



**2021
SOUTH BAY
CRUISING
CLUB**



**70th
ANNIVERSARY
1951 - 2021**

CRUISE SONG

(To the tune of the Whiffenpoof Song)

*From the sandbars at Moriches
To the Shoals of Tuckernuck
We have pressed our painted bottoms and our luck*

*We've assembled at Great River
With our burgees raised on high
And our anchors settled safely in the muck*

*Yes, we've been to many places
with names we love so well,
Shelter Island, Martha's Vineyard, and Cape "Cad"*

*We will sing about our cruise
And drink each other's booze
And we'll dream about the good times we have had.*

*We're sailing folks who have found our thing
Blow, winds, blow.
We like to laugh and we like to sing.
Blow, winds, blow.*

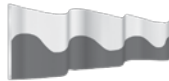
*We like the seas when the breeze is right
We like the glow of a harbor light.
Blue skies by day and the stars at night.
Blow, winds, blow.
Blow, winds, blow.*

~ Ed Schecker





The SBCC Flagship *Shadow*



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

2021 Yearbook

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COMMODORE'S MESSAGE

This year we celebrate the 70th Anniversary of the South Bay Cruising Club. In June of 1951 a small group of sailors got together to form a new club to promote friendship and "sociability" on the Bay. It was through both cruising and racing that this was to be accomplished. In the years that followed, our club has kept to this tenet. I'm happy to see that our Board of Governors and our membership continue this tradition of friendship that was the foundation of our club.

This past year was quite an interesting one and presented some unprecedented challenges due to the emerging Covid crisis. Navigating through the constantly changing Covid rules and regulations was difficult. However, our Club rose to this challenge in 2020 and provided a robust racing and cruising schedule for the season. It was very satisfying to see how quickly our Board implemented new safety protocols to make our 2020 season a success. My thanks for the hard work of so many to make this happen. We could not have done it without the dedication, assistance and teamwork of such a great Board of Governors.



I was able to participate in much of our planned activities this year. The weekend rendezvous were enjoyable and the one-week and two-week cruises were attended by small but fun groups. Our two-week cruise to the Peconic Bay and Shelter Island was easily one of the best cruises I have taken in *Shadow*. There is a great article about our two-week cruise in one of the featured articles in this yearbook. Likewise, the Regatta Committee kept the racing fires burning for our series and invitational races. Our Tuesday night BSIR racing series actually had one of their better attended seasons with one late summer BSIR race having twenty-two boats joining. What a sight to see on the bay.

The upcoming 2021 anniversary season will be my final year as your Commodore. We have a full season of activities in store with safety protocols still in place through June. If as expected we see restrictions lifted by July, we have the Blast, Boatyard and Holiday parties planned. I am really looking forward to the return of our traditional membership parties. The good news is we are now prepared for all contingencies this year.

So whatever your expectations for 2021, let your club help you get back to a more "normal" season this year. Come out and enjoy the Bay and the SBCC activities throughout the upcoming summer. Our Bay is a wonderful haven of coves, rivers and marinas, all perfect for spending weekends relaxing with all your SBCC friends. Let's continue the tradition of friendship and camaraderie that was the foundation that started the South Bay Cruising Club seventy years ago.

I look forward to seeing you all on the Bay again this year.

Respectfully,

Charlie Margeson

FLEET CAPTAIN'S MESSAGE



Wow—the year 2020 was the challenge of the century, but the SBCC and its members will take nothing lying down! Where there is a will, there is a way. I truly believe we were the most active club on the bay in 2020. So many people were forced to stay home—the bay was our retreat. We made social distance rendezvous work and we managed to hold our one- and two-week cruises, despite the Covid challenges. I look forward to doing it all over again! We all hope this coming season will be better, but other than a late start, last season was really great!

The one- and two-week cruises are shaping up nicely, with a "stay in NY" backup plan for the two-week if needed. Rendezvous are expected to start in a timely fashion and a full season schedule is planned. Get those boats in early folks, we have social distance socializing to do! Vaccines are happening, warmer weather is coming. We can do this!

I'd still like to see more racer and cruiser overlap. If you have never tried racing, try one of the more casual races that will have a cruiser's class. Racers, throw a few extra items on the boat one weekend, and come join us at a rendezvous. As Fred and I go through old yearbooks for the Looking Astern section of our yearbook, it is very apparent that the cruisers and racers were much more active on the "other side of the bouy (fence)." Give one or the other a try and you might surprise yourself, find a new hobby, meet new friends and enjoy your boat in a different way.

In any event—see you on the water!

Smooth Sailing _/)_/)_/)

A handwritten signature in cursive script that reads "Mara S. Liesegang". The signature is fluid and elegant, with a large, decorative flourish at the end.

Mara S. Liesegang

REGATTA CAPTAINS' MESSAGE

"Your present circumstances don't determine where you can go; they merely determine where you start."

- Nido Qubein



Our handicap chair, Ted Drossos with assistance from the Regatta Committee, has been very busy over the winter revising the handicap form. The new handicap form has slightly different credits and penalties. Everyone who plans on racing this year must fill out a new handicap form. After completion of the form, you will be emailed a handicap certificate showing your adjusted handicap. Before the start of the 2021 racing season, a spreadsheet will be posted on the sbccracing.org website listing the specific handicaps for every boat. This has been and continues to be a huge undertaking for Ted and we are very grateful for all his work.

The Tuesday night BSIR races were incredibly successful again this past year. We averaged over 20 boats for the four series that we ran in 2020. We were also able to safely have socially distanced get togethers after the races. We are thankful to all who served as Race Committee, brought food to share, and all those who enjoyed a casual race on the Great South Bay with us last summer. If you have not yet joined us on a Tuesday night, you are cordially invited to "sail around the buoys" with us and enjoy a great after race gathering at the boatyard in Bay Shore. The first race is scheduled for Tuesday, June 1st. All this is possible because of the dedication and hard work of Ted Drossos and Gary Sebouhian.

We are happy to announce that the 2021 Thursday night racing series will be invitational under the leadership of Rick LaTorre. The traditional start races for both spinnaker and non-spinnaker boats are scheduled to begin on Thursday, June 3rd. To take part in this series you must be willing to also serve as race committee.

The following are the major trophy races scheduled for 2021:

- The Creepstakes is a single-handed race that will be held on, Monday, May 31st in Bay Shore.
- The West Island Race, scheduled for Saturday, August 7th, will feature both spinnaker and non-spinnaker classes with the Deale trophy being awarded to the best overall corrected time.
- The Commodores Cup will be raced in Bay Shore on Tuesday, June 15th and in Babylon on Thursday, July 29th.

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

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	<i>Rich Troy</i>		
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Yearbook	Jay Pizer	jay@imaxproductions.com	914-715-2410
	<i>Sandy Carlberg, Peg Daisley, Basia & Rich Gray, Jean & Jerry Holwell, Michele Jaeger, Adriana & Dennis Krug, Rich LaBella, Charlie Margeson, Rich Mourino, Stephanie Pizer, Jim Reichel, Rich Troy, Eric Winberry</i>		

2021 SOCIAL, CRUISE & RACE CALENDAR

APRIL 2021

17

Sat
1700

South Bay Cruising Club
Virtual Spring Party & General Meeting
Online Zoom Event

MAY 2021

1

Sat

Rendezvous - "Cinco de Mayo" - Lawrence Creek

2

Sun

Andrea & Dever Larmor, *Incredible*

8

Sat

Rendezvous - "Happy Anniversary" - Davis Park

9

Sun

Mara & Fred Liesegang, *Dust in the Wind*

15

Sat

Rendezvous - "New Member Welcome!" - Bellport

16

Sun

Michele Jaeger and Sandy Carlberg

22

Sat

Spring Family Weekend - Sailor's Haven

23

Sun

Wendy & Scott Gesele, *Kailani*

22

Sat

Spring Race to Atlantique

Bay Shore RC Eric Winberry - Pursuit Start

29

Sat

Rendezvous - Coast Guard Cove

30

Sun

Host TBD

31

Mon
1100

Creepstakes

Bay Shore RC Mirchel - Single-Handed - Reg Start

31

Mon

South Bay Cruising Club
Virtual Commissioning Day & General Meeting
Bay Shore Yacht Club

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



JUNE 2021

1	Tues 1900	Bay Shore Invitational Race (BSIR) Spring 1 Pursuit
3	Thur 1930	Babylon Twilight Race Spring 1 Reg Start
5 6	Sat Sun	Rendezvous - "Hawaiian" - Great River Flori & Claudio Grottoli, <i>Floriana</i> / Peg & Bob Van Tassel, <i>Margaret Gale</i>
8	Tues 1900	Bay Shore Invitational Race (BSIR) Spring 2 Pursuit
10	Thur 1930	Babylon Twilight Race Spring 2 Reg Start
11	Fri 1900	<i>Babylon Cup</i> Babylon Yacht Club Reg Start
12 13	Sat Sun	Rendezvous - "Beaver Dam Clean Up" - Bellport Christina Pietras & Joe Werkmeister, <i>Polaris</i>
15	Tues 1900	Bay Shore Invitational Race (BSIR) / Commodore's Cup Race #1 Spring 3 Pursuit
17	Thur 1930	Babylon Twilight Race Spring 3 Reg Start
19 20	Sat Sun	Rendezvous - "Crazy Hats" - Coast Guard Cove Stephanie & Jay Pizer, <i>Rising Tide</i>
22	Tues 1900	Bay Shore Invitational Race (BSIR) Spring 4 Pursuit
24	Thur 1930	Babylon Twilight Race Spring 4 Reg Start
25	Fri	Start of the Two-Week Cruise
26 27	Sat Sun	Rendezvous - "Italian Feast" - Hemlock Cove Kathy & John Trotta, <i>On The Green</i>
29	Tues 1900	Bay Shore Invitational Race (BSIR) Early Summer 1 Pursuit



JULY 2021

1	Thur 1930	Babylon Twilight Race Early Summer 1 Reg Start
3	Sat	<i>Babylon Yacht Club 4th of July Invitational Regatta</i> Babylon Yacht Club
3 4	Sat Sun	Rendezvous - "Saturday in the Park" - Bellport DJ & Joe Greco, <i>Tanzanite</i>
6	Tues 1900	Bay Shore Invitational Race (BSIR) Early Summer 2 Pursuit
8	Thurs 1930	Babylon Twilight Race Early Summer 2 RC Goodman Reg Start
9	Fri	End of the Two-Week Cruise
10 11	Sat Sun	Rendezvous - "International Festival" - Great River Tiff & Andy Drossos, <i>Sabbatical</i>
13	Tues 1900	Bay Shore Invitational Race (BSIR) Early Summer 3 Pursuit
15	Thur 1930	Babylon Twilight Race Early Summer 3 Reg Start
17 18	Sat Sun	Rendezvous - "Catalina Wine Mixer" - Hemlock Cove Ian Holzmacher & Chris DeMarco, <i>Wanderlust / Sovereign</i>
18	Sun	<i>GSBYRA Invitational Regatta</i> Bay Shore Yacht Club
20	Tues 1900	Bay Shore Invitational Race (BSIR) Early Summer 4 Pursuit
22	Thur 1930	Babylon Twilight Race Early Summer 4 Reg Start
24 25	Sat Sun	Rendezvous - "Cocktail Contest" - Great River Stephanie & Jay Pizer, <i>Rising Tide</i>
27	Tues 1900	Bay Shore Invitational Race (BSIR) Mid Summer 1 Pursuit
29	Thur 1930	Babylon Twilight Race / Commodore's Cup Race #2 Mid Summer 1 Reg Start
31 1	Sat Sun	Rendezvous - Great River Host TBD



AUGUST 2021

3	Tues 1900	Bay Shore Invitational Race (BSIR) Mid Summer 2 Pursuit
5	Thur 1930	Babylon Twilight Race Mid Summer 2 RC Goodman Reg Start
7	Sat 1200	<i>West Island Invitational</i> Bay Shore RC Marko / Davis
7 8	Sat Sun	Rendezvous - "Pirates of the Caribbean" - Hemlock Cove Jane & Charlie Margeson, <i>Shadow</i>
10	Tues 1900	Bay Shore Invitational Race (BSIR) Mid Summer 3 Pursuit
12	Thur 1930	Babylon Twilight Race Mid Summer 3 RC Dunnells Reg Start
14 15	Sat Sun	Rendezvous - "Long Island Wines" - Oak Island Lead Christine & Robert Smith, <i>Sailsmith</i>
17	Tues 1900	Bay Shore Invitational Race (BSIR) Mid Summer 4 Pursuit
19	Thur 1930	Babylon Twilight Race Mid Summer 4 RC O'Connell Reg Start
21	Sat	<i>South Bay Cruising Club "The Blast" & General Meeting</i> The Snapper Inn, Oakdale
22	Sun	Champagne Breakfast - Great River Fleet Captain Mara Liesegang, <i>Dust in the Wind</i>
22	Sun	Start of One-Week Cruise in the Bay
24	Tues 1830	Bay Shore Invitational Race (BSIR) Late Summer 1 Pursuit
26	Thur 1900	Babylon Twilight Race / Commodore's Trophy #2 Late Summer 1 RC O'Connell Reg Start
28 29	Sat Sun	Rendezvous - "Margaritaville" - Hemlock Cove Wendy & Scott Gesele, <i>Kailani</i>
29	Sun	End of the One-Week Cruise
31	Tues 1830	Bay Shore Invitational Race (BSIR) Late Summer 1 Pursuit



SEPTEMBER 2021

2	Thurs 1900	Babylon Twilight Race Late Summer 2 Reg Start
4	Sat	Bellport Bay Yacht Club PHRF Lite Series RC BBYC (See www.bellportyc.com for NOR)
4 5	Sat Sun	Rendezvous - "Murder Mystery" - Bellport Mara & Fred Liesegang, <i>Dust in the Wind</i>
5	Sun	Queen of the Bay Race Bellport Yacht Club Start TBA
7	Tues 1830	Bay Shore Invitational Race (BSIR) Late Summer 3 Pursuit
9	Thurs 1830	Babylon Twilight Race Late Summer 3 Reg Start
11 12	Sat Sun	Rendezvous - "Red, White & Blue" - Oak Island Lead Sue & Rich Troy, <i>Fun Sway</i>
14	Tues 1830	Bay Shore Invitational Race (BSIR) Late Summer 4 Pursuit
16	Thurs 1830	Babylon Twilight Race Late Summer 4 RC Reichel Reg Start
18	Sat 1200	Mayor's Cup Race Long Island Yacht Club Reg Start
18 19	Sat Sun	Rendezvous - "Ugly Sweaters" - Watch Hill Elizabeth & Jeff Frederick, <i>Cambria</i>
21	Tues 1800	Bay Shore Invitational Race (BSIR) Fall 1 Pursuit
25 26	Sat Sun	Rendezvous - "Dinghy Races" - Coast Guard Cove Pam & Todd McCarthy, <i>Bleu Moon</i>
28	Tues 1800	Bay Shore Invitational Race (BSIR) Fall 2 Pursuit



OCTOBER 2021

2 3	Sat Sun	Rendezvous - "Oktoberfest" - Great River Janice & Glen Bernichon, <i>Fair Winds</i>
3	Sun 1200	Louis Orr Invitational - After Party Babylon Yacht Club RC Babylon Yacht Club Reg Start
5	Tues 1800	Bay Shore Invitational Race (BSIR) Fall 3 Pursuit
9	Sat 1200	Discoverer's Race to Atlantique Bay Shore RC BSYC Pursuit Start - Non-Spin
9 10	Sat Sun	Rendezvous - "Fall Family Weekend" - Atlantique Jeff Mattera, <i>Eagle's Wings</i>
12	Tues 1800	Bay Shore Invitational Race (BSIR) Fall 4 Pursuit
16 17	Sat Sun	Rendezvous - "Halloween Party" - Davis Park Mystery Host



NOVEMBER 2021

6	Sat	South Bay Cruising Club Boat Yard Party & General Meeting Long Island Yacht Sales, Bay Shore
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DECEMBER 2021

11	Sat	South Bay Cruising Club Holiday Party Shandon Court, East Islip
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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!

NEW MEMBERS



Jamie and Karen Blumenthal reside in Bellport and keep a Hunter 306, *Coe's Nest*, at Bellport Village Dock. Purchasing the boat four years ago, they have loved the cruising life, but mostly do short overnights and day sails. Because of its furling main and jib, they feel that the boat is great for single-handing. Jamie thinks "It's not the fastest thing on the water but once I'm on the boat, I'm already there!"

They recently purchased a 2010 Southerly 110 called *Aquae Sulis* in Florida and should have it here for the upcoming season.

Jamie has been sailing for as long as he can remember, mostly on dinghies and Hobies. He has a 100-ton Master's license with sail and tow endorsements. He raced Lasers for a short time while his kids were in Junior Sailing and has always had a Hobie 16, which he thinks is great to sail on the bay. He recently acquired a Tornado to restore.

They have two children who are both sailors. Their daughter Ali, who is now twenty-seven, was the captain of her sailing team at the College of Charleston where she helped win the Nationals twice and she was an All-American for three years. She then went on to coach sailing at Dartmouth where she also got her Master's. She is currently the Assistant Sailing Coach at The United States Coast Guard Academy and continues to personally compete internationally along with a women's team based out of California Yacht Club.

Their son Zach was also quite the Opti sailor. He did the east coast circuit and was MVP on his high school team. All through his high school and college years, he was the opti coach at the Bellport Bay Yacht Club, of which the family is also a member.

We are looking forward to sharing some extended cruising time with the club!



Fred Cornman and his wife Joan joined the South Bay Cruising Club after commissioning a custom-rigged Seafarer 22. Eventually they moved up for easier cruising by purchasing *Emerald Sea*, a 1986 Tanzer 31 from another club member. They were active members for 24 years, but had to resign due to medical issues.

Their sailing instruction began in 1986 with Joan's cousin Andy, who was a sail instructor and Commodore of the Harlem Yacht Club. Later, in 1992, they participated in the two-week circumnavigation of Long Island after the Tall Ships Festival in New York Harbor.

Fred is a retired US Customs Senior Inspector with fifteen years of federal law enforcement at JFK Airport.

Joan passed away in December 2017, and *Emerald Sea*, which is on the hard in the Bergen Point Yacht Basin will be re-commissioned and launched in July, 2021. While Fred will be single-handing this vessel, crew is always welcome for better sailing safety and enjoyment.

NEW MEMBERS



Carey “CJ” Daveler and Darylanne “Dara” Boyle reside in Long Beach. Dara grew up in Long Beach and lived in other parts of Long Island for most of her life. She moved to Lancaster, Pennsylvania in 2005 and has recently made her way back to Long Beach. Carey grew up in Lancaster County and is now becoming a Long Island lover.

They purchased a thirty-foot Pearson Wanderer called *Amblin* from club member Mike Miligi and have it docked at Southard’s Boatyard in Babylon. While in Pennsylvania, they owned a fifteen-foot Precision sloop and would sail on some of the local lakes.

CJ works at Showercrafters in Lynbrook as a Project Manager for the installation of mirrors and shower enclosures. Dara is a Teacher’s Assistant for the Long Beach School District.

They both are looking forward to their first year with the SBCC, enjoying the beautiful Great South Bay while making wonderful new memories and an abundance of new sailing friends. They would like to thank Mike Milligi and Scott and Wendy Gesele for sponsoring them into the club.



