosby Tug Boat
<i>JustUs</i>	R. Kohl	34'	3' 5"	Albin
<i>Meander</i>	J. Westpfahl	36'	3' 6"	Albin Trawler w/Sail
<i>No Teak Aah</i>	R. Sheppard	28'	2'	Pursuit Denali
<i>Now or Never</i>	G. Gilberti	46'		POST Sportfishing Yacht
<i>On the Green</i>	J. Trotta	34'	3' 3'	Mainship Pilot
<i>Our Time</i>	T. Chambers	25' 2"		Ranger Tug
<i>Shadow</i>	V. Ganzi	36'		Albemarle 36 Express
<i>Sloth</i>	M. Simon	26'	3' 0"	Pacemaker Wahoo
<i>Spirit</i>	L. Lane	25'		Wellcraft Sportsman
<i>Sybaris</i>	C. Sicignano	30'		Dyer



In Memoriam

“ *Twilight and evening bell,
And after that the dark!
And may there be no sadness of farewell,
When I embark;
For tho' from out our bourne of Time and Place
The flood may bear me far,
I hope to see my Pilot face to face
When I have crost the bar.* ”

— Alfred Lord Tennyson



Chris Carlberg
Anton Davies*
Christy Edwards
James Lane
Barbara Ludlum

Thomas O`Connell
Ann Pearson
Whiting Thayer*
Laurette Zimmer



The SBCC Yearbook Committee would like to thank the following members, associates and friends who contributed photography from various social, racing and cruising events throughout the season, and from their archives. Without the wide variety of images that we have to choose from, we could never be able to adequately document the history of the club.

Sandy Carlberg

DJ Greco

Stephanie Pizer

Lisa Donatelli

Richard LaBella

Heather Reed

Peg Daisley

Mara Liesegang

Jan Shannon*

Christy Edwards

Harry Manko

Mark Stang

Bob Forman

Jeff Mattera

Adrienne Tesoro

Wendy Gesele

Pam McCarthy

Rich Tesoro

Scott Gesele

Rich Mourino

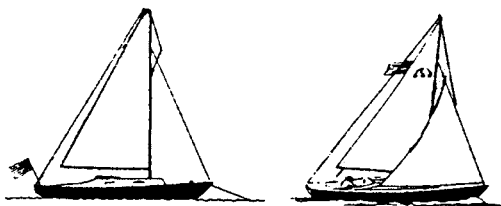
Eric Winberry

SBCC Yacht Routine and Flag Etiquette

SBCC By-laws, Chapter XIII, Section I, states:

“Nautical customs and traditions shall be observed at all times, particularly while cruising.”

- A. Flag officers shall fly the appropriate signal on their own yachts unless cruising with another club.
- B. All members may fly the Club burgee unless participating in a cruise or regatta sponsored by another organization to which they belong.
- C. Other authorized flags and pennants may be flown when appropriate.
- D. The Club burgee may be flown continuously while a vessel is in commission.

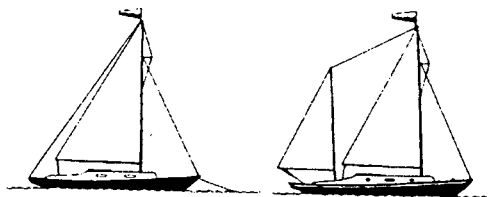


The Ensign

Sailors may display one of two national flags. One is the yacht ensign, with its fouled anchor over a circle of 13 stars, and the other is the national ensign which is the familiar 50-star flag. The yacht ensign may be flown only in territorial waters.

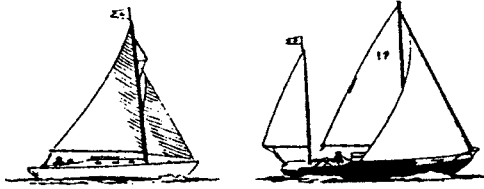
When not under way, the ensign is flown from the stern staff. When under way, power boats fly the ensign from the stern staff. Sailboats have several choices: all sailboats may fly the ensign from the stern staff; gaff-rigged yachts may fly the ensign from the peak; marconi-rigged yachts may fly the ensign from the leech about two-thirds of the way up.

The ensign may be flown from morning (8:00 a.m.) to evening colors (sunset) whether the boat is at rest, under sail, or under power. The ensign shall not be flown by a sailboat that is in a race. At morning colors, the ensign is hoisted smartly before other flags. At evening colors, the ensign is lowered slowly and with ceremony after other flags come down.



Burgee

The burgee is displayed whenever the ensign is hoisted but may also be displayed separately between morning and evening colors or by day and night, at anchor or underway. On sailboats, the burgee is flown only at the “truck” (or top) of the (forward-most) mast. Many sailboat owners install (or adjust) their electronics and the placement of their antenna so that the burgee flies freely. The burgee is not to be flown from a spreader halyard. On power boats, the burgee is displayed at the bow staff.



Private Signal

A private signal is a custom-designed flag that carries symbols standing for the owner. The private signal may be flown day or night, but is not displayed when the owner is not in command. (The rule is that the private signal and burgee follow the sailor, not the boat.) On split-rig (multi-masted) sailboats, the burgee is flown at the head of the forward mast and the private signal is flown at the head of the aftermost mast. On power boats with a mast, the burgee is flown from the bow pulpit and the private signal from the truck, or mast head.

Flag Officer's Flags

A flag officer may display his/her flag day and night in the place of and instead of his/her private signal, or in the case of a single-masted yacht instead of the burgee.

Size of Flags

Ensign:	On the fly, the ensign should be a minimum of one inch for every one foot of the boat's overall length.
Burgee:	The burgee's dimensions for sailboats are, on the fly, approximately $\frac{1}{2}$ inch for each foot of distance between the water and the top of the tallest mast; and for power boats $\frac{1}{2}$ inch for each foot of overall length.
Private signal:	The private signal is sized according to the rule for burgees.

Procedure for Observing Colors

It shall be the responsibility of each skipper attached to a fleet or attending a rendezvous to perform the ceremony of colors aboard his or her yacht. However, only the rendezvous host or fleet captain shall issue sound signals during evening colors.

At 0800 hours the ensign shall be hoisted first, followed as soon as possible by the club burgee and private signal. During the day the rendezvous host or fleet captain shall communicate to the fleet what time the sun sets for that day so they can be prepared for evening colors.

At sunset the rendezvous host shall ring a ship's bell rapidly for 5 seconds to signal the fleet, crew members, and guests to stand quietly and face their respective ensigns. The ensigns shall then be lowered or removed ceremoniously by the skipper or crewmember. At the same time or, if shorthanded as soon as possible, the club burgee and private signals shall be lowered. When finished, the host boat or fleet captain shall sound eight bells to alert the fleet to stand at ease and resume their activities.

International Code Flags and Pennants