Chris DeMarco grew up sailing in the cruising club with his family. He is excited to rejoin the club this year. Chris sails his new Pearson 27, *Sovereign*, out of Amityville and is hoping to sail her off the bay this summer. He also has a JY15, *Stolen*, and is an active member of Connetquot River Dinghy Club’s frostbite fleet.

Chris’s sponsors are Charlie and Jane Margeson and Roger and Peg Daisley.



Jim and Jenn Hackett live in Bayport with their three children, Elizabeth (14), Declan (6) and Quinn (4). They have a 1981 Catalina 27, *Are We There Yet?*, that they keep at Cook’s Marina in Bay Shore.

Jim first started sailing as a child taking lessons in Bellport. When he was 13, his grandfather bought him a Sunfish that he enjoyed taking out on the bay. As an adult he started getting back into sailing by crewing on J/24s at Sayville Yacht Club.

Together, along with their children, they spent many pleasant summer days on Peggy and Bob Van Tassel’s boat. This led them to want to purchase their own boat, hoping their three children will grow up enjoying the water as well. They look forward to attending SBCC events this season.



Andrew and Krista Hemingway were members starting in 2006, but left the club as member in good standing for a few years after selling their Tartan 3500, *Tapatin*. While they still sail and race their Flying Scot, they plan on getting back into the cruising game at some point in time. Until then, they still enjoy the bay and beyond on their Grady White Express.

Andrew and Krista are excited to be back in the camaraderie that the SBCC offers. They have a long-standing history of participation in the SBCC and around the bay, having served on several SBCC Committees: Program, Holiday, Welcoming, Hospitality, Membership, Protest, Yearbook chair and Regatta captain. Andrew has also served as the GSBYYRA President in the past and currently serves on the Babylon Yacht Club Board of Governors.



Tom Miano was born and raised in New York City. As an adult he moved to Long Island and raised a family. He now lives in the Town of Islip. He has had a career in Information Technology, working in Manhattan for forty-three years.

After experiencing a Sunfish many years ago, he had always wanted to sail. He started with a seventeen-foot Vagabond in 1997, and two

years later he moved up to his current love, a Beneteau First 235, *Thriller*.

His daughter Lisa is a Digital Marketing maven who works and lives in Manhattan. She frequently makes trips back home where she is Tom's favorite first mate on board *Thriller*.

Tom's other interests are biking, hiking, playing music, woodworking and cooking. Ted Drossos and Gary Sebouhian have sponsored him and Tom is anxious to start racing in the BSIR and perhaps attending some rendezvous too.



Dennis Murphy & Brianne Vought live in Yaphank. They purchased Nancy Sherman's Island Packet 26, *Miss Liberty II*, and are currently berthing it at Beaver Dam Creek in Bellport. They also own a Steiger Craft powerboat. Dennis has been the Harbor Master for the Fire Island Pines for the last twenty years.

Dennis and Brianne were sponsored by Eric Winberry and Chris Goodwin. Chris describes Dennis as a passionate sailor who seems to have unlimited useful knowledge on anything from small fiberglass repairs to engine and electronics that he is always willing to share.

NEW MEMBERS



Steve Odlan resides in Minnesota, but is based at JFK Airport for Delta Air Lines. He grew up in Minnesota and spent summers at his family's lake cabin in the northern part of the state, where he started sailing on Sunfish and later shared a twenty-three-foot AMF Paceship with his cousin. Many years ago, he and some friends chartered a boat for a week-long cruise in Fiji and then another in St. Maarten. These trips started his interest in cruising and he did a Basic Keelboat certification with J World in Key West, Florida.

After starting with Delta a few years ago, he decided to get a boat and use it as his summer "crash pad." He wanted a boat that he could live on for short stretches and grow into. He found a Catalina 36 MKII, *Ra'iatea*, down in Annapolis and brought it up here three years ago. He keeps it at Rainbow Marine in Babylon.

He is looking forward to exploring the area around the Great South Bay and maybe taking some longer trips. Ian Holzmacher and Jim Reichel sponsored him into the club.



Corinne and Brandon Roig live in Babylon with their two children Avery and Conor. They purchased their first sailboat, a Catalina 25, in 2016. After a sailing lesson from a friend, they began their adventures and learned along the way with a lot of day sailing and a few overnights. After suffering storm damage the

Catalina *Wine Mixer* was sold and it was time to look for a new and bigger boat to accommodate the growing family.

After searching far and wide they came across an Island Packet 37 for sale in Annapolis, Maryland. This would be their next boat and their forever boat, one to raise their three and four-year-old children on. *Stowe Always* was the name they bestowed upon this vessel before sailing her home. They were married in Stowe, Vermont and snowboarded down the mountain in full wedding attire. That was their first adventure as a married couple. Since this would be a part of many future adventures and getaways they felt the name suited her. She is the last of her kind, the very last IP 37 built. She came to her new home on the Great South Bay October of 2020 and awaits this season's adventures.

Robert and Christine Smith live in Lindenhurst. They purchased their sailboat, *SailSmith*, a Tartan 27, up in Maine. Robert and a captain he hired brought the boat back to Long Island. Their sailboat is docked at the Anchorage in Lindenhurst. They have a sixteen-year old daughter, Jessica. Their sponsors are Pam McCarthy and Mara & Fred Liesegang.

Scott Vine lives in West Islip and recently purchased a 30' Pearson Wanderer, *Roam*. Scott has raced for years with Rick LaTorre on his sailboat *Dark Star*. He was an Associate member of SBCC for many years and decided to rejoin as a Regular member after he purchased *Roam*. Scott keeps his boat at the Anchorage in Lindenhurst. He has two children, Jeremy age eleven and Travis age fourteen. His sponsors are Richard & Ginny LaTorre and Rick & Laura LaTorre.

2020 PROGRAMS

Bob Forman's lecture on his Nova Scotia voyage



2020 COMMISSIONING DAY



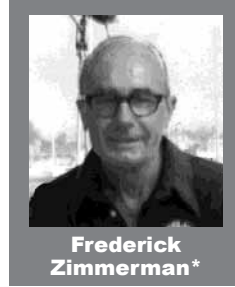
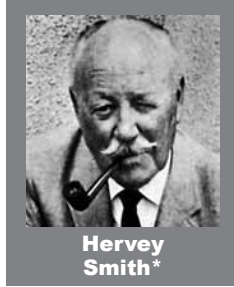
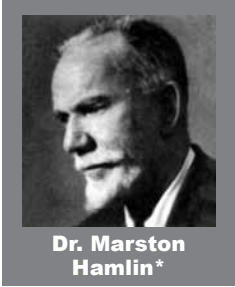
2020 COMMISSIONING DAY



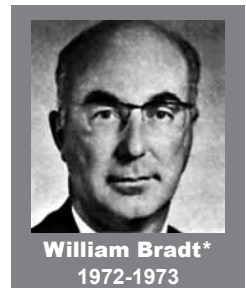
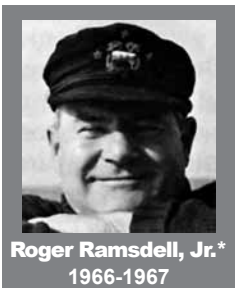
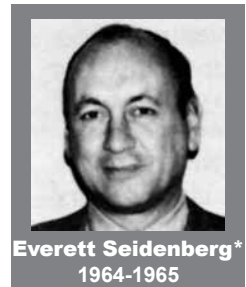
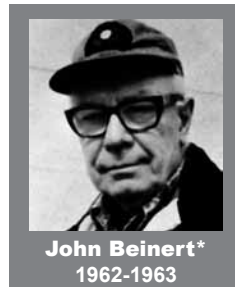
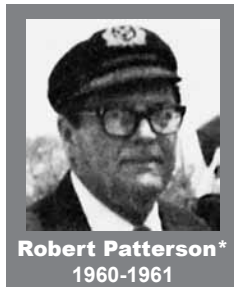
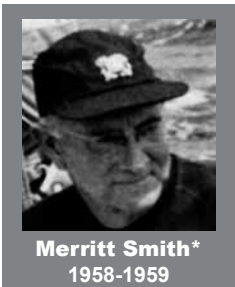
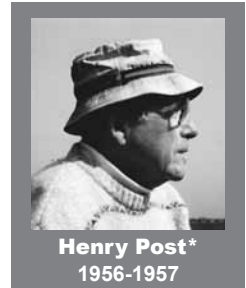
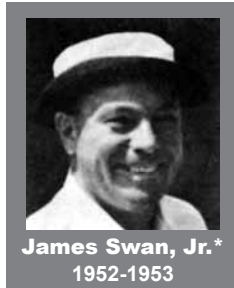
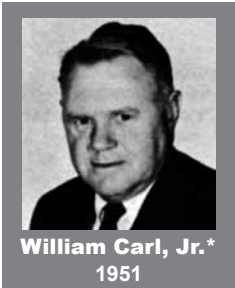
FOUNDING MEMBERS AND PAST COMMODORES

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.

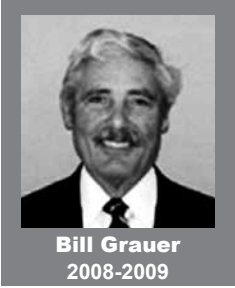
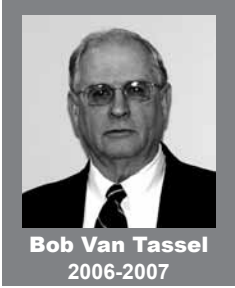
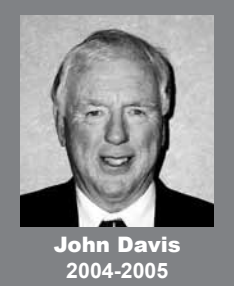
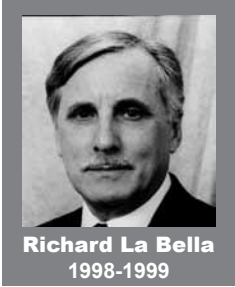
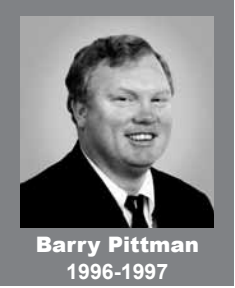
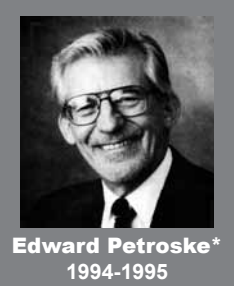
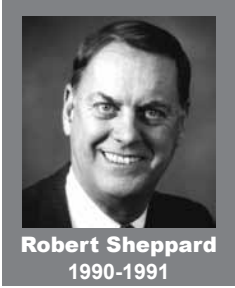
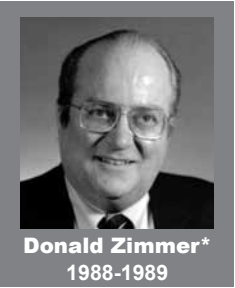
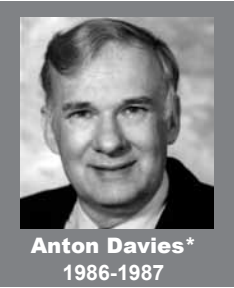
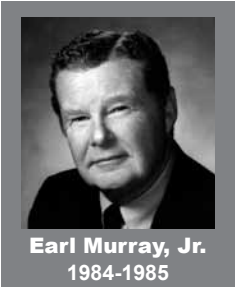
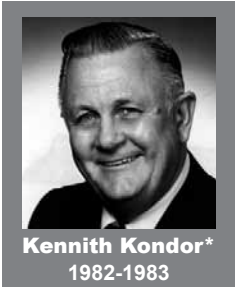
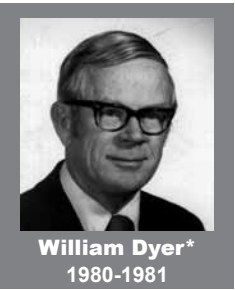
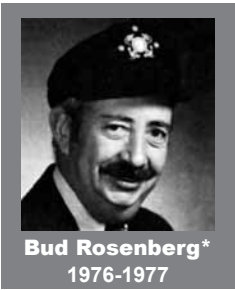
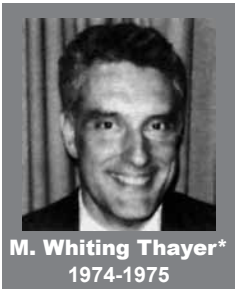
SBCC Founding Members



SBCC Past Commodores



FOUNDING MEMBERS AND PAST COMMODORES



*Deceased

FOUNDING MEMBERS AND PAST COMMODORES



Ed Pshedesky
2014-2015



Dave Tedesco
2016-2017



Roger Daisley
2018-2019



Current Commodore Charlie Margeson with Past Commodore Rich LaTorre on Commissioning Day



MEMBERS FOR 50 YEARS OR MORE



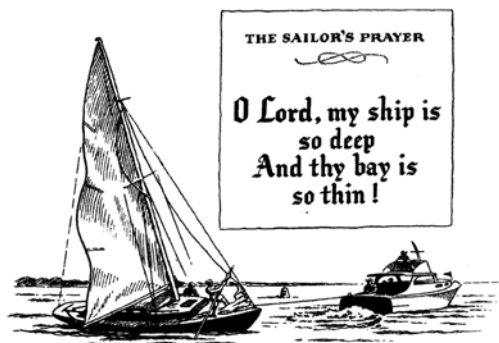
1954	RITA SEIDENBERG
1957	ISABELLE RAMSDELL
1960	WILLIAM AND MARY ANN COOK
1961	DEVER AND ANDREA LARMOR
1962	ERIC FORSYTH
1969	ROBERT & JACQUELINE FORMAN
1970	MARILYN BROUS EARL* & TRUDY MURRAY
1972	ROBERT* & CAROL SHEPPARD

* Past Commodore



LOOKING ASTERN: *FROM THE YEARBOOK ARCHIVES*

One of the benefits of being the club Historian is I get to peruse the old yearbooks and find all kinds of good stuff! I hope you enjoy reading this as much I did researching for this segment.



1951

Membership 18

The following is from Everett Seidenberg, historian in 1971:

The founding meeting took place on a rainy Friday night, the eleventh of June, 1951, when the Temporary Commodore Ted Zimmerman and seventeen others, many strangers to each other, met at the Babylon Yacht Club to organize a proposed cruising club, and were heartened by the exciting news that there were at least eight others who were interested in joining. At the meeting the tone was set for the nature of the club - to provide dual activities but let the single purpose of having "cruising auxiliary sailing vessels participate in events mutually beneficial to all concerned in the way of races and rendezvous." The first race—around West Island was scheduled, a handicap system adopted, the dues and voting structure established, the burgee design proposed by Hervey Garrett Smith accepted, and the first slate elected. Commodore - Bill Carl; Vice Commodore - Reginald Beach; Rear Commodore - Jamie Swan; Secretary - Herb Horn; Treasurer - Jack Held; Regatta Organizing Chairman - Hervey Smith; Publicity co-Chairmen Grover Silliman Jr., and Gene Connett. The other members were Gorton Baldwin, Fred Becker, Bill Cain, John Speer, Fred Schnur, Rich Thall, Jack Travis, Frank Wigglesworth, and Jack Young.

By the second meeting, a Race Committee was formed under Jack Travis, articles for Yachting (a popular national boating magazine) and the newspapers were underway, the first trophy established - appropriately enough, Fred Schnur's Perseverance Trophy for last place in the West Island Race with his hilarious deed of gift, and the first Treasurers' Report read with a balance \$12.00. Other members joining were Pete Bloodgood, Dick Blue, Mack Boettger, Fred Braddon, Howard Ellis, Dr. Gus Hansen, Dr. David McDonnell, John McInerney, Nat Norton, Henry Post, Doug Weston, and Fred Wyckoff.

For the first race on Aug. 5th the yachts were divided into two classes: one for catboats, the other for everything else; only those sails used for going upwind were permitted, and while outboard powered yachts were allowed in the club, they were not eligible for racing prizes. A further refinement was the Race Committee's decision that barging would not be allowed (barging being a racing starting tactic to sneak in between weather boat and committee boat). The Committee Boat was J. Brion Foulke's *The Folks*, the late owner being the donor for our Night Race. Beginning with this race there was the choice of courses around the islands and it is interesting to note that the originator of the concept—Hervey Smith—became one of the chief beneficiaries four years later when he left the bulk of the fleet and took *Morning Star* the "wrong way round" to win the race, and further compounded this accomplishment by becoming

a grandfather the same afternoon. Thirtyfour yachts raced, and Fred Becker sailing Jack Croft's *Naiad*, won the catboat division and was presented with the trophy by Gene Connett in ceremonies on the lawn at Snapper Inn.

There are some other features of our club that originated the first year—the participation in that area of interest so important to us—working to preserve the beauty and utility of our natural environment—by having members "watch dog" the bridge programs; joining and sailing under the rules of N.A.Y.R.U. (North American Yacht Racing Union, now U.S. Sailing); the first invitation race—the Sayville Yacht Club, the first race in the GSBYRA Race Week; the first race to Bellport over Labor Day weekend, which began the Smith's Point rendezvous but now alas without the driftwood beach fires across the dunes by the ocean, where untold amounts of steaks, corn, beer, gin, hot dogs, marshmallows and soda pop were consumed, and the children's delight in exploring the spooky abandoned Coast Guard building—the victim of encroaching "progress" in the form of bottling up bridges, bumptious bureaucrats and officious officials.

By the end of the season the constitution was drawn up under the guidance of Fred Schnur; Doc Hansen was appointed Fleet Surgeon; Hervey Smith Fleet Captain and member of Jack Youngs's Regatta Committee with Gorton Baldwin, and Jack Travis; Jamie Swan Social Committee Chairman with Mack Boettger and Jack Croft; and Henry Post Cruising Chairman.



1961

Membership 228

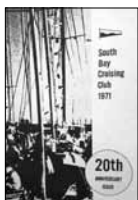
The eleventh year of the S.B.C.C. From the title page: "An organization formed in 1951 to promote cruising under sail on Great South Bay and nearby waters." Later "From the Masthead" came " Before the racing fraternity breaks out the protest flag, please be sure we mean no disparagement of the sport. Racing

is a vital club activity."

There was a wider variety of rigs on member boats. There were 105 sloops, 21 ketches, 8 yawls, 4 cutters, 19 catboats, 6 schooners, 1 cat ketch, 1 catamaran and one trimaran. Bear in mind most boats were under 30 feet!

The New York Times carried an article about the 10th Annual S.B.C.C. cruise, called "Togetherness Afloat", written by Charlie Palmer.

"But you don't go cruising to make news, more often, you go to get away from it."



1971

Membership 406

The opening paragraph from "From the Masthead" seems just as relevant now as ever:

"Twenty years (now 70) is a long time for an idea to flourish. And it is a long time for a group of people who have widely divergent ways to enjoy their hobbies, to stay together in a common association. That it happened at all would be news but when one adds the fantastic growth and the proliferation of new interests, this club—Our Club—becomes a phenomenon.

LOOKING ASTERN: FROM THE YEARBOOK ARCHIVES

On our 20th (now 70th) Anniversary it behooves us to look both backwards and forwards, at our traditions and our prospects, to ensure if we can a continuation of the conditions that made this idea great. Our predecessors built exceedingly well. They established the basic character of the club, and it has persisted virtually without change..." from Fred C. Eggerstedt, Commodore

During the Fall Cocktail Party, there was a film-lecture by Captain Irving Johnson



1981

Membership 435

From the Commodore's Message: William J. Dwyer

"But whether world cruiser, award-winning racer, or baker, doctor, educator, salesman, engineer, milkman or hod carrier, when we raft up we're all equal members of the same club, prized for our personalities and sociability, and respected for what we know or can do in the way of yachting. Therein lies our strength, our fun, our camaraderie and our great success." William J. Dwyer

1981 saw the start of the new holding tank and pumpout regulations put in place.

Talk started of a new bridge at Ponquogue.

Around Long Island Race: Bill Cook first in Div. 1, second overall. Bob Forman and several other S.B.C.C. sailors did very well.

Cruises to Yankee Land (Connecticut), Provincetown, and Out East.

Novice racing seminar, and sail trim seminar hosted by Shore sails.

"But as a reminder that not all sailing is downwind sailing, the 6/10 Eastern Twilight Race had a little extra excitement in the guise of a small single engine (not working at the time) airplane that "dropped in" on the race about a half mile in front of Rich LaBella's "Blaze." The real excitement began when Rich tried to raise the Coast Guard. Suffice to say that only the Suffolk County police responded." Tom Burke

"A special note seems warranted here for a particularly hardy (or fool-hardy) group of mariners. These are sailors (especially first mates) past and present who cruise with small (under 2 years old) children. Not content with the usual rigors of cruising life - the calms and the gales, heat and rain, dragging anchors, ripped mains, dead batteries, and blocked up heads - they add another dimension to their travels. For them, problems of pablum, pampers, and perambulators become paramount. On the rough days, mothers have to hang on for two or more. And during the doldrums, dream up activities to keep their little minds busy. So a hearty "well done" from the S.B.C.C. Your commitment to cruising deserves mention."



1991

Membership 389

From the Commodore's Message: Robert J. Sheppard

"We who are charged with the current leadership of the club must be ever mindful of the legacy we have inherited and be sure to pass on to future members a

club that has not diminished in any form. One that heeled and reacted to the changing winds of the membership and the shifting sands of the world we live in, but is able to maintain its original course."

Fleet Captain's Message: Edward Petroski

"In as much as the earth's surface is three quarters water and one quarter land, the good Lord's intentions are perfectly clear—people should spend three quarters of their time sailing and one quarter working" Ed quoting Ellen Marko Moran

Regatta Captain's Message: Barry Pittman

"It is no accident the covers of boating magazines and calendars frequently depict the beauty and awesome power of racing sailboats under spinnaker. Few things of such spectacular grace and dynamics can be captured so life-like by the photographer's lens. We experience most of the other truly breathtaking and beautiful sights in life only vicariously through the photographer whether it is the animals and vegetation of Africa and South America or the glacier covered peaks of Alaska and the Alps. Those of us in this South Bay Cruising Club, however, can experience the excitement and beauty of sailboat racing first hand."

Two-Week cruise includes Fisher's Island, Mystic, Stonington, and Peconic Bay.

Three-Week Cruise included Block Island, Martha's Vineyard, Newport, then joined the two week cruise.

Great River Week included a Murder Mystery Rendezvous.



2001

Membership 201

Looking Aft- Memories and Thoughts from our Past Commodores

William P. Carl: Our FIRST Commodore - 1951

"The Cruising Club was an idea I had from crewing in several events of the Cruising Club of America. I remember telling Jamie Swan about it over a beer or two; he agreed the G.S.B. should have one and suggested we invite Teddy Zimmerman to be a Founder. Teddy entered into it with enthusiasm and we had a meeting. We spent a lot of time and beer deciding on a name. One was the Cruisen, Snoozin; & Boozin Club—that was rejected as being too uncouth. We gradually settled on what it has been ever since. Once started, it snow-balled. I recall a hue and cry for a burgee so someone, I think it was Teddy, was asked to contact Hervey G. Smith who concocted what we have now."

(Note: Hervey Garrett Smith was a renowned illustrator, painter and writer. His work appeared in many publications, including, I think, the Saturday Evening Post and National Geographic. He wrote and illustrated books on sailor's knots, among other things. He was also a founding member of Wet Pants Sailing Association in Sayville where he lived in a house that was known as Mosquito Gulch. Mr. Smith is also credited as being the Long Island Maritime Museum's founder and first director. He must have been a fascinating guy! - Fred L.)

Bud Rosenberg: Commodore 1976-1977

"When I first joined in 1955, the Cruising Club was a very personal thing. It seemed that everyone knew everyone else and enjoyed getting together. Entertainment was less formal,

LOOKING ASTERN: FROM THE YEARBOOK ARCHIVES

the best party being the one held in a boatyard in late Fall with fresh clams, Liederkrantz cheese, beer, and BYOB. People stomped their feet in the cold and somebody got on a box and started yelling out names and awarding trophies. His efforts did not silence the crowd. One memorable annual cruise took us to Mystic Seaport where they held a cocktail party for us to commemorate Hervey Garrett Smith's donation of his paintings. The Cruising Club Burgee flying at the masthead of the Charles W. Morgan capped the weekend. This courtesy of Ed Neale Sr."

Michael G. Smith: Commodore 1992-1993

"As a Past Commodore, I'd like to extend my greetings for the new season as well as heartfelt congratulations and good wishes for the 50th successful season of the South Bay Cruising Club. It's a most unusual Club—a mixture of doctors, lawyers, mechanics, teachers, civil servants, you name it—held together by the common bond of sailing, both racing and cruising. That it's still around after 50 years speaks strongly of that bond and even more of the very dedicated volunteers over the years that have given of their time and effort to make it work so well. I can remember standing on the porch of the Babylon Yacht Club on Commissioning Day just prior to my first speech as the new Commodore. To say I was nervous was an understatement! But as I gazed out over the crowd, I began to relax—nobody was paying attention to me; they were all busy chatting with their fellow sailors, catching up on gossip and making plans for the summer. That amazing camaraderie is the glue that's still working today, holding us together."

Two- and Three-Week Cruises sail into OpSail. Three week cruise returns via Plum Gut and Coecles Harbor.



2011

Membership 211

From Commodore's Message: Matthew J. DeMarco

"For me, there is hardly a place on earth where I feel more at peace, more in tune with our Creator and the magnificent universe we inhabit, than I do on a boat. I suspect that might be true for all sailors. Remember that it is a special gift that we have been given, one that we must hold on to, nurture, and I suggest that we must share generously."

Fleet Captain's Message: Rich Troy

"As you read this in the S.B.C.C. Yearbook, the S.B.C.C. will be celebrating its 60th (now 70th) Anniversary. But while some things change over time, other things remain the same. We're still a group of folks who are enthusiastic about sailing and being on the water. We still have members who take their boats down to warmer waters in the "off" season, and we have members who take their boats in season to nearby destinations."

Regatta Captain's Message: Andrew Hemingway

"I also want to thank everyone who comes out week in and week out, bad weather or good, flat water or gales. It is the sailors of this great organization who make the S.B.C.C. the best organization on the Bay. I never get tired of learning something new and interesting from each and every one of you."

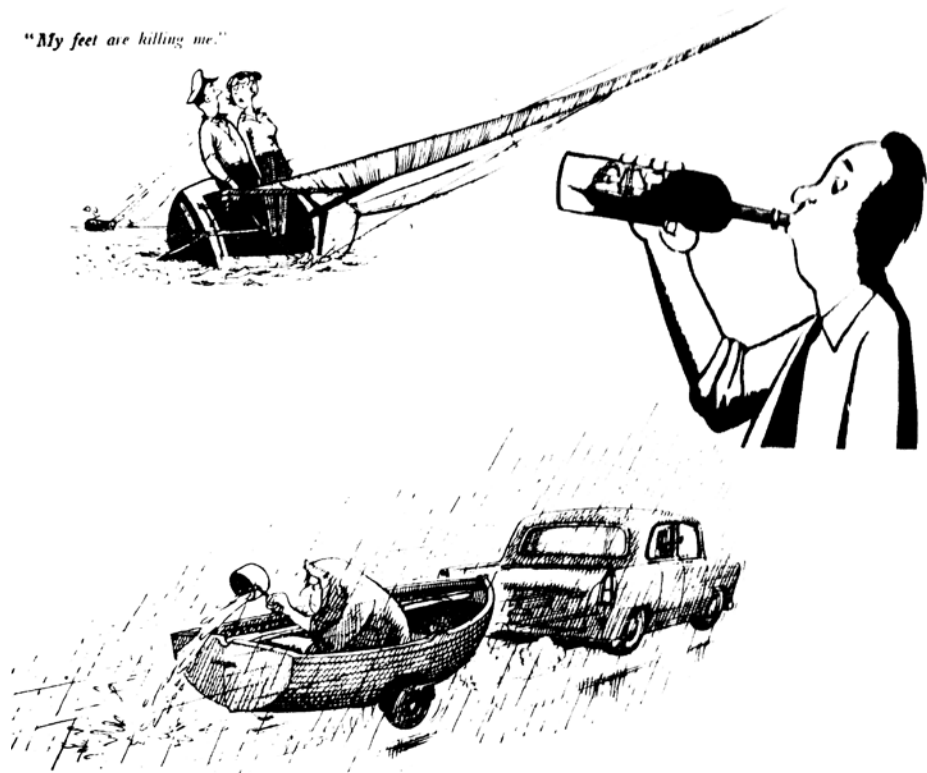
Bob Forman writes about his adventures in the 2010 Newport Bermuda Race.

Notes from previous yearbooks:

- 1952** "There are now 60 auxiliaries registered in the club fleet. It is hoped that this yearbook will serve as a veritable "Lloyds of the Bay."
- 1953** "Not only was the burgee seen far and wide on the pages of Lloyds Yacht Register but also from the masthead of many of our fleet. The club cruise to Shinnecock Bay provided fun and laughs, for many it was reported that Alka-Seltzer was needed more than Dramamine."
- 1960** "Little can be said about the weather conditions on this cruise that can be printed in a family style yearbook."
- 1966** "As in all human activities, cruising can be more fun with a dash of competition—there is nothing quite like coming ahead, whether by going faster, or farther, or longer, or in worse weather."
- 1970** "Our spacemen traveled a quarter of a million miles to reach the moon—and their elapsed time just about matched the time our skipper took to journey from Smith's Point to Block Island."

Two-week cruise sails to New Jersey

A very busy 70 years! Long may the S.B.C.C. burgee fly!





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.



2020 CRUISING AND RENDEZVOUS AWARDS

Two-Week Cruise

Wow—what a tough year! The two-week cruise was set to go, then not, then a go, then not, then finally a go! Original plans to go to Narragansett Bay were scrapped due to Covid, but a few boats managed to get out of town and cruise around the Peconics—staying within NY borders, abiding by Covid rules, and having a great time! A bit quieter than the normal cruise, but all came back happy to have been on an adventure. Weather was a problem at the start and heat seemed to be the biggest problem of the day. Oh darn, guess we need to jump in the water—again! *Shadow* and *Rising Tide*, led by *Bleu Moon* traveled about visiting Shelter Island, Coecles Harbor, Orient Harbor and Lake Montauk, then took a slow ride home.

One-Week Cruise

The one-week cruise also started late, but what a wonderful week. No severe heat, hardly any bad weather, and great fun was had by all who attended. A total of eight boats attended under the leadership of *Kailani*. *Dust in the Wind* joined them for the entire cruise, and all others; *Alexa Grace II*, *Bleu Moon*, *Fun Sway*, *Polaris*, *Rising Tide* and *Shadow*, were all there for at least three days. Starting from the river at the "Clashin' Fashion" rendezvous, we were off to Davis Park for a few days, then Sailor's Haven and then Hemlock Cove to finish the weekend with the "Pirates" RV followed by the Champagne Breakfast.

Rendezvous

The rendezvous season was off to a rocky and late start due to—you guessed it—Covid. It did not take long for us to figure out how to remain Covid compliant and still gather together. By the end of the season we had the system down pretty well. Snacks were wrapped, dinghies were tied around with everyone remaining in their own dinghies, and lo and behold, we were able to safely socialize. Considering the circumstances, I am proud to say we had a total of thirty-two boats that attended at least one of the eighteen rendezvous during the season. What a wonderful way to quarantine!

Major Cruise Awards

TWO-WEEK CRUISE CAPTAIN AWARD

Pam & Todd McCarthy on *Bleu Moon*

ONE-WEEK CRUISE CAPTAIN AWARD

Wendy & Scott Gesele on *Kailani*

SHEILA DAYTZ AWARD – Most rendezvous

Wendy & Scott Gesele on *Kailani*

KEN KONDOR AWARD – Most rendezvous and races

Jay & Stephanie Pizer on *Rising Tide*
(Won for the second year in a row)

2020 CRUISING AND RENDEZVOUS AWARDS

Attended at Least Three Rendezvous

<i>Kailani</i>	16	<i>Sovereign</i>	5
<i>Dust in the Wind</i>	13	<i>Alexa Grace II</i>	4
<i>Rising Tide</i>	10	<i>Intruder</i>	4
<i>Bleu Moon</i>	9	<i>Polaris</i>	4
<i>Shadow</i>	8	<i>Wanderlust</i>	4
<i>Margaret Gale</i>	7	<i>Eagle's Wings</i>	3
<i>Fun Sway</i>	6	<i>Kariana</i>	3
<i>Floriana</i>	5		

Hosted at Least One Rendezvous

<i>Kailani</i>	1	<i>Intruder</i>	1
<i>Dust in the Wind</i>	1	<i>Polaris</i>	1
<i>Rising Tide</i>	2	<i>Wanderlust</i>	1
<i>Bleu Moon</i>	1	<i>Eagle's Wings</i>	1
<i>Shadow</i>	1	<i>Incredible</i>	1
<i>Fun Sway</i>	2	<i>On the Green</i>	1
<i>Margaret Gale</i>	1	<i>Sabbatical</i>	1
<i>Floriana</i>	1	<i>Tanzanite</i>	1
<i>Sovereign</i>	1		



2020 CRUISING AND RENDEZVOUS AWARDS



This picture ties SBCC's past to our present. The wall decoration was left by the previous owner of the home I moved into at the age of 12, and is where my parents, and *Kailani*, still reside. That house was purchased from Fred Eggerstedt, SBCC Commodore 1970-1971. While growing up there, across the street and two houses down, lived Sheila Daytz!! It's a small world.

2019 CRUISING AND RENDEZVOUS AWARDS



2019 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 spinnaker and non-spinnaker classes. This race is invitational.

Bay Shore Invitational Race (BSIR)

On Tuesday nights beginning in June, we hold pursuit races for non-spinnaker boats. This is a by invitation 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 Creepstakes, to be held in Bay Shore, will have a trophy awarded to the winner of the single-handed race.



RACE COURSES

WEST ISLAND

Bay Shore start off Brightwaters Canal approximately 1/4 to 1/3 mile out, slightly to the east, to be adjusted by the Race Committee for best possible start.

- First Gun: 12:00 Noon
- Spin and NoSpin classes will use current SBCC handicaps
- Class start for Spin
- Class start for NoSpin to follow
- Class start for Multihulls after NoSpin

Counter-Clockwise

15.70nm

Start - Bay Shore Area

"10 WC" (port)

"EW" Crazy Charlie (port)

"8 EC" (starboard)

"19 EC" (port)

"9 NC" (port)

"4 NC" (port)

"10 WC" (starboard)

Finish

Clockwise

15.70nm

Start - Bay Shore Area

"10 WC" (port)

"4 NC" (starboard)

"9 NC" (starboard)

"19 EC" (starboard)

"8 EC" (port)

"EW" Crazy Charlie (starboard)

"10 WC" (starboard)

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

2021 BAY SHORE INVITATIONAL RACE (BSIR) COURSES

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

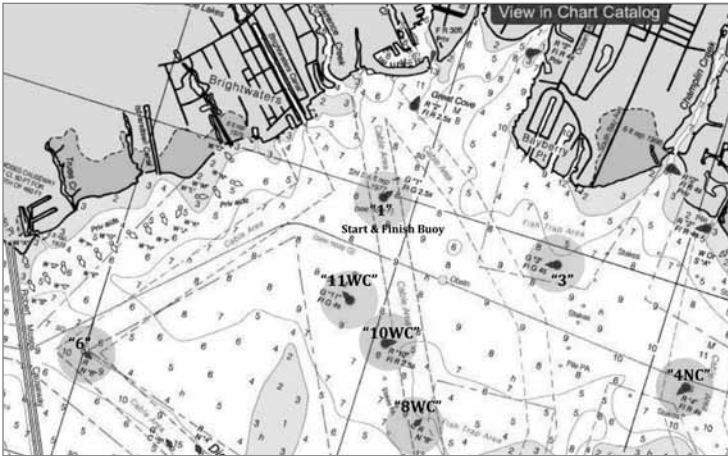
COURSE 1 (NE NW S wind)	COURSE 2 (N, E, SE, SW wind)	COURSE 3 (N, NW, NE, SW wind)
2.91nm	2.91nm	3.64nm
Start "1" (port)	Start "1" (starboard)	Start "1" (port)
"10 WC" (port)	"3" (starboard)	"11 WC" (port)
"3" (port)	"10 WC" (starboard)	"3" (starboard)
Finish "1" (port)	Finish "1" (starboard)	"10 WC" (starboard)
		Finish "1" (starboard)
COURSE 4 (N, S wind)	COURSE 5 (NW, E, S wind)	COURSE 6 (E, SE, W wind)
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 (SW wind)	COURSE 9 (NE, NW, SE, S wind)
4.51nm	4.76nm	4.82nm
Start "1" (port)	Start "1" (port)	Start "1" (port)
"11 WC" (port)	"6" (port)	"10 WC" (port)
"4 NC" (port)	"11 WC" (starboard)	"3" (starboard)
Finish "1" (port)	"10 WC" (port)	"4 NC" (starboard)
	Finish "1" (port)	Finish "1" (starboard)



COURSE 10 (N, NW, SE, SW wind)	COURSE 11 (SW, NE wind)	COURSE 12 (E, W wind)
4.82nm	4.96nm	5.59nm
Start "1" (port)	Start "1" (starboard)	Start "1" (starboard)
"4 NC" (port)	"6" (starboard)	"3" (starboard)
"3" (port)	"1" (starboard)	"11 WC" (port)
"10 WC" (starboard)	"11 WC" (port)	"6" (starboard)
Finish "1" (starboard)	Finish "1" (port)	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



"1"	Flashing Green No. 1 in Great Cove
"3"	Flashing Green No. 3 off Bayberry Point
"4NC"	Flashing Red No. 4 in North Channel
"6"	Red Nun No. 6 just east of Robert Moses Causeway
"8WC"	Red Nun No. 8 in West Channel
"10WC"	Red Nun No. 10 in West Channel
"11WC"	Flashing Green No. 11 in West Channel

2021 RACING SCHEDULE

Date	Race / Event	First Gun	Classes	Notes	Race Chair	Start Locale	Courses
Sat May 22	Spring Race to Atlantique	1200	Pursuit	2, 3, 4, 8	E. Winberry	Bay Shore	
Mon May 31	Creepstakes Single Handed	1100	Reg/Pursuit	2, 4		Bay Shore	1 thru 9
Tues June 1	Bay Shore Invitational Race (BSIR) Spring 1	1900	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Jun 3	Babylon Twi Spring 1	1930	Reg	2, 9, 11		Babylon	1 thru 9
Tues June 8	Bay Shore Invitational Race (BSIR) Spring 2	1900	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Jun 10	Babylon Twi Spring 2	1930	Reg	2, 9, 11		Babylon	1 thru 9
Fri Jun 11	Babylon Cup	1900	Reg	2, 9, 11	BYC	Babylon	
Tues June 15	Bay Shore Invitational Race (BSIR) Spring 3 Commodore's Cup Race 1	1900	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Jun 17	Babylon Twi Spring 3	1930	Reg	2, 9, 11		Babylon	1 thru 9
Tues June 22	Bay Shore Invitational Race (BSIR) Spring 4	1900	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Jun 24	Babylon Twi Spring 4	1930	Reg	2, 9, 11		Babylon	1 thru 9
Tues June 29	Bay Shore Invitational Race (BSIR) Early Summer 1	1900	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs July 1	Babylon Early Summer 1	1930	Reg	2, 9, 11		Babylon	1 thru 9
Sat July 3	Babylon Invitational		Reg	3	BYC	Babylon	1 thru 9
Tues July 6	Bay Shore Invitational Race (BSIR) Early Summer 2	1900	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs July 8	Babylon Early Summer 2	1930	Reg	2, 9, 11		Babylon	1 thru 9
Tues July 13	Bay Shore Invitational Race (BSIR) Early Summer 3	1900	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs July 15	Babylon Early Summer 3	1930	Reg	2, 9, 11		Babylon	1 thru 9
Sunday July 18	Bay Shore Yacht Club GSBYRA Invitational Regatta	1300	Pursuit	3, 4, 8	BSYC	Bay Shore	1 thru 15
Tues July 20	Bay Shore Invitational Race (BSIR) Early Summer 4	1900	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15

2021 RACING SCHEDULE

Date	Race / Event	First Gun	Classes	Notes	Race Chair	Start Locale	Courses
Thurs July 22	Babylon Early Summer 4	1930	Reg	2, 9, 11		Babylon	1 thru 9
Tues July 27	Bay Shore Invitational Race (BSIR) Mid Summer 1	1900	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs July 29	Babylon Mid Summer 1 Commodore's Cup Race 2	1930	Reg	2, 9, 11		Babylon	1 thru 9
Tues Aug 3	Bay Shore Invitational Race (BSIR) Mid Summer 2	1900	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Aug 5	Babylon Mid Summer 2	1930	Reg	2, 9, 11		Babylon	1 Thru 9
Sat August 7	West Island Race	1200	Reg	2, 9, 12	Marko/Davis	Bay Shore	West Island
Tues Aug 10	Bay Shore Invitational Race (BSIR) Mid Summer 3	1900	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Aug 12	Babylon Mid Summer 3	1930	Reg	2, 9, 11		Babylon	1 thru 9
Tues Aug 17	Bay Shore Invitational Race (BSIR) Mid Summer 4	1900	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Aug 19	Babylon Mid Summer 4	1930	Reg	2, 9, 11		Babylon	1 thru 9
Tues Aug 24	Bay Shore Invitational Race (BSIR) Late Summer 1	1830	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Aug 26	Babylon Late Summer 1	1900	Reg	2, 9, 11		Babylon	1 thru 9
Tues Aug 31	Bay Shore Invitational Race (BSIR) Late Summer 2	1830	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Sept 2	Babylon Late Summer 2	1900	Reg	2, 9, 11		Babylon	1 thru 9
Sat Sept 4	Bellport Invitational		Reg		Bellport Yacht Club	Bellport	
Sun Sept 5	GSBYRA Queen of the Bay		Reg		GSBYRA	Bellport	
Tues Sept 7	Bay Shore Invitational Race (BSIR) Late Summer 3	1830	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Sept 9	Babylon Late Summer 3	1830	Reg	2, 9, 11		Babylon	1 thru 9
Tues Sept 14	Bay Shore Invitational Race (BSIR) Late Summer 4	1830	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Sept 16	Babylon Late Summer 4	1830	Reg	2, 9, 11		Babylon	1 thru 9

2021 RACING SCHEDULE

Date	Race / Event	First Gun	Classes	Notes	Race Chair	Start Locale	Courses
Sat Sept 18	Mayor's Cup	1200	Reg	2		Long Island YC	
Tues Sept 21	Bay Shore Invitational Race (BSIR) Fall 1	1800	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Tues Sept 28	Bay Shore Invitational Race (BSIR) Fall 2	1800	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sun Oct 3	Louis Orr Invitational	1200	Reg	2, 9, 11	BYC	Babylon	1 thru 9
Tues Oct 5	Bay Shore Invitational Race (BSIR) Fall 3	1800	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sat Oct 9	Discoverer's BSYC and SBCC Race	1200	Pursuit	2, 3, 4, 8	BSYC	Bay Shore	
Tues Oct 12	Bay Shore Invitational Race (BSIR) Fall 4	1800	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15

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 2 hours and 30 minutes for twilight races
12. Time limit of 1800 for day races
13. By invitation, please contact Ted Drossos or Gary Sebouhian



THE SEASON WE ALMOST LOST

by Gary Sebouhian & Ted Drossos

Good news, bad news. The good news, there was a BSIR season in 2020. The bad news, well, we all know the bad news. For most, it was a difficult year. For some, it was beyond bad. We all look forward to better times, normal times.

As we approached 2020 and prepared for a great racing season, the crisis began. At first it was wait and see. Then it

became obvious that life in general was going to be impacted in a significant way and, in a much less important way, the racing season might be on life support. As the beginning of the season neared, we continued to hold out hope that we could start on time. Then we questioned whether we would be able to start at all. It became apparent that we weren't starting as scheduled, and the first series of four races was cancelled. Too many boats were not ready, and, of course, there were inherent safety issues and government mandates.

As the start of the second series approached, there were still questions whether we could begin. Government mandates were developed for sailboat racing, and the SBCC developed a set of rules/guidelines

based on those mandates. So we began, starting with the second series. Many boats raced with minimal crew. Some boats raced with immediate family only. We are very fortunate that we have boats, and we are able to be distracted for a few hours from the crisis that has so impacted all our lives.

This is how we began our season as handicapped racing took on a

completely different meaning. While racing, it is important to communicate clear instructions to your crew. As you can imagine, it became a bit more difficult doing this from behind a face mask. Here's what it was like trying to understand directions:

"We hvae a crissorg soitiutan wth a srtaaorbdcak baot. We slhuod prapere to dcuk tehmin ttrihy sdcones. Get rdaey to dorp the televarr and esae the gonea sehet as we get cesolr."

If you spend some time trying to read the above statement, you'll probably be able to figure it out, but if you can't, this is what was actually spoken:

"We have a crossing situation with a starboard tack boat. We should prepare to duck them in thirty seconds. Get ready to drop the traveler

There are sometimes four or five boats finishing within a few boat lengths of each other. It's apparent that the handicap adjustments are working as intended.





and ease the genoa sheet as we get closer.”

The crew’s typical response was “WHAT?” Fortunately all of the skippers were aware of the difficulty that their crew had hearing instructions and managed to get through the season without incident.

We persevered. Instead of a twenty-week season we had a sixteen-week season. There were some boats that raced very infrequently or not at all, but overall the turnout for the races was actually quite good. We believe most couldn’t wait to get out on the racecourse to put the crisis on the back burner for a few hours and experience some sense of normalcy.

As we do every off-season, we review the previous season and look at ways that the BSIR can be improved. We are happy to report that there were only minor changes for the 2020 BSIR season and there are very few changes for the 2021 season. The BSIR is continuing to mature. The most significant BSIR change for 2021 is that protest hearings should be completed by midnight on the Thursday following the race in question, sooner if possible.

In addition to the BSIR changes, there is a major change impacting all boats racing on the Great South Bay. This is regardless of whether they may be members of the SBCC,

another club or no club at all. Handicaps are being updated in order to obtain accuracy, fair competition, and consistency. Every skipper who races must complete the new Handicap Form and return it to the Handicap & Measurement Committee for them to calculate the 2021 handicaps.

The BSIR is entering its fifth season in 2021. Every season has confirmed that the pursuit style of racing works. It may not be for everybody and it isn’t traditional sailboat



THE SEASON WE ALMOST LOST



racing. It is less stressful at the start and yet the competitive spirit of all the racers is evident on the course, although less serious. It has provided an opportunity for competitive racers as well as cruisers, and everything in between, to come out every Tuesday evening and compete with a large fleet of boats and have a great time. We usually write a summary covering the lighter side of the evening's racing. The results are posted on the sbccracing.org website and include the race summary and photographs.

In spite of the crisis, there were twenty-nine boats that raced at least one time in the 2020 BSIR venue. Most weeks there were at least fifteen boats participating with a high of twenty-two boats one week. We did not have a week with fewer than ten boats, not one week. The last race of the season on October



13th had ten boats in it. That, in and of itself, is a testament to the pursuit format and the dedication of all the skippers and crew that participate.

In 2020 there were five different boats that finished first at least one time (*Aleboat II*, *Dark Star*, *Integrity*, *Jolly Mon* and *Merry Ann*) with *Merry Ann* taking the honors ten times. There were seven boats that finished second and eight boats that finished in third position. The handicap adjustments that are made after every series are designed to produce close finishes, and there were many of those throughout the fleet. The pursuit format and adjusting handicaps after each series creates exciting competition no matter where you finish in the overall race.

The expectations for 2021 are greater than ever. Several boats that sat out the entire 2020 season or sailed sparingly because of the crisis are expected to rejoin the fleet full time again. Last season six new boats joined us and sailed at least one race during the season, and most are expected to become regulars for 2021. Several other boats that have never raced in the BSIR have expressed interest in joining for 2021. We're thrilled to report that the BSIR fleet is continuing to grow.

We hear many positive comments from both skippers and crew about how much fun it is



to participate in the BSIR. At one of the after race get-togethers, we overheard one crew member comment “This is better than sex on the beach.” Of course we assumed she was talking about the BSIR and, well, sex on the beach. Turns out she was talking about the cocktail “Sex on the Beach.” Not every comment we hear is so provocative, but this one sure did get the attention of everyone who heard it. Skippers and crew are having fun racing, and the after race get-together has become a special part of the experience. The camaraderie that has developed throughout the fleet is special. Come and be part of it.

The pursuit format makes it easy to participate. Regardless of your sailing ability, come and join the fun. There is an article posted on

the sbccracing.org website titled “Soooo You Want to Race in the BSIR.” It describes what it is like to be in a BSIR race. You can also contact Gary Sebouhian or Ted Drossos, and we’ll be happy to help you to understand this venue, register, obtain a handicap, and start racing this season.

Wishing you all a healthy 2021 season.

FYI:

Sex on the Beach

1 1/3 oz. cranberry juice

1 1/3 oz. orange juice

1 1/3 oz. vodka

2/3 oz. peach schnapps

Add an orange wedge for garnish

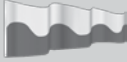


2020 MAJOR AWARDS



SHEILA DAYTZ AWARD

Scott & Wendy Gesele
Kailani



BABYLON TWILIGHT SEASON CHAMPION

Rick LaTorre
Dark Star



BAY SHORE BSIR SEASON CHAMPION

Bill Cook, Barbara & Duncan Burns
Merry Ann



KEN CONDOR AWARD

Jay & Stephanie Pizer
Rising Tide



DEALE TROPHY

Bill Cook, Barbara & Duncan Burns
Merry Ann



COMMODORE'S CUP SEASON CHAMPION

Bill Cook, Barbara & Duncan Burns
Merry Ann



CREEPSTAKES TROPHY

Rick LaTorre
Dark Star



2020 RACING AWARDS

INVITATIONAL AND TROPHY RACES*

MAYOR'S CUP	
Spin	
<i>Hooch</i>	Kennedy/Reichel
<i>Ale Boat II</i>	Eric Winberry
Non Spin	
<i>Dark Star</i>	Rick LaTorre
<i>Merry Ann</i>	Cook / Burns
<i>Shadow</i>	Charlie Margeson
<i>Moonrise</i>	Rob Gutmann
Corinthian	
<i>Galatea</i>	Andy Mirchel
<i>Sabbatical</i>	Andy Drossos
<i>Wanderlust</i>	Ian Holzmacher

CREEPSTAKES	
<i>Dark Star</i>	Rick LaTorre
<i>Shadow</i>	Charlie Margeson
<i>Ale Boat II</i>	Eric Winberry

DISCOVERER'S RACE	
Ray Terry Trophy	
<i>Indigo</i>	Dave O'Donnell
Non Spin	
<i>Shadow</i>	Charlie Margeson
<i>Jubilee</i>	Rebecka Russo
<i>Moonrise</i>	Rob Gutmann
Corinthian	
<i>Snoopy</i>	Dave DeRuvo
<i>Bertha</i>	Matt Rainis

WEST ISLAND RACE	
<i>Merry Ann</i>	Cook / Burns
<i>Dark Star</i>	Rick LaTorre
<i>Pandemonium</i>	Gary Sebouhian



* Invitationals are open to nonmembers, though nonmembers are not eligible for Perpetual trophies. 53

2020 RACING AWARDS

BABYLON EARLY SUMMER SERIES

<i>Dark Star</i>	Rick LaTorre
<i>Bionator</i>	Michael Goodwin
<i>Kickin' Back</i>	Marty O'Connell

BABYLON MID-SUMMER SERIES

<i>Dark Star</i>	Rick LaTorre
<i>Windswept</i>	Brian McLoughlin
<i>Talon</i>	Grover

BABYLON LATE SUMMER SERIES

<i>Dark Star</i>	Rick LaTorre
<i>Jolly Mon</i>	Dennis Ahern
<i>Wind Bound</i>	C. Gallian



BSIR EARLY SUMMER SERIES

<i>Merry Ann</i>	Cook / Burns
<i>Jolly Mon</i>	Dennis Ahern
<i>Pandemonium</i>	Gary Sebouhian
<i>Lady in Red</i>	Ted Drossos
<i>Mo'Sun</i>	Lenny Feldman
<i>Derailed</i>	Matt Marko

BSIR LATE SUMMER SERIES

<i>Merry Ann</i>	Cook / Burns
<i>Ale Boat II</i>	Eric Winberry
<i>Jolly Mon</i>	Dennis Ahern
<i>Pandemonium</i>	Gary Sebouhian
<i>Czech Mate</i>	Cris Dennerlein
<i>Rising Tide</i>	Jay Pizer

BSIR MID-SUMMER SERIES

<i>Merry Ann</i>	Cook / Burns
<i>Jolly Mon</i>	Dennis Ahern
<i>Pandemonium</i>	Gary Sebouhian
<i>Leviathan</i>	Rick Simpson
<i>Czech Mate</i>	Cris Dennerlein
<i>Mo'Sun</i>	Lenny Feldman

BSIR Fall Series

<i>Merry Ann</i>	Cook / Burns
<i>Integrity</i>	Bob Figueroa
<i>Derailed</i>	Matt Marko
<i>Pandemonium</i>	Gary Sebouhian
<i>Jolly Mon</i>	Dennis Ahern
<i>Arbacia</i>	Jim Gathard



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 score of the Tuesday, June 15th Bay Shore pursuit race and the Thursday July 29th Babylon race.

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.

SBCC CROCK TROPHY

Perpetual Trophy awarded to the best corrected time (using SBCC handicap) for the Around Long Island Race.

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.

GREEN WATER AWARD

Created in 1967 to recognize a cruise of significantly longer distance and duration than the regular club cruises. It was also an 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 on Commissioning Day.

SHEILA DAYTZ TROPHY

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



RACING/SAILING OFF THE BAY

by Jim Reichel

This season sailing has been more challenging than ever for us. COVID restrictions, completely new race formats and modified venues really made it interesting. Our boat, *Scapegoat*, a J 105 (that I just acquired last year) has countless hours of work on it and sailing equipment updated to restore it to a very competitive level. Until last year, I never sailed on a J 105, and thought it would be easy to sail, just like our Melges 24 *Hooch*, C&C 25 *Naughty Dog* and J – 27 *Silver Bullet* we have sailed for twenty-five years straight on the south shore of Long Island. Now, all are just mothballed in a straight line in the backyard on their trailers. (120 feet of boat trailers)

This year we were lucky to have a sailing season due to the efforts of many smart gung-ho sailors. The sailing season starts earlier up on the north shore, but this year it was delayed to conform with the New York State COVID restrictions. Almost all the spring tune-up races, club races etc., were delayed until guidance from US Sailing and New York came together. Sailing was allowed but “bubbled.” That pretty much meant racing was family only, and single/doublehanded for the moment. For the most part that was

adhered to, but very low numbers of boats turned out as no one was in the water. Our racing looked bleak, but sailing all over the north shore seemed to pick up when more boats got launched and the weather warmed up. By early June, the LI Sound seemed to come alive, but very short crewed. Racing started up, but crew was limited to the first digit of your boat size plus one. Committee

Not only did we get above the boats behind us, we moved incredibly faster and further ahead.

boats were available, but only allowed to use the sound starting sequence so fewer people were needed. No spinnakers allowed unless you had a boat with a sprit to fly it. No regular spinnakers were allowed. With these restrictions, everyone happily complied and the racing came alive.

We sailed every race with pretty much the same crew every race. More or less family and real close sailing friends—for the most part they could handle anything that came up as there was really no extremely windy conditions all year. A J 105 seems underpowered in light air, but ours can carry bigger headsails in non-spinnaker races. We truly found out why the J 105 is very popular and fun to sail. In heavy air, even more, it comes to life.

Scapegoat's crew, (my wife Allison, younger son, Jack, long term crew boss, Chris





Sicignano, my brother-in-law, Mike Einsettler, longtime rival in the J-27, Doug Davies, Paul Rendich, ship steward, Chris DiOrio, even the Commodore of the SBCC, Charlie Margeson and race/scorer, Eric Winberry got a quick ride) had great experiences sailing on the sound in breeze and great scenery around Northport Harbor and Huntington Lighthouse. All safely distanced of course and aware of the new world we were exposed to. Every race we all debated strategy, wind forecasts, course challenges and as always the competition. For what we had to deal with, we made the best of it, and found it to be extremely competitive, exciting and fun.

Just no after race parties.

Up north, we race on Wednesday and Friday nights. The “competitive races” we sail on Wednesday nights are one design. There are five other J 105s we race against, and to be honest, never can beat. They have been sailing their boats for so long they know all the tricks, currents and have the same good crews—we have trouble. Last year’s racing we were always in the back of the pack, close at the first mark, but never in the hunt after that. This year we noticed we got a handle on our boat, learned from some observations, and at the end of the year, we



RACING/SAILING OFF THE BAY



were sometimes overlapped and not always last. We still have a long way to go.

On Friday nights we do a non-spinnaker pursuit race—a more family-oriented race that is extremely competitive and got even more so with each weekly race. After a six-boat fleet start, we quickly grew to twenty boats fighting to pass each other in tight quarters. From first to mid-fleet would be less than a minute, and often it is an overlapped finish. The cool thing about this race is you can sail either way around the course. Not your ordinary pursuit race. After eight Friday night races in this shortened season, *Scapegoat* was the clear winner, winning half the races, and overlapped on a few for second. We really enjoy these races and also learned the tricks of really strong currents. We developed nerves of steel around quite shallow water. There were also two specialty races, with the same rules, that have long lists of winners over the years. The Commodore's Cup has been around for more than thirty years, and we again took line honors and the overall win for that, two years in a row. That one had all the other J 105s in it for even more of a thrill. We earned quite a bit of respect from the other boats and always get a friendly wave or a "nice job" from most of the boats still racing when we were sailing back home.

During a mid-season break, there was a Women Skippers Race. A last-minute decision was made by my wife Allison and I tagged Jack along for back-up and beer

tender. I told him just a simple beer run out on the sound. After too many years of seeing the SBCC Ladies Race, I figured it would just be a quick goat walk around the area and home. Boy, were we surprised. We arrived at the start line to see nine boats, with full crews, run by women skippers. Seeing big racing boats tacking back and forth with far too many guys and girls sitting on the rail was going to be a real challenge. Especially as the wind was picking up. I figured we get a great start, jump out in front and hope for the best. That plan didn't work too well. Poor Jack and I were hiked out so far we could see the keel bulb. That kept us going fast and Allison steered a great race, arriving at the windward mark overlapped with four boats. That never happened in a women's race that I ever crewed on!

The boats were extremely aggressive with maneuvers commanded by the crews and the skippers had attitudes—another shocker we weren't ready for. After a very tight finish with the boats finishing in a big pack, Jack and I were exhausted doing the work of five. We no sooner cracked open a cold beer to start back home, when the Race Committee instructed us there would be two more races as the weather was perfect.

Since we were a bit overpowered and a bit slower upwind in the first race, we decided to take it easy and did a sail change to the working jib. Jack and I changed the headsail after the first gun went off too quickly for us, and we barely managed to get the sail

sheeted in heading for the start line. We won the start, but couldn't hold the lead with all the boats hiking out so hard and fast, but we did manage to get another mid-pack finish. However, we noticed the boats had flipped order of finish and now we were back in the race. Race three we started fast and furious, just under heart attack threshold and with complete dehydration. Jack couldn't get off the rail to assist and maintain us as things were too tight. We pulled off a near overlap finish for second place, and scored a 3rd place for overall. Next year, we will be better prepared. There is always a twist in racing up there.

Much to our disappointment, the Around Long Island Race was cancelled. In fact, everything was cancelled for a few weeks as these events that were just too large to run safely. The J 105 is one of most popular racing boats around, but it can also cruise. It has a stove, nice interior cushions, cockpit cushions, a dodger, an autohelm, a real head, shower, cabin fans, even shore power and tons of storage, it can go anywhere quickly. On the cruise date we picked a few weeks in advance, it landed on the day Hurricane Isaias came up to Long Island. When the dust settled, and the trees and powerlines were cleared, we shuffled destinations and finally left for a quick one-week cruise.

The *Scapegoat* is pretty fast and has great navigation software, AIS tracking, full-time

internet connection, weather routing, satellite data messaging and tracking. We were able to use these things to get to spots that are not very easy to get to. I remember my early years of SBCC cruising and the boats leaving very early in the morning, motoring or sailing to make it somewhere and anchor, then repeat. We'd never see the towns we went to, except on a lay day. We always went to the same spots it seemed. Our cruise was setup to leave by 0830 and we'd be hoisting a cold beer in some harbor with a bar/restaurant and chill before happy hour ended. Each harbor had a max distance of forty to forty-five miles between them and we never used an anchor. Day one was an awesome sail from our homeport of Northport Harbor to Milford, Connecticut.

It was a great sail over to a really neat harbor with an old town feel. Hundreds of sailboats were lining the sides of the river. We picked up a reserved town dock slip, then found a few area bars less than a three-minute walk away, which had proper COVID limitations and still had power. The storm knocked out every marina in Connecticut, except the one we picked. The dockmaster even brought us ice right to the boat, as the town was handing out ice to all the residents. After a great meal and walk around the town, we headed out the next day to Old Saybrook.

We had another fantastic forty-mile sail with an on-time arrival at the Old Saybrook



RACING/SAILING OFF THE BAY

Resort and Marina. Part of the hotel area had generator power, but the marina did not. But we did have access to the resort's two pools, hot-tub and a five-star restaurant that was the only one open in the area. Our draft is six and a half feet on a good day. We drew too much to be inside the marina, so we had to shelter in behind the mega yachts. They were willing to supply us with an extension cord for power and ice, but we were better off than most. A self-sufficient sailboat is great. Since everything was kind of storm-damaged out there, we were able to stream Netflix on the computer through the boat's audio system, making it better than the old movie theaters we now miss.



From Old Saybrook, we did a fast ride over to Block Island for a lay day. We managed to snag a slip at the Block Island Boat Basin. Little did we know, we hit a New York-based Trump rally with hundreds of party-crazed powerboats. It was a bit tense there, to say the least, but we hit the road to town for happy hour and a visit to a farm on some bikes we rented. It helped clear the chaos on the docks, which was out of control. Shortly after getting back, we got into a bike lock altercation with the dock crew. We mistakenly

locked our bikes too close to the party area, and while getting the key to unlock them, after letting them know we would be back in less than a minute, our son Jack saw them cut the locks and bury them in a pile while he was walking towards them. That escalated into a scene between a fifteen-year-old boy and the dock boys that went bad fast. Everyone who knows Jack comments that he is slick and smart. On our way out of Block to go to Newport RI, Jack informed us he did not like how he was treated and felt unsafe there. Seems that night "someone" sent a report of COVID violations to the Rhode Island Department of Health with pictures. As we left Block Island, it was shut down to all. Seems reports of a boat dock bar with pictures of excessive crowding on the docks, and an increase of COVID detected in their sewage treatment plant was all it took. We will skip that area on the way back for a while.

After a fantastic Code Zero high speed run into Newport Harbor to begin finishing off our cruise, we did the tourist stuff in Newport: the mansions, the Cliff Walk, Ocean Drive and the entire town. It was not as crowded as usual, but still busy. We were lucky to get a visit from our older son Will, who drove up to see us. We drove to Bristol for dinner and then visited a few other towns. It was nice to have a bigger boat for a change to do the Newport scene, something you can spot from far away as the mast sticks up so high. From Newport we decided to do a long sail back to Long Island after a Block Island ban.





With a mid-morning departure, we arrived in Greenport. It was a long sail. But when you have an autopilot, time on the boat is pleasant, especially when the wind dies. The autohelm is like two other crew members. On our final day, the trip back to Northport was the longest by far and the only day we could not sail. There were severe thunderstorms on both sides of the sound and that meant no wind in the middle. A fifty-mile motor, but we were back at the mooring in Northport before 1800. Some great harbors to visit.

Racing was very limited for the rest of the season, but we did make it to one last big race. It was called the Gearbuster. It had maybe a hundred boats registered in it and goes from Greenwich, Connecticut to Stratford Shoals and back. In October the wind and sound get cold and nasty. These are our best conditions, but due to launch time restrictions to get out to the mooring in our homeport, we needed to sail a shorter thirty-mile course. This turned out to be one of our most fun races of the year and we did very well in it last year as well. The race started with a few confusing minutes at the start, figuring out the line and sequences, but we managed to be at full speed and made the start line when the starting gun sounded. From there we never looked back, as it was a deep broad reach all the way to the turning mark. Big waves and some nice steady gusts drove us to ten to twelve knots of boat speed through the water. Quite a bit of speed and we figured if we got to the turning mark with

the bigger, much faster boats in our division, we would be able to stay with them upwind and beat them on corrected time. As it turned out, we didn't use that plan as we kept pulling away for the whole leg and we turned the mark with a nice lead. The next leg, which was to the finish, was a bit more brutal. A little closer to the wind than we expected, it was pretty much a close-hauled drag race to the opening of Greenwich Harbor and then a close reach between bad reefs to the finish line. Our game plan was to stay in the same lane as the highest pointing boat behind us to cover them if the wind shifted. We had never sailed *Scapegoat* in waves as big as this and in wind that was consistently strong. We quickly got a handle on the steering by getting the boat to work to windward, sailing down in the big waves and pinching it up in the smaller ones.

We crushed them! Not only did we get above the boats behind us, we moved incredibly faster and further ahead. Our boat and crew did an outstanding job. Everyone was helping each other, hiking hard, calling waves and wind and navigating from the rail. We would love to see conditions like that all the time. We still talk about what a great sail it was, and how great it was to sail back home for once seeing all the boats behind us approach the finish line. We were first to finish, first overall, and first in fleet. A great way to finish this scary year—on a high note. Everyone is excited to be back next year, for a safer, normal year. Let's hope so!

CIRCUMNAVIGATING LONG ISLAND

by Eric Winberry

After having sailed to Montauk each August for family vacations, a conversation always came up amongst the crew as we would approach Montauk Point. The conversation always went something along the lines of “it would be nice to keep sailing” or “we should sail here when there’s actually wind.” Knowing that there were usually very light wind conditions in July and August, when we have done the Around Long Island Regatta, we decided that we should circumnavigate Long Island in the spring to get a nice breeze for the sail.

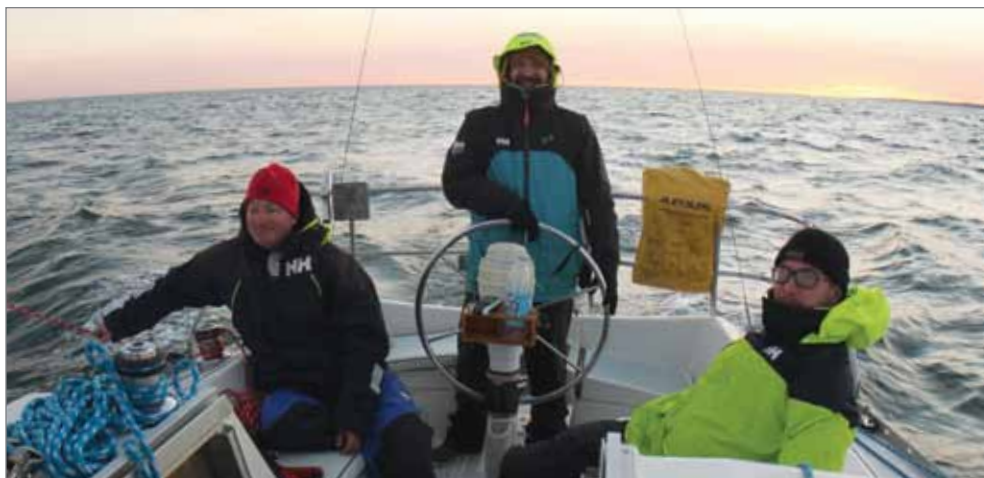
The spring circumnavigation never happened due to Covid. So, we postponed the sail until the fall—October to be exact—when we expected to have some wind. We planned to meet at the dock on a Friday night, an hour before high tide at around 2200 hours, to finalize loading the boat and to get some video clips before going. Leaving the dock at high tide would have the tide pull us out toward and thru the inlet. The four-man crew consisted of our regular race crew, Chris Carbaugh, Dan Bopp and Dennis Murphy, who were already familiar with the boat. They would not be fazed by leaving in the middle of the night with building conditions. Dennis has recently joined the club.

...we found ourselves sailing sideways with little control at the helm!

So, during a rain storm in the middle of October, we left the dock a few minutes earlier than we expected and found ourselves more excited than expected to sail what would be at minimum, a 250 nautical mile trip. The weather at departure time was light rain. Heavier showers were expected throughout the night until sunrise with a north to northwest breeze of 10-15 knots building to 15-25. The air temperature was in the low 50s when we left, later dropping into the low 40s by the next morning.

We had flat conditions in the bay with 10-15 knot northerly winds, while riding the outgoing tide towards the inlet. The light rain wasn’t a bother and visibility was rather good for a pitch-black night with less than a ten percent crescent moon. Before we exited the inlet, we put a second reef in the main in anticipation of heavier winds and had the full 135 percent genoa in use. Chris and I were at the helm with the light fog, rain and eerie stillness as we went through the inlet. In the pitch black we only knew where we were because of the buoys and our GPS.

The inlet was so flat from the off shore breeze that it felt like we had never left the bay. After a quick gybe, we were sailing east making 5 to 6 knots in the 10-15 then gusting to a 20 knot northerly breeze. The tide at Montauk



Point was to start incoming at 1600 hours the next day so we had plenty of time to cover the seventy-five miles to the point. Overnight, the rain increased to a steady, heavy drenching with the winds building to 15-20 knots gusting to 25 knots. We had reduced the jib to around eighty percent and we were making 6 to 7 knots of boat speed in a flat seascape in forty feet of water off the beach.

There was no real watch schedule established and all hands were still on deck enjoying the sporty conditions as we were making great speed going east. Just before dawn a couple of us went down for our first nap of three hours or so. The wind kept steady in the 15-20 range, gusting to 25, while the rain came down drenching us through our foul weather gear right down to our underwear.

The storm system pulled away just after sunrise but the wind dropped for a few hours, requiring us to shake out the reefs for a full main and full jib. An hour past Shinnecock Inlet while making around five knots of boat speed, we were on course to make it to Montauk Point between 1230 and 1300 hours.

The ocean was fully alive with huge bunker pods all around us in the forty feet of water. We saw multiple whale spouts and even a few whales breaching. With pretty much ideal sailing conditions and amazing wildlife all around us, we were all really enjoying the trip. We all took turns going down below for two- to three-hour naps, trading off the steering duties since my Hunter 28 doesn't have an autopilot.

Dennis remembers waking up with the rain subsiding off of the Hamptons, seeing Chris at the helm and me trimming the sails. The dolphins and whales were all around as the sun came up. The wind had subsided a bit so we decided to shake out the reef and we continued charging on towards Montauk with a super bright sunrise accompanied by the dark storm clouds that had just passed.

Towards the late morning, the wind came up quickly and we had to reduce sail back to a



second reef in the main and a one hundred percent working jib. We were making six knots again and getting closer to Montauk Point by the minute. As we approached the point and sailed past the Napeague stretch, the wind started to subside to 15-20 knots from the northwest. We arrived at Montauk Point at 1300 hours, three hours early due to the incoming tide!

Coming around the Point we went from making five to six knots to around two knots, fighting the outgoing current multiplied by the effect of the northwest wind. It felt as if we were sailing in place. At this point we decided to crank up the engine to charge the batteries and get a little help fighting the current. This brought our boat speed up to a whopping three knots running at 2200 rpm!

After about three hours and barely getting past Shagwong Point on the north side of Montauk, the tide finally began to turn in our favor and the wind started to die out going to 5-10 knots. This allowed us to make four knots toward Orient Point.

Rounding Orient Point, Dan was at the helm while we were all enjoying the sunset as we past Little Gull Island. We heated up some Perdue chicken nuggets for dinner

CIRCUMNAVIGATING LONG ISLAND



and enjoyed the boat being flat compared to the twenty-five to thirty-five degree heel we'd been sailing with since entering the ocean. Passing between Orient Point and Plum Island was relatively easy. The wind dropped out from the northwest and we made three to four knots of boat speed now heading west in Long Island Sound. Overnight the wind switched to the southeast at 5-10 knots and we were again sailing on a broad reach throughout the night making around four knots.

About a half hour before sunrise, we put up the asymmetrical spinnaker and were making five to six knots off of the shore of Mt. Sinai. This left us seven hours to sail the forty miles to the Throgs Neck Bridge in order to make



the outgoing tide at the East River which was to start at around 1300 hours. Making between five and six knots with the southeast wind, we sailed the asymmetrical spinnaker right on target to nail the tide!

The entire crew agreed that it wasn't much of a sightseeing sail in the Sound with very little boat traffic and not much to see on either the Long Island or Connecticut side. We knew the main event was coming up—going down the East River through New York City. Coming down the sound at night, everyone was asleep except Dennis, who was on the helm keeping watch and star gazing while seals and dolphins kept playing in our wake for over an hour.



As we approached the Throgs Neck Bridge, we were sailing close-hauled and making six to seven knots with the tide in our favor. It was all crew on deck to enjoy the scenery, cameras in hand. We quickly went under the Throgs Neck and Whitestone Bridges, airplanes flying just overhead as they landed at LaGuardia Airport. We were making seven to eight knots in the river, flying past Rikers Island Prison and just about in sight of the notorious Hell Gate.

Approaching Hell Gate, we were still sailing close-hauled. Just as we passed through, the boat got carried away with the current and we found ourselves sailing sideways with little control at the helm!



After a tense moment for us all, the boat got her heading back, with the bow leading the boat down the East River. We decided to fire up the engine and keep it in neutral, in case we were to get swung sideways again and needed extra power to steady the boat. Luckily, we didn't need the engine and sailing close-hauled quickly turned into almost a beam reach as we headed right for the Statue of Liberty.

The whole crew enjoyed watching the large yachts as we went past New York City. We saw a Jamaican-flagged super yacht pass us on the East River which was probably on its way to Sandy Hook for fuel. It later passed us again at the mouth of New York Harbor. We couldn't help but think about how different that yacht's overnight passage would be compared to ours—no doubt they would cover four to five times the miles while in ultimate comfort during the same time period we would sail towards home and the Fire Island Inlet.

Although we didn't take the most direct route out of New York Harbor, we felt that we had to sail close by Lady Liberty for some outstanding photo and video opportunities, so we made a series of tacks to get closer to the statue. Afterwards, Dennis passed the helm off to Dan to make our way towards Verrazano Narrows Bridge. The 10-15 knot southeast wind had us move swiftly at five to six knots through New York Harbor,

now close-hauled and actively tacking our way towards the bridge. Sailing between anchored cargo ships and tacking back and forth the width of the harbor we tucked a reef in the main as winds became a steady 15 knots! We went under the Verrazano sailing up wind in the southeast breeze.

Soon, we got out of the harbor and passed Coney Island at dusk with thirty miles left to go to the inlet and then fifteen miles more from the inlet back to the dock. We were making around five knots and a few tacks later we approached the Fire Island Inlet at around 0200 hours. Thankfully the breeze had dropped to 5-10 knots from the southeast and there were only two- to three-foot waves as we started to come through the inlet. At this point we had circumnavigated Long Island, but still had to get the boat back to the dock.

Three hours later we finally arrived, fifty-six hours after we had left. The total mileage sailed was 282 miles for an average of 5.03 nautical miles an hour. We couldn't have asked for better wind direction for the circumnavigation, having had downwind or beam reach conditions all the way to Montauk Point and again from just west of Orient Point, all the way to New York City. We had just enough close-hauled upwind sailing to keep the trip exciting. All in all, we had great conditions, great company and a great sail!

FIONA'S 2020 MAINE CRUISE

by Eric Forsyth

I have frequently cruised Maine in September and early October. The weather is still mild, fogs are rare, and the anchorages are relatively quiet. This year the Covid-19 pandemic further reduced the number of cruisers. My crew, Tom and Chuck, showed up a week before departure, we bent sail, loaded the heavy gear and shopped for food.

A good tide took us through Fire Island Inlet; minimum depth under the keel was three feet. A couple of miles off the coast we found a gentle breeze on the starboard beam and set full main and jib. This wind drove us along the Long Island coast until about 0400 when it died, and we started the engine. It was foggy as we rounded Montauk Point, visible only on the radar.

In Block Island Sound the engine suddenly stopped. The usual cause is an air lock due to a blocked fuel filter. But the filters

...as the anchor hove into view we saw the reason—the fluke was entangled with a thick power cable.

were clean, and the reason emerged later. Some sweaty work in the engine room got the air out of the fuel and the engine started again. We chugged towards Buzzards Bay in a hazy fog. Later in the day I found the engine-driven fuel pump was leaking fuel into the sump, so this also caused the earlier stoppage. We changed the oil, and pumped fuel with the electric pump usually used to pressurize filters when they are replaced.

On the way to the Cape Cod Canal the autopilot failed. I was unhappy about that, as the leg across the Gulf of Maine is tedious without it. I decided to head for New Bedford. Although I had never been there, I knew the large fishing fleet would ensure plenty of electronic technicians were available. Chuck used his cell phone to locate a firm to service the autopilot. They also recommended a marina we could visit.

The next day a service technician showed up, but annoyingly, the autopilot behaved perfectly! The company waived a fee in return for a copy of my sailing book. The problem with the autopilot seemed to be the control head, Chuck got busy on his cell phone and arranged for a spare to be shipped to the Harbor Master in Bar Harbor.

After a transit of the canal we moored at Provincetown. The crowds seemed to be down and everyone was wearing a mask. We enjoyed the shopping, especially the old bookstore, and left early for the leg to Maine.

Once clear of Cape Cod, we experienced a 10-knot easterly breeze, perfect for a reach on the rhumb line to Bar Harbor. The wind held up all day and through the early night, we hand-steered in two-hour watches. Offshore was very quiet—no whales, no ships. The favorable breeze died out a few hours after midnight and at 0400 we started the engine. A fog enveloped us as we approached the Maine coast. Even miles offshore the lobster trap floats were a menace to our prop shaft.



Eric & Tom at the New Bedford Whaling Museum



Fiona moored at Port Clyde

We made a landfall at Great Duck Island, invisible in the fog, and chugged up the east coast of Mount Desert Island and picked up a mooring in Bar Harbor. We assembled the inflatable on the foredeck and puttered over to the floating dinghy dock. Bar Harbor seemed the same, except all the tourists were wearing masks. We all enjoyed a good night's sleep after the tedium of hand steering.

After a traditional pancake breakfast, we checked in with the Harbor Master, replenished the galley at Hannafords and returned to the boat to the mournful chant of the local foghorn. The autopilot part was delivered to the Harbor Master the following day. We installed it, and after a little programming, the system worked perfectly.

With an early start, we sailed to Harbor Island and the gang dinghied to the island. We then powered to Stonington and anchored in our usual spot. The next day, *Fiona* was strangely reluctant to leave Stonington, and as the anchor hove into view we saw the reason—the fluke was entangled with a thick power cable. A little maneuvering shed the unwelcome load. The forecast predicted 15-knot northerly winds for the leg to Butter Island, but once clear of land we found a 25-knot wind. It was too rough to dinghy ashore at Butter Island as originally planned.

North of Islesboro the wind fell to a zephyr but we sailed with the jib for a while and then

was tied up at the Belfast town dock. Tom and Chuck explored the old town, and at happy hour the Harbor Mistress, Kathy, stopped by for a cocktail.

From Belfast we motored against a light southerly breeze to Warren Island, a state-run park. A hundred years ago it was privately owned—a rich wool merchant built a huge “cottage,” which featured 22 bedrooms. It burnt to the ground in 1919. The piles of foundation stones are still visible.

In the morning we enjoyed a wonderful sail, 12 to 15 knots of wind on the starboard beam, to Rockland. We arrived in time to take an abbreviated tour of the Farnsworth Art Museum, shortened because of the restrictions imposed to deal with the Covid-19 virus. We could only book a tour of the Owl's Head Transportation Museum for a day and a half ahead, which gave us an extra day in Rockland. I had lunch with an old friend who is an antique car enthusiast. We taxied to Owl's Head Museum. The enormous display had been compacted into a one-way walking tour, but it was well done.

Our next port of call was Port Clyde. We ambled to Marshall Point, and on the walk back Tom discovered an abandoned lobster trap float, which he intended to take back to Ohio as a souvenir of Maine. Back in the village the crew bought four lobsters from the tank in the general store at \$6.46/lb and had an eating orgy on board. We left in the

FIONA'S 2020 MAINE CRUISE



Classic Maine joke in the Port Clyde General Store

morning for a leg to Boothbay Harbor, but within minutes the engine overheated due to weed in the seawater intake. The wind was fair and we sailed to Boothbay Harbor without any further problems.

Shortly after our arrival, a couple hailed us from their dinghy—Helena and John. They had crewed aboard *Fiona* during the last Antarctic voyage in 2014. Now they live on their own sailboat, *Petronella*, and Helena blames me for that.

The next day, sitting in the cockpit eating lunch, we were hailed by a man in a lobster boat who wanted to buy my books! We invited him to happy hour; he came by and turned out to be an extremely interesting sailor, Maynard Brewer. He had operated tugboats in the Caribbean and Pacific and told us several amusing yarns. Now he had 600 lobster traps to tend in Boothbay. Last year he bought a run-down sailboat and hoped to refurbish it and sail to Bermuda. He departed with two of my books.

From Boothbay Harbor we sailed to Townsend Gut for the 0800 bridge opening. A light wind drove us to Cape Small; Fuller's Rock lay sullenly in the swell. We negotiated carefully to the Basin, as we were now in Casco Bay, which is littered with rocks. Tom and Chuck

were very impressed by the beauty of the Basin. There is now some development on the shore, though when I first visited thirty years ago the Basin was pristine.

Our last cruising stop was Jewel Island. On the way we received an Instagram from a cruising sailor who suggested we meet up, as he owned a Westsail 42 also. We anchored at Jewel; the small bay was host to four other boats and quite crowded. The other Westsail showed up, and the captain elected to anchor at Cliff Island about a mile away, due to the "crowd" at Jewel. After Tom and Chuck had climbed the old WWII towers, we moved *Fiona* to Cliff Island, alongside the other Westsail. The captain turned out to be a young man sailing alone, Nick Carey. He had been inspired to buy a Westsail 42 by watching *Fiona* videos! (The videos are available online on the YachtFiona.com web site.) He worked part-time as a mate on a tugboat and was slowly refurbishing his boat. He stayed on board *Fiona* for a spaghetti dinner cooked by Tom and I gave him a copy of *An Inexplicable Attraction*.

We powered the few miles to Portland and tied up at the Fore Points Marina. Several mega yachts flying flags of convenience and bristling with satellite antennas were nestled together at the east end. But in Portland we



Happy cruisers Tom, Eric & Chuck in the main cabin

couldn't get a reservation for the Portland Museum of Art, a major reason for visiting the place. The Covid-19 virus had restricted the number of visitors and shortened hours at public places. Chuck thumbed his cell phone and suggested a visit to the Museum of Industry and Technology, which even had a submarine we could board. That seemed like a good alternative, but then the drawbacks of cellphones emerged; our reservation was in Portland, OREGON. Later the Museum of Art relented and let us in on our final afternoon.

Leaving Portland we had first planned to sail to Long Island via Nantucket, but the engine began to misbehave and we headed for the Cape Cod Canal. South of the canal as night fell the engine speed dropped to 800 rpm, maximum. I decided to head for New Bedford, just as we had done a few weeks earlier when the autopilot failed. We made our way very slowly from buoy to buoy using GPS as we navigated the rocky waters. The scene was lit by a fitful moon. We tied up at the familiar Pope's Island Marina at 0230 on a Saturday morning. When we awoke it was the weekend; no work could be organized on the engine until Monday.

We managed to arrange for a technician to examine the engine on Tuesday. He rebuilt the injectors with no change in performance.

A northerly wind was forecast for the next day, so we booked a tow and were dropped off clear of dangers early the next morning.

With the light northerly wind and the engine in gear running slowly we managed to average five knots. Unfortunately, the autopilot had stopped working and we hand-steered through the day. By nightfall we were abeam of Montauk Point and slowly traversed the Long Island coast through the night. Chuck contacted TowBoat/US and we arranged a tow through Fire Island Inlet. The tow captain was extremely knowledgeable of the sandy shoals in Great South Bay and negotiated *Fiona's* six-foot draft to the Patchogue River without touching bottom once.

All in all, we had enjoyed a wonderful cruise in Maine, particularly appreciated by Tom and Chuck who had never visited that part of the country before. I met old friends and made some new ones.

Eric Forsyth has been an SBCC member since 1962. He recounted his cruising adventures in his memoir, An Inexplicable Attraction: My Fifty Years of Ocean Sailing (2012). He also published an historical fiction novel last year, Wings Over Iraq. Both are available through his web site, www.yachtfiona.com in print and ebook formats, as well as wherever books are sold online.

FLORIDA DREAMING?

by Helen & Ed Pshedsky

Are you one of those veteran sailors enticed by visions of an idyllic retirement on Florida's beautiful Gulf Coast? Is your imagination full of thoughts of endless summer sailing? Do you wish you could wile away time fishing or diving for lobster among the mangroves in some isolated lagoon? Or load up on provisions and take your time cruising to the Florida Keys or the Dry Tortugas?

Take it from these two veteran Great South Bay sailors—and two-year Florida residents—who had those thoughts, it's all there for the taking. But first you have to get the boat down here. Of course, you can always transport it on a flatbed. Or you can spice up the experience by sailing the ocean for two weeks or sailing/motoring the intracoastal waterway for one to two months.

Let's talk about the life down here. But first some unfinished business from our ICW adventure in last year's yearbook.

Once you reach Norfolk, Virginia and the official beginning of the ICW, you can choose between taking the Virginia Cut or going through the Dismal Swamp. We chose the Cut in order to avoid suspected low hanging branches in the Swamp. At one point we came to the only lock on the whole trip. The lock tender operated it just for us. Shortly after, we arrived for the night at a free dock by a park. It happened to be prom night and several proper Virginia families took photos right by the boat.

The whole route at this point was rivers and canals, maybe a hundred fifty feet wide, with plenty of highway and railroad bridges, but



The lock at Great Bridge

...sailing up the Gulf and the Gulf coast ICW, we passed fabulous destinations...

with no docking facilities. Bob Van Tassel told us we must stop at Coinjock at the beginning of North Carolina, the only marina for many miles. It's a single long bulkhead, maybe a quarter-mile long, with fuel and food, and famous for its prime rib.

We learned a lesson here. We called ahead along the way, in the afternoon, and were told they were already full. Great! No other facilities anywhere and we can't anchor in the canal with the occasional wide barge passing by in the night. Fortunately, they found a way to accommodate us.



A blind on the Pungo River, N.C.

On arrival, we were surprised to see that the whole length of the dock was nearly empty. Whatever—we fueled up, tied up and paid, then relaxed inside the boat, waiting for dinner time and Bob's prime rib. When we later emerged for dinner—OMG! The marina was full of mega yachts! The kind that can dock sideways, stern to bow, with no room in between. One bigger than the next. It must have been the Palm Springs/Ft. Lauderdale snow birds and their crews returning north in June. I bought some soda in the office, and the guy ahead of me paid eighteen hundred dollars for fuel.

Anyway—lesson learned. We thereafter called in our next marina reservations earlier in the day. The prime rib was delicious. Even worth a special stop there on a road trip.

Next day we headed down the North River and crossed the Albemarle Sound under windier conditions than recommended, and it became rough before we reached our next marina by the top of the Alligator River. The marina was actually a roadside gas station by the water. They had a cafe so we took out southern fried chicken for dinner.

Next day, we went down the Alligator River to the Pungo River and a nice town called Belhaven. Not exactly Willoughby, but there have been northerners who have intended to pass through but decided to stay for good. Well, we stayed—ten days. Was it the prime rib? The fried chicken? Coincidence? Our intention was only one lay day.

On the second day, Helen had a return of stomach problems and nausea that actually got her into the hospital the year before. So, we stayed. By the fourth day, we went to the local walk-in clinic. They did a bunch of testing, got quick results and suspected a gallbladder problem. Then came the weekend and more testing on Monday, forty-five miles away. The result—feeling better and a normal gallbladder—free to continue the trip! All the medical personnel were extremely accommodating, knowing we were passing through on a boat. Our own diagnosis—too much Motrin for knee and back pain.



Pungo River

Anyway, we weren't yet done. Next morning, despite four guys pulling on our lines, we were stuck solid in our slip. In that area there are no astronomical tides, but there are wind tides. The first nine days we were free floating. Then the wind reversed and we were stuck for one more night, compliments of the marina. So, we treated ourselves to dinner at the famous Spoon River restaurant, another gem that's a short walk from the marina and definitely rated at least four stars. One more thing, Gregg the marina manager took us everywhere. Just look up the comments for Belhaven Marina on Active Captain and you'll see a hundred glowing accolades.



Spoon River lighting & artwork in Belhaven

Working our way through the low country of the Carolinas and Georgia was pleasant, with interesting stops and scenery. The distance measured by a crow would not be anywhere near the actual distance travelled. That whole region seemed to be a system of intertwined meandering rivers. You're rarely heading just south. No, you're meandering, down and around one river, then handed off to the next one—on and on.

You can't judge those three states by the length of their coastlines. They may have accounted for half the total mileage on our trip. Also, there are lots of inlets along the way. Hurricanes and other storms frequently shift the sandy bottom, even as far inland as the ICW. An up-to-date navigation package is essential in order to avoid going aground. The Aquamap software we used was invaluable. The three or four times we had a problem were due to lack of attention or misunderstanding. Luckily, we always managed to get off.

When you cross the St. Mary's River, you're in Florida. But don't celebrate yet if you're heading for the west coast. Florida's a huge state. As you work your way south, you slowly return to civilization—and growing marina prices. It was cool passing right near the Kennedy Space Center. After a few days we arrived at Lake Worth for a few nights with relatives before the final push.

North of Lake Worth is the Okeechobee Waterway that crosses the center of the state from Port St. Lucie to Fort Meyers. We had considered this, but unfortunately our fifty-six foot mast is too high for the bridges. There is apparently an outfit that can tilt your boat using weights on the mast, but we chose to take the extra week instead.

FLORIDA DREAMING?

The next leg was about forty miles south to Port Everglades inlet at Fort Lauderdale. In planning our departure from Lake Worth, we noticed that there were twenty-one bascule bridges crossing the ICW along the route. All but one were on a twice-an-hour opening schedule. Average waiting times would add up to five to six hours of delay just fighting the current while waiting for all the openings. So, no choice; out the inlet

at Lake Worth, on the Atlantic past the beautiful homes at Palm Beach, through the “presidential exclusion zone” outside Mar-A-Lago and into Port Everglades—seven hours total.

Next day came the mandatory ocean bypass due to the one highway bridge along the entire ICW that violates the sixty-five foot clearance protocol, the Julia Tuttle Causeway between Fort Lauderdale and Miami. We were able to arrange our transits of the inlets at Port Everglades and Miami at mid-week in order to avoid playing chicken with the cruise ships, one of Helen’s favorite pastimes.



Palm Beach dolphin

A look at the chart as you proceed south through Biscayne Bay reminds you that the linear order of the coastline is about to give way to the apparent chaos of the Keys. We had planned to avoid the risks inherent in sailing through the shallows of Florida Bay, located between the bottom of the Florida peninsula and the Keys. You sail in deeper



St. Augustine

water by traveling instead along the Florida Straits, on the south side of the Keys. But that meant sailing all the way to Marathon Key, which is halfway to Key West, before finding a deep-water channel back through the Keys to start the final leg northward.

Thanks to my friend and neighbor John Kappes, who has sailed these waters for many years, I learned that *Silent 'P'* could make it through the Florida Bay with a four-and-a-half-foot draft if

we stayed in the channel. He was right, we never touched bottom.

Two days after Miami and after successfully sweating the shallows, we anchored by Key Largo. This would be a good jumping off point for a daylight cruise to the Bahamas. We thought about it, but hurricane season was looming. After a night of thunderstorm terror at Largo, we headed for Long Key for one more night in the Keys before heading up the Yacht Channel, which would take us along the west coast in the Gulf past the Everglades. The distance from Long Key to the beginning of civilization at Marco Island was about 100 miles offshore with nothing but Everglades onshore and shallows and bugs near the shore. It was inevitable that we were going to spend one night anchored on the open Gulf.

So, we found a spot about halfway to Marco, roughly a mile out, in only seven feet of water. Very strange. No human life, no cell service or WIFI, no light, not even a passing boat. What we did have all night was lightning to our south at Marathon and lightning to our north at Marco, with no way to see a weather chart to monitor the storms. It was scary, since it was July, and we were the only lightning rod around. But we slept and luck was with us.

Along the way, sailing up the Gulf and the Gulf Coast ICW, we passed fabulous

destinations, starting with Marco Island, which is well-populated with good marine facilities and easy access to the Gulf. We spent one night at Marco, and began to wonder about some power problems with our diesel.

This whole coastline is filled with hundreds if not thousands of islands and bays, estuaries and preserves, most too shallow for a keelboat, but ideal for both casual and serious fishing, such as is found in Tarpon Bay. It is also lined with endless beaches, like Fire Island. But unlike Fire Island, all these areas are well-developed and priced accordingly.

The next stop for us was Fort Myers. We did this on the Gulf, bypassing Naples, since we couldn't find an inland route with enough water to get through. When the sun was shining, the water and the sky were nearly the same color, which was quite disorienting. Fort Myers/Cape Coral is a major metro area with a busy airport and good access to the Gulf. Here you can catch the fast ferry to Key West, for a three to four-hour ride with food and a bar. It is also mile zero for the Gulf coast ICW and mile 145—the endpoint—for the Okeechobee Waterway. We stayed a few extra days and had to hire a top notch local marine mechanic for an expensive repair of our power problem that later turned out to be only a clogged filter, of course.

Heading north, we passed Pine Island, Sanibel Island, Captiva Island and big,

beautiful, deep Charlotte Harbor, which connects to Punta Gorda and which has always reminded me of the Great South Bay. Passing Anna Maria Island and the Skyway bridge puts you at the south end of Tampa Bay. So many destinations, so little time.

So, what's it like to live and boat down here? You'd be hard pressed to find better weather. For us, the autumn and the spring have been the best. We're on Tampa Bay, similar in some respects to the Great South Bay. St. Pete is twelve miles across, with plenty of docking and mooring, yacht clubs, restaurants and interesting destinations. Downtown Tampa, and points north or south of here, are as many sailing hours and days away as you care to invest. Most of the year, the winds are light on Tampa Bay, with nothing more than a light to moderate chop. The deep bay water and afternoon sea breeze off the Gulf make for easy sailing in any direction.

January can be cold, dipping into the thirties on occasion. The summer can be challenging. Ultraviolet light can shorten the lifetime of boat canvas. Heat and humidity can spur the growth of mold and algae on the deck and on the dodger eisenglass. Sleeping on the boat without air conditioning is impossible most nights. But the good definitely outweighs everything else. And of course, the SBCC South contingent is alive and well and growing. Come on down and see for yourself!



Intimidating sail thru Miami harbor

STOWE AWAYS' MAIDEN VOYAGE

by Brandon Roig

Three years ago, my wife Corinne and I, with almost no prior sailing experience, purchased our first boat,

Catalina Wine Mixer. She was a Catalina 25 swing keel. I was lucky enough to have my friend, Guy Jedlicka, take me out on her for the first time and give me a full day lesson.

Two days later I took her out for a solo sail. Corinne and I along with our two children, Avery and Conor had many fun adventures on the bay with her.



Unfortunately, in the summer of 2020, we lost her during a storm when her keel cable snapped and cracked the hull. At this point we were hooked on sailing and had to find another boat. In the interim I had the opportunity to crew on Mark Aiossa's Cal 30, moving from the Great South Bay to it's new home port in Atlantic Highlands. This was my first ocean-going trip and also the first time I met Mark, who is an SBCC member. We had perfect conditions, a spectacular ten-hour day gliding across the Atlantic in the company of a good crew, which made for an amazing experience. Now I was really itching to find our new boat, but it had to be the right one.

We found *Stowe Aways*, a 1991 Island Packet 37, and immediately knew this was the boat for us to make a lifetime of memories in. The challenge we faced was that it was located in Annapolis, Maryland. This would be a

We entered the Atlantic Ocean, with the sun rising and its orange glow dancing across the tops of the waves.

trip of considerable magnitude compared to my adventures in the Great South Bay. With my limited experience I called on my friends who had experience. I was honored to have

both the man who taught me sailing, Guy Jedlicka, and the captain from my first ocean trip, Mark Aiossa, coming with me on this journey. Guy also brought his friend, Gavin. This was perfect since I wanted a minimum of four for the trip.

On an evening in October of 2020, we set out on the drive to Annapolis. We arrived at around 2100 hours. Seeing our Island Packet for the first time in the water with her new name *Stowe Aways* scribed across the transom was a proud moment. The moonlight glistened on the water's surface and graced *Stowe Aways* with a romantic glow. Soaking in the moment with my wife Corrine by my side, the crew and I christened her with champagne and toasted to a good voyage ahead before heading below for a few hours of rest before we set sail.

I had spent the weeks prior plotting the course, after speaking with others who had done the trip. I entered the GPS waypoints into our Garmin chartplotter. Unfortunately, Corinne was unable to come along as she had to tend to the children. It was the biggest trip I had ever undertaken and we felt it was not a good idea to bring the whole family along.

At approximately 0800 hours I started up the Yanmar diesel and after casting off the lines, we began our journey. As the boat gained momentum and glided across the water in the morning light, we all looked at each other and smiled. We were underway and it felt good. Once we were north of the William P. Lane Jr. Memorial Bridge, we attempted to put up the sails in our eagerness to turn off the engine. It did not work however, as even



when close hauled, we could not maintain a high enough course. We didn't want to needlessly waste time tacking, so we started up the engine again. After all, we had a lot of miles ahead of us.

We were motoring along at around six knots heading to the Upper Chesapeake when all of a sudden, the engine sputtered to a stop. What? Oh no! It turned out that the broker had lied to me by telling me that the tank had been filled up. On top of that, the gauge was broken and reading full. What a start to our maiden voyage. The nearest diesel fuel was at Worton Creek Marina, down a narrow creek that did not appear approachable by sail.

Fortunately, I had purchased a Boat US towing service policy and we were able to call Boat US to deliver some fuel. In the meantime, we threw up the sails and had fun sailing while we waited. That turned out to be one of the highlights of the trip as I took the helm under sail for the first time. Getting her up to

seven knots and feeling her under the wind was exhilarating. After Boat US showed up with five gallons of diesel, we motored over to Worton Creek Marina and filled up the tank. We picked up some souvenir hats to remember our first mishap and then we were back on our way.

After getting out to the Upper Chesapeake and heading north to the C&D Canal, everything became tranquil. The sun was low in the sky, the water was smooth as glass and the topography made it seem more like you were gliding on a lake than a bay. I heated up dinner, Cuban Pernil, Spanish rice and beans and we enjoyed eating in the cockpit, taking in the peaceful serenity. After dinner Mark and Gavin headed below for some rest, while Guy and I took the first watch. We entered the C&D after night had fallen and found that we didn't need to use the waypoints at all. The metal halide lights illuminated the canal with a warm glow that made you feel as if you could be on a romantic canal in Venice. It was a



STOWE AWAYS' MAIDEN VOYAGE



gorgeous night and a wonderful experience, as we passed under bridges and followed the glowing path. We radioed ahead to the Conrail Lift Bridge as it was the only one that could be low enough to pose an issue. We were told it was up and steamed full ahead. Eventually we exited the C&D into the Delaware River, leading to the bay and into one of the most heavily trafficked waterways in the United States.



We followed the waypoints which kept us out of the main channels and away from the many cargo ships we saw. To start the journey, we hugged Reedy Island and kept the shipping channel to port. When we approached Delaware Main Channel Lighted Buoy 44, we crossed over to the other side of the river and put the main channel to starboard. Not being close to the daunting ships and their massive wakes was nice, but there were no navigational markers to guide us. We had to rely solely on the GPS.

I decided when my shift was over to let Guy be relieved by Mark, but I remained on watch. With Mark at the helm, we tucked in behind the Miah Maull and Brandywine Shoals, as the ships and channel markers faded from view.

Finally, I couldn't stay awake anymore, so Gavin relieved me and finished the shift with Mark. When I woke up, a few hours later, we were heading out of the Delaware Bay just south of Cape May. We entered the Atlantic Ocean, with the sun rising and its orange glow dancing across the tops of the waves. We threw up the sails and were underway headed towards Fire Island Inlet. We were able to stay under sail for the entire day and late into the night.

Guy and Gavin had the helm, pushing *Stowe Aways* as hard as she could go. We hit eight knots with the rail buried and the waves coming from the starboard beam. We could see Atlantic City off to port, quite a distance away. We had decided to abandon the



STOWE AWAYS' MAIDEN VOYAGE



waypoints I had set, and head a little farther out to sea, in order to sail with better wind.

My utter exhaustion combined with the smell of one of the crew smoking, I broke, as a wave of seasickness came over me. After hanging overboard for a while, I was finally able to head below and get some much-needed sleep. Only Guy was able to avoid the seasickness and the other two crew had their turn a little while after me.

I was able to muster in the late afternoon, so Guy and I took the first night shift. Mark joined me later for the second shift. The wind was lighter, as were the seas, and we had quite a pleasant night sail. This was actually my first time sailing at night. This quiet and tranquil portion of the trip was the second highlight of the journey for me.

Eventually the wind died and we had to start the Yanmar again. We crossed the final two major shipping channels as we headed down the last leg of the journey towards Fire Island Inlet. By the time we arrived at the FI Inlet Buoy, under cover of darkness, we were all exhausted and couldn't wait to get into the slip.

Against my better judgement, I decided that we would attempt the inlet. That proved to be a mistake as the buoys were way off of the channel. We were going extremely slow, but after tapping bottom twice, we decided to wait until sunrise. That proved to be a good decision. We were easily able to back off the bottom with the full keel and outgoing tide. We motored around just outside the inlet and waited.

After speaking to a Boat US captain to get some GPS coordinates, we waited until the Captree fishing fleet came out at dawn. We were able to navigate the channel by following their path in reverse and using the GPS coordinates provided by the Boat US captain. We steamed into the inlet, passing under the Robert Moses Bridge and then the lighthouse. What a great feeling to be home!

After heading up the West Channel, we turned towards the Captree Bridge and I was finally back in familiar waters. Euphoria replaced the joy with nervous undertones that had been with me for most of the trip. After passing under the bridge we set a course for the Babylon Docks. Soon *Stowe Aways* would be home.

We arrived at the slip and I was able to back her in without incident. We grilled up some bacon cheeseburgers and celebrated our successful journey.

Stowe Aways was home. She was where she belonged. And she will receive much love and create fond memories for years to come. You must be wondering about the name by now. Well, Corinne and I were married in Stowe, Vermont and we rode down the Gondolier Trail in our full wedding attire. With *Stowe* symbolizing the beginning of our life adventure together, we felt it only right to bestow this name on a vessel that would be the beginning of our great sailing adventures. This is our forever boat and we were lucky to find her. There will be many adventures in 2021 and I'm excited to be joining the SBCC to share some of those with all of you.



THE TWO-WEEK CRUISE

by Todd McCarthy

Planning this year's two-week cruise with the Covid-19 pandemic still raging limited both our cruising options and participants. Nevertheless, I proposed a local cruise of Long Island ports between the east end forks. A social distancing cruise of sorts—anchoring and mooring out with minimal shore-side excursions. This cruise was also to be Rear Commodore Stephanie Pizer's first offshore trip in their beautiful new boat *Rising Tide* and she was excited to go!



Tropical Storm Fay roared in the weekend of July 10th, delaying our original departure date. We met at Sore Thumb near Fire Island Inlet on Tuesday July 14th. *Shadow* was captained by Charlie Margeson, single-handed I might add, *Rising Tide* with Stephanie and Jay Pizer aboard, and *Bleu Moon* with Pam McCarthy and myself. Scott and Wendy Gesele had also planned to go, but because of all the delays they could not make it.

We pulled anchors Wednesday at 0600 hours, headed out the inlet in calm seas, but

were beaten back by east winds and rough seas once outside. We turned around after about an hour of this, headed back to Sore Thumb and rafted together on Jay's Rocna 20. We waited two more days for conditions to improve.

After we got over this delay, we found Sore Thumb to be a very pleasant place to be anyway, enjoying the scenery on a perfect summer day! Charlie and I suggested dinking to the sand bar to walk around and wade in the water; some thought we were talking about a restaurant/bar to eat lunch and we had a few laughs over this. Midweek here was quiet and peaceful!



That evening a lone sailboat entered the anchorage at dusk, anchoring nearby. In the morning I dinked over and introduced our group and met Dan, who was single-handed a 40' Beneteau *Novella* out of Jersey City. He was also headed to Montauk and decided to join us. Dan was a unique sailor in that he was born with a birth defect and had only one full size hand, but this didn't seem to slow him down. He may be the only true single-handed sailor I know! So now there were four boats in our group.





We all decided to stay at anchor another day on Wednesday, July 15, and leave on Thursday when favorable wind and conditions were predicted.



In the meantime, we were met by Charlie's wife Jane who volunteered to provide support for the trip. She drove her car from the mainland and met us on the road by Oak Beach. We dinked over to meet her and she restocked the boats with ice! She was a really big help to say the least, and Charlie got to give her a big hug and kiss before leaving!

We finally departed Sore Thumb on Friday July 17th at "0 Dark Thirty" (0530 hours) and did a straight run to Montauk in 12.5 hrs. We

had south-southwest winds 10-15 kt all the way! *Shadow* and *Rising Tide* sailed most of the way, *Bleu Moon* was in the middle of a main sheet traveler replacement project that couldn't be completed as planned. This rendered her main sail useless, so she had to motor sail with only her genoa. I had started the job with two weeks to finish, ran into complications, and could not get all the parts on time. Pam told me not to start the job...but I didn't listen. It turned out to be a bigger job than I had planned and parts were not readily available to complete the project.

The sailing was good all the way. When we rounded Montauk, the winds increased, and we had a good beat to the entrance of Lake Montauk. Our new cruising companion Dan in *Novella* had fallen behind, but caught up to us in the harbor. Since Jay had the big hook, *Shadow* and *Bleu Moon* rafted on *Rising Tide* in Lake Montauk which was beautiful. We went swimming in the clear water and enjoyed a quiet night with a beautiful sunset before becoming enveloped in fog as the night progressed.



THE TWO-WEEK CRUISE



We left Lake Montauk Saturday July 18th, about 0900 hours in thick fog and light winds. The fog persisted for a short while then started to clear out. We had fine visibility as we headed west, motoring along the backside of the south fork in Napeague Bay. We passed Fort Pond Bay, Napeague Harbor, Amagansett, around Gardiners Island which seemed to never end, past Three Mile Harbor and a straight shot to



Orient then west to Dering Harbor where the Shelter Island Yacht Club is located.

One of the great benefits of SBCC membership is the reciprocal privileges we're allowed at other yacht clubs. Using these privileges, we reserved moorings at the Shelter Island Yacht Club (SIYC) for a few days. Scott Woodrick, an SBCC and SIYC member, made personal introductions to SIYC for us. They couldn't have been nicer or more welcoming. Scott was also very helpful with some of the trip planning from his past experiences and even set us up at the bar with a first drink!

That evening at SIYC we had dinner reservations. Roger and Peg Daisley joined us along with SBCC members who keep their boat, *Sweet Lorraine*, in Greenport, Don and Ellen Sweeney. We had to break up into two tables as per SIYC Covid-19 protocols, but had a great dinner there our first night!

We stayed three days at SIYC, Saturday, July 18th, through Tuesday, July 21st. We enjoyed exploring the harbor by dink, admiring some





of the beautiful yachts and magnificent homes. We swam, watched the younger kids doing some sailing in their Opti dinghies and saw a double-handed, women-only sailing race. The Herrsehoff 12½s were also out on Sunday in the harbor. We even saw some happy fisherman bring a shark back to the club!



There were beautiful sunsets and starry nights. Cocktails one night on the yacht club's upper-level patio led us to decide to have dinner there one more time before we left. Comically, we had to wait until the next night for our dinner reservations, but it was

worth it! We sat outside far away from other tables.

On Monday, July 20th, Jane Margeson arrived by car at SIYC and took the launch out to *Shadow*. She lent Jay and Stephanie her car and they went to buy groceries and do laundry. She stayed at a nearby hotel and we joked about staying in her air-conditioned room with her. It was really nice to have her with us for a few days. She helped us out again with ice blocks. On the day we were leaving SIYC, they were out of ice blocks which we sorely needed. We paid our tab and pulled up to the water dock. We filled our tanks there and Jane delivered ice blocks to us that she had found at Coecles Harbor Boat Yard. She also delivered two gallons of oil to Bleu Moon, which was drinking oil.

On Tuesday, July 21st we had a leisurely sail to Orient Harbor and observed *Baba*, the 183 foot mega yacht, anchored in the middle. We waved as we sailed by and they waved back. Later we googled the yacht and found out it rented for \$350,000 per week!



THE TWO-WEEK CRUISE



The three of us rafted together again along the low beach, "Long Beach", that protects the harbor from south winds. The beach was very hot, but the swimming was great. The water was very clean and clear throughout the whole trip out east. There were a few jellyfish, but Pam managed to get stung on her arm!

The Sweeneys sailed over from their dock in Greenport and joined the raft for the night. They were kind enough to go shopping for us before they came and helped reprovision the *Bleu Moon*, even having gone to the farm stand for fresh veggies!

We stayed until the next day Wednesday, July 22nd and then had a nice close-hauled sail, making it in a few tacks to Coecles Harbor on Shelter Island. Before we left, I went on a solo dinghy excursion to explore the area. The Sweeneys lingered in Orient Harbor before returning to Sterling Harbor, their home port. They made arrangements to meet us for dinner later that evening.

We entered Coecles Harbor and passing along the shore of Ram's Head Island, the shading of the water with hues of green in the sunlight was particularly beautiful. We used the moorings available at the Ram's Head Inn as we planned to have dinner there. The Inn was kind enough to allow Jane to use their private beach after she explained that she was waiting for us to arrive by boat. We had comfortable weather again that day with a nice breeze in the afternoon.

We had a group of ten that night for dinner with Charlie, Jane, Jay, Stephanie, Don, Ellen, Pam and myself along with Clayton and Jen, who had bought Stephanie and Jay's old boat *Cayenne* in 2019. They have a home in New Suffolk and were planning to join us in *Cayenne* for the next leg of the trip around Robbins Island.

It was hot and muggy that night at the Ram's Head Inn, dinner and cold drinks hit the spot! While waiting for dinner, we were checking future wind forecasts which were unfavorable for our eventual return. West winds were predicted for Tuesday and Wednesday the following week. We decided to cut our trip short, skip Robbins Island, head to West Neck Harbor next, back to Lake Montauk the coming Friday, then work our way home Saturday and Sunday. This was a good plan and we stuck to it.

We all enjoyed our dinner and conversations that night. We sat awhile at the table after our meal talking, when all of a sudden





weather alerts were going off on our phones, warnings from friends on the mainland that a big storm was closing in! Predicted 50 mph winds, lighting, rain, hail—you get the picture. We abruptly got up, threw a lot of money at Jane to settle the bill, and walked as fast as we could to our dinks and then went back out to our boats.

We heard thunder in the distance and battened down the hatches. The storm only produced light rain by us, but Jane said the rain was so heavy where she was that she had to stop on the way back to her hotel. Friends on the mainland were sending reports of a violent storm and heavy downpours! We were lucky that we had just missed it! It was a very hot and sticky night on the boats, and none of us slept well!

On Thursday, July 23rd, the morning dawned clear and sunny, but it was still on the muggy side. We dropped our moorings and headed into Coecles Harbor Marina to refuel, take on water, pump out the waste tanks, and of course, get more ice. The dock attendant, Mackenzie, was more than accommodating, helping us tie up and take care of our needs, despite beads of sweat running down her

face! We saw Billy Joel's Downeaster *Alexis* tied up in her slip also. We proceeded to motor out of Coecles Harbor, into Gardner's Bay and headed around the southern side of Shelter Island.

Once on the bay, there was some SW wind, so we sailed close-hauled on starboard tack for Cedar Point and the incoming tide helped push us through the point. This became a long starboard tack to Northwest Harbor, then we tacked over to port just off Barcelona Neck. We sailed past Sag Harbor with many more mega yachts anchored outside the harbor and North Haven Peninsula.



The skies were becoming overcast and started to look threatening. As we rounded the north end of the peninsula a squall hit. We had timed the current to be in our favor as there is a bit of a race, with both strong currents and the Shelter Island South Ferry crossing to contend with. The water was getting whipped up, the wind was up to 24 kt and it started raining as we motored through and headed directly to West Neck Harbor, our destination and refuge from the squall.



THE TWO-WEEK CRUISE



The anchorage there is marked by buoys and is tiny. There were several boats already anchored, more than I expected for a week day. We all dropped anchors in the continuing squall which was challenging. The harbor anchorage area was very tight and trying to give room to other anchored boats was difficult. The squall passed, we regrouped and the sun started to come out. We made our dinks ready to explore!

In the harbor we met some power boaters who were from Massapequa—such a small world. We were then recognized by people on a boat from Wantagh, who had anchored near us when we had held an RV on the Connetquot River recently.



We dinked over to the Island Boat Yard about 1600 hours, just in time for the Shipwreck Bar to open and had a celebratory drink overlooking the marina grounds out into the harbor. It doesn't get much better than this! After one drink, we decided to continue exploring the harbor and headed out into West Neck Harbor and then up into West Neck Bay.

Stephanie remained on *Rising Tide* and radioed us that a super large sailboat had just anchored very near *Shadow*, disgorging passengers jumping in the water, kite boards, foiling kite boards, kayaks and other water toys. The boat was large, maybe 70-80 ft. in length, and everyone on board looked like they were having a good time. It was quite a scene all around us! As abruptly as they entered the harbor, about 1900 hours they pulled anchor and left, which was a relief to us. We thought the party would go on late into the night!

We were planning on leaving in the morning, and after a hot night the night before, had hoped to get a good night's rest. We had a thunder and lightning storm about midnight. It poured for about 20 minutes washing our boats clean.

Friday, July 24th we departed West Neck Harbor at 0700 hours to catch the outgoing tide, sailing and motoring along the way. When we were between Shelter Island and Cedar Point we noticed a mega yacht approaching the point from the east and it was going to be rounding the point at the same time we were. She was headed to Sag Harbor and we had a pretty dramatic passing very early in the morning!

We entered Lake Montauk and headed to the anchorage for one last night. In the anchorage we met our friend Dan aboard *Novella*. We swam and chatted awhile with him and found out that he was going to stay

there longer. We planned a 0500 hours departure for Shinnecock the next morning.

Saturday, July 25th we left Lake Montauk in a heavy fog, slowly proceeding around Montauk Point. The visibility gradually improved as we rounded the point, but there were areas of patchy fog still persisting along the south shore. Seas were calm to Shinnecock Inlet with a light wind that clocked WSW. Pods of dolphins were spotted along the way. We arrived at Shinnecock at about 1130 hours, but decided to keep going to Fire Island Inlet.

Shadow and *Rising Tide* continued motoring in to WSW 12 kt winds. *Bleu Moon*, tired of motoring, tacked due south about 5 miles in order to sail. *Shadow* attempted tacking off shore also but the wind remained WSW. If we continued sailing we would arrive in Fire Island Inlet at 0300. *Bleu Moon* tacked further offshore to avoid fishing trawlers until about eight nautical miles offshore and then we tried to get on a favorable tack to head west, but just couldn't get a straight shot at FI Inlet.

Realizing we were going to get in really late, I plotted a direct course to FI Inlet Sea Buoy, thirty-two nautical miles away. We were motor sailing close hauled, when a couple of miles into this the wind started to clock south a bit more and then we were sailing! We kept the motor on to make time and arrived at the Inlet at 2145 hours.

As we got closer the wind picked up to 20 kt and it was really exciting approaching the inlet charging along with 5 and 6 foot swells on a port tack doing almost 7 kt boat speed. Spray was flying, our hair was blowing and we felt like we were moving at 50 kt in the darkness. *Bleu Moon* entered FI Inlet with our genoa still unfurled. Entering the inlet after sunset was a bit scary as there was no moon and it was very dark. We retraced our outgoing track on our chart plotter, picked up the buoys and made it in.

Rising Tide had anchored in Sore Thumb at 1930 hours and then *Shadow* came in at about 2030 and rafted up. *Bleu Moon* followed at 2200 hours and rafting up in the dark with wind and current was tricky. We had night caps and stayed up until about 0100 hours talking and unwinding! It was a great trip and we were glad that all of us were safe. We planned on leaving for our home ports in the morning on the incoming tide.

We had a great time with many memorable moments, and despite Covid-19 our trip was safe, successful and enjoyable.

Hopefully you all can join the next two-week cruise. Personally, I have learned a lot from cruising with the SBCC, thanks to more experienced members. This is so, even after having cruised in my own power boat for many years before. It has always been a rewarding and fun experience cruising with the South Bay Cruising Club!



THE ONE-WEEK CRUISE ON THE BAY

by Wendy Gesele

This year's one-week cruise, like some of the other activities this year, was modified. Instead of beginning the day after the Blast as posted in the yearbook, it was postponed a couple of weeks. We are sorry for the disappointment this may have caused to those who had already made vacation arrangements. It was unavoidable. The delay in start allowed the worst of early August's heat to fizzle. Aside from some precipitation the first day and during the journey to Sailors Haven, the weather was practically ideal! Most days were in the 70s-80s and a few of the nights were actually chilly.

Saturday, August 15: Many of the boats arrived early to attend the "Clashin' Fashion" rendezvous hosted by Andy and Tiff Drossos on *Sabbatical*. We had an enjoyable evening with the now "traditional" dinghy raft up on the host boat's stern. Using the one-week cruise "Go Fly a Kite Day" as inspiration, Tiff put a smile on all attendees' faces by handing out kites—very thoughtful!

Sunday, August 16: The cruise has officially started! Although it was a rainy day, it gave everyone an excuse to sleep late and/or have a "PJ" day. Scott and I were excited to watch the Islanders beat the Washington Capitals and take the Round 1 series lead 3-0. For dinner, we braved a wet dinghy ride across to the Snapper Inn. This was



followed by delivering desserts to Fred and Mara Leisegang on *Dust in the Wind* via our new tongue-in-cheek enterprise that we are calling "Dinghy Dash." Rich and Sue Troy on *Fun Sway* enjoyed first class service from Snapper Inn. They delivered directly to the Troy's boat slip!

Monday, August 17: What a beautiful morning! Unfortunately, the wind was almost nonexistent, so we all motored to Davis Park. About halfway across I witnessed a huge sea turtle surface for air and then disappear back under the water. Astonishment was the only word that came to mind. I had no idea they came into the bay!

Upon arriving at Davis Park, we were greeted by Jim and Trudy Persson from *Alexa Grace II*. *Dust in the Wind*, *Fun Sway*, and *Kailani*, all had been able to get slips next to each other. After settling in, a few of us went to enjoy the ocean waves and fly our kites. It was followed by a 1700 hours cocktail hour





on the floating dock, then a relaxing dinner at the Casino Café.

The night ended with conversation at the dock and watching nature's fireworks (lightning over Long Island). Eventually our after-hours party ended when the heavens opened. We were winding up, so no harm, no foul. The extra fresh water rinse was appreciated.

Tuesday, August 18: Another relaxing do-your-own-thing day. We came together for dinner on the dock. Thanks to Mara for her delectable pulled pork sliders with homemade coleslaw and Trudy for her delicious Orzo salad. Right before the gang was set to trek to the beach for some star gazing, we were pleasantly surprised when Commodore Charlie Margeson on *Shadow*

pulled into the slip next to *Dust in the Wind* that had just been vacated—great timing! During the star gazing, Rich used an app on his phone to help us identify the Milky Way, Jupiter and Saturn. He also took some amazing pictures with his SLR camera.

Wednesday, August 19: In order to get ahead of the approaching precipitation, we left Davis Park early and motored to Sailors Haven. When the sky opened, we said goodbye to Rich and Sue over the VHF radio and shortly afterwards, the rest of us arrived at our destination. The staff at Sailors Haven were AMAZING! Not only had they posted reserved signs on our individual slips with each boat's name, they also directed us each into the appropriate slip, helped us tie up while giving multiple offers of "anything



THE ONE-WEEK CRUISE ON THE BAY



you need”—and they meant it. They were so accommodating!

After the weather passed, *Kailani*, *Dust in the Wind*, *Shadow*, and *Alexa Grace II* were joined by Joe Werkmeister with Christina Pietras on *Polaris*, followed by Stephanie and Jay Pizer on *Rising Tide*. Great job on the stern-in maneuvers.

A bounty of food was presented by all for the Hawaiian shirt pot luck dinner. We feasted until we were about to pop but there was still so much food that we decided to do it again the next night. Todd and Pam McCarthy arrived on *Bleu Moon* around 2130 just before a group of us embarked on another night of star gazing. Watching Mars rise over the horizon was impressive.

Thursday, August 20: Another gorgeous day—keep ‘em coming! Bob and Timmi OBrien arrived on *Kyla Marie* and later Joe’s brother Dave and sister-in-law Kathy powered in for the day on *Nirvana*.

We enjoyed a nature walk through Sunken Forest and were surprised to see Jeff Mattera rowing in from *Eagle’s Wings*.

I answered as many questions as I could about the inhospitable and unique environment found on this part of Fire Island. For those who have never taken the opportunity to visit, I highly recommend the adventure. Be sure to stop by the Ranger’s station first for some helpful and interesting information.

Upon returning to the dock, we discovered Eric Winberry and his family had arrived to enjoy the day and amenities. Watching the sunset during “Pot Luck: The Sequel” with these wonderful people made me realize this wasn’t like being in paradise—it was paradise.



Friday, August 21: Ugh—another early-rise day. Too bad I am such a night owl as we had to be off the dock by 0900. But it was for a good reason, Scott and I needed a head start in order to go home and resupply for the “Margaritaville/Cheeseburger in Paradise” get together that was to come later at Hemlock Cove. We rejoined *Dust in the Wind*, *Polaris*, *Rising Tide* and *Bleu*



Moon and then *Mara*, Joe and I flew our kites off the sterns of our boats while others watched the kite surfers coasting on the bay. The Commodore soon rejoined us on his powerboat. When it was “5 o’clock somewhere,” Scott raised the Margaritaville flag and everyone gathered. He broke out the blender and started passing out frozen Margaritas in plastic Margarita glasses—YUM!

After half a bottle of tequila and many toasts to a great week, phase 2 began; cheeseburger sliders complete with Heinz 57 and French-fried potatoes. Added to that was a kosher pickle slice thanks to Pam and Cheeseburger in Paradise was realized.



Saturday, August 22: The Pirates of Caribbean rendezvous hosted by our Commodore was a huge success. Bob and Peg Van Tassel on *Margaret Gale*, Roger Daisley on *Blue Horizon* and Chris DeMarco on *Sovereign* are just a few of the many people who joined in the festivities. This included Andrew and Krista Hemingway, who soon afterwards rejoined the club.



Sunday, August 23: We had the Champagne breakfast! *Kailani* rafted with *Dust in the Wind* to offer more stern real estate for the dinghy rafting. Thanks went to Fred Liesegang for building a table top on his inflatable dinghy, so all of the food was accessible in a central location. We feasted on cheesy scrambled eggs, bagels, muffins, sausage, Canadian bacon, and lox while we toasted with mimosas to the end of a wonderful week.



2020 One-Week Cruise Participants:

6 nights:

Kailani, Dust in the Wind

4 nights:

Alexa Grace

3 nights:

Fun Sway, Shadow, Polaris, Rising Tide, Bleu Moon

8 boats participated in the 2020 one-week cruise on the Bay.

RENDEZVOUS THROUGHOUT THE SEASON



RENDEZVOUS THROUGHOUT THE SEASON



RENDEZVOUS THROUGHOUT THE SEASON



RENDEZVOUS THROUGHOUT THE SEASON



THE BLAST



BOAT YARD PARTY



SBCC MEMBER LISTINGS

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Addeo, Anthony & Laura Kalarjian	2019	2 Harrison Place, Farmingdale, NY 11735 B:516-249-4444 x25 C(M):516-978-0072 C(S):516-455-4797 E(M):addeo@addeolaw.com E(S):lauralazarini1234@gmail.com	Princess Of Airtimino	264
Aiossa, Mark & Vanessa	2015	7 Copperleaf Lane, Colts Neck, NJ 07722 C(M):516-369-5181 C(S):347-564-5446 E(M):maiossa3@gmail.com	Synergy	82
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):bvbalwin5@gmail.com	Magic	3123
Baxter, Belle	1998	6320 Case Avenue, Bradenton, FL 34207 H:941-264-7841 C(M):941-666-8784 E(M):sailibrarian@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):bcbecker12@verizon.net E(S):bbbecker2003@yahoo.com		
Becker, Dorothy & Joel	1977	355 Blackstone Blvd. Apt. 437, Providence, RI 02906 H:401-443-4354 C(M):631-766-4189 C(S):516-639-1806 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 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	Shaz	410
Biviano, Douglas & Lee	2019	1125 Pequash Ave, Cutchogue, 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
Blumenthal, Jamie & Karen	2021	38 Circuit Rd., Bellport, New York 11713 H:631-286-6454 C(M):631-372-2000 E(M):capippan@gmail.com	Aquae Sulis Coe's Nest	306
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 11762 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):mbrouse6@gmail.com		
Bucher, Della	1998	Care Of Atria, 53 Oceana Ave., Room 211, Bay Shore, NY 11706 C(M):631-626-3568		

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 #
Burke, Thomas & Marie	2009	124 Hiawatha Drive, Bay Shore, NY 11706 H:631-666-2421 B:212-264-0800 C(M):917-232-2423 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	4 Prospect Avenue, Bay Shore, NY 11706 H:631-838-1476 B:631-838-1476 C(M):631-838-1476 E(M):sandccands@aol.com		
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	
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):lchris11185@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	64 Whitehall, My Dime, Take Five	179 518
Cornman, Fred	1983	12 Larkspur Drive, West Islip, New York 11795 H:631-669-6628 C(M):631-358-4077 E(M):frederickcorman@aol.com	Emerald Seas	25036
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	Powerboat	
Czach, Richard & Sandy	1988	9 Cord Avenue, West Babylon, NY 11704 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		
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
Daveler, Carey & Darylann Boyle	2021	652 West Penn Street, Long Beach, New York, 11561 C(M):717-824-9697 C(S):717-572-1508 E(M):cjdaveler@outlook.com E(S):boyle.daryl@yahoo.com	Amblin`	909

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SBCC MEMBER LISTINGS

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Davies, Douglas & Barbara	1980	18 Mirfield Street, Stony Brook, NY 11790 H:631-689-7467 B:631-751-4300 x102 C(M):631-882-1228 E(M):doug@thedavies.us	Gypsy Moon	141
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		
Davison, Thomas & Susan	2010	42 Hamilton St., Sayville, NY 11782 B:516-807-5343 C(M):516-807-5343 C(S):516-315-0151 E(M):sdavison@optonline.net	Peregrine	361
DeMarco, Christopher	2014	191 Grand Central Ave, Amityville, NY 11701-3706 H:347-331-8141 C(M):347-331-8141 E(M):garveyboy12@aol.com	Sovereign	199
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:516-754-2256 C(M):516-754-2256 C(S):516-818-9656 E(M):sailvela@optonline.net E(S):eniko1@optonline.net	Boston Whaler; Rover; Tuesday's Child	1848 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@biocraftforthotics.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		
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
Eilbeck, Sally & Bill	1988	P.O. Box 144, Babylon, NY 11702 H:631-661-1507 C(S):631-332-6282 E(M):njord144@gmail.com	Njord	144
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

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SBCC MEMBER LISTINGS

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Feldman, Lenny	2014	217-12 Horace Harding Expressway, Oakland Gardens, NY 11364 B:718-229-3788 C(M):516-850-7722 E(M):lenardfeldman@gmail.com	Mo'sun	17
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	Further	30
Fifield, Jarrett & Allison	2005	138 Shore Road, Babylon, NY 11702 H:516-606-6204 E(M):mashomack@gmail.com	Tanga	25021
Folcarelli, Guy & Terry	2019	48 Orchard St., Lindenhurst, NY 11757 C(M):516-991-6370 C(S):516-991-6373 E(M):guyfolk55@gmail.com E(S):teresazamia1@aol.com	Jacqueline IV	52066
Forman, Robert & Jacqueline	1969	84 Gamer 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):rstormanj@aol.com E(S):jfforman1@aol.com	Fiona	48
Forsyth, Eric	1962	2 Bond Lane, Brookhaven, NY 11719 H:631-286-9721 E(M):ericforsyth@gmail.com	Cambria	25004
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	Gulf Rasca!; Radio Flyer; Shadow	14364
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	Kailani	6030
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	Midnight Sun	33
Glinski, Daniel & Jane	2004	1028 Martinstein Avenue, Bay Shore, NY 11706 H:631-242-2841 E(M):jada57441@gmail.com	Heart of Gold	15
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):f.golder@verizon.net E(S):em.golder@verizon.net	Bionator	395
Goodman, Michael & Gail	1979	158 Sequams Lane, West Islip, NY 11795 H:631-587-2550 E(M):mikegoodma@aol.com	Intrepid	186
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):chrissgoodwin90@yahoo.com E(S):vanessasalado@gmail.com		
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		
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:516-650-3836 B:631-968-8863 E(M):jerryg@pianomastersllc.com	Compass Rosie	738

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SBCC MEMBER LISTINGS

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Greco, DJ & Joe	2008	39 W. Lake Dr., Patchogue, NY 11772 C(M);631-312-7485 C(S);631-790-1440 E(M);dijnjoe79@yahoo.com E(S);joendj@yanoo.com	Tanzanite	295
Grottoli, Flori & Claudio	2000	14 Sequams Lane West, West Islip, NY 11795 B:631-789-0555 C(M);631-836-1836 C(S);631-942-7777 E(M);anafiori@icloud.com E(S);cavallieri@mindspring.com	Floriana	242
Gutmann, Robert & Ruth	2019	4 Cherokee Lane, Commack, NY 11725 C(M);516-376-4559 C(S);631-379-9575 E(M);robertgutmann@optonline.net E(S);rg2361@aol.com	Moonrise	446
Hackett, James & Jennifer	2020	59 Bay Ave, Bayport, New York 11705 C(M);631-901-6809 C(S);631-793-8108 E(M);james.j.hackett@gmail.com E(S);jennifer.silecchia@gmail.com	Are We There Yet?	4760
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
Hemingway, Andrew & Krista	2005	55 East End Ave. Apt # 2 L, New York, NY 10028 H:646-592-0334 E(M);ahemingway75@aol.com		
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	Whitecaps	25028
Holst, John	2001	77 Sequams Lane East, West Islip NY 11795 B:631-944-9656 C(M);631-356-5946 E(M);jholst@optonline.net	Point Of View; 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	Wanderlust	115
Hyer, David & Joann	1992	PO Box 466, West Islip, NY 11795 H:631-669-4819 B:516-358-3524 E(M);els1ins@aol.com	Filbuster	12
Hyer, David M. & Brianne	2009	101 Sequams Lane, West Islip, NY 11795 H:631-482-8854 C(M);516-652-6647 E(M);dhyer1523@aol.com E(S);brmschilt@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	18
Joinnides, David & Heather	2019	30 Lawrence Lane, Bay Shore, NY 11706 H:631-581-0865 C(M);917-655-8014 C(S);917-656-7505 E(M);david.joinnides@gmail.com E(S);hjoinnides@gmail.com	Cherry Pi	25020
Kennedy, Bruce & Melissa	1975	7 Bayside Ave., Amityville, NY 11701 H:631-598-0751 B:631-691-0100 E(M);bkennedypc@aol.com	Hooch	329

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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(M):516-380-3038 C(S):516-314-9682 E(M):denniskrug@yahoo.com E(S):adrianaj99@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		
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):lappandlapp@optimum.net	ClasSea M	1053
Larmor, Dever & Andrea	1961	11 Lawrence Lane, Bay Shore, NY 11706 B:631-859-5244 x1005 C(M):631-905-7967 C(S):631-383-4655 E(M):dever.larmor@live.com E(S):andreatheartist2004@yahoo.com	Incredible	305
LaTorre, Richard & Ginny	1981	11 Cutter Place, West Babylon, NY 11704 H:631-321-7311 E(M):crrf1855@optonline.net	Gracie Rose	
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		
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(M):jacklev13@yahoo.com E(S):barblev13@yahoo.com	Barbara's Rose	
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	Dust In The Wind	10
Ljungqvist, Peter & Kathy	1986	306 S. Country Road, Brookhaven, NY 11719 H:631-286-4840 E(M):ljungqvistp@gmail.com E(S):churchlady321@gmail.com		
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 C(M):631-235-2965 C(S):631-235-2966 E(M):cdmargeson1@gmail.com E(S):jmarg0618@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):patricia.marinaccio@stonybrook.edu		
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	Derailed	217

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SBCC MEMBER LISTINGS

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
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 C(M):516-322-0548 E(M):info@ddmrealstate.com	Adelina Rose	97834
Mattera, Jeff	1981	485 North Windsor Ave., Brightwaters, NY 11718 C(M):631-431-1350 E(M):jimmattera@yahoo.com	Eagle's Wings	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	Bleu Moon	439
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	Bonked Out	60032
Messina, Chip & Cathleen	2014	239 Keillum Street, West Babylon, NY 11704 C(M):631-559-4648 C(S):718-913-6934 E(M):chip12846@gmail.com E(S):cathleen32449@gmail.com	Out of Bounds	6633
Messina, Gaspare & Laurie	1994	13090 Brookshire Lake Blvd., Fort Myers, FL 33966 C(M):631-707-1576 C(S):516-848-6785 E(M):axxel276@gmail.com E(S):gaxelash@aol.com	Laurie Jean	641
Miano, Thomas	2020	7 Inlet View, Bay Shore, New York 11706 C(M):917-693-5498 E(M):tmiano150@gmail.com	Thriller	2261
Miligi, Michael & Eileen	2005	P.O. Box 465, Brightwaters, NY 11718 H:631-665-9430 C(M):631-774-3786 E(M):amblinmike@gmail.com	Breakers	
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	Galatea	177
Montana, Susan & Robert Bennett	1999	173 North Main Street #262, Sayville, NY 11782 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		
Moran, Susan	2018	451 Potter Boulevard, Brightwaters, NY 11718 B:631-639-3710 C(M):631-560-7839 E(M):smoran@sco.org	Whisper	25012
Morgan, Jack & Kathleen	1997	531 Pine Acres Blvd., Brightwaters, NY 11718 H:631-665-1646 C(M):631-786-7562 E(M):jpmorgan531@verizon.net E(S):farrek01@verizon.net	Mystic	42740
Morgan, Steve & Diane	2015	149 Durkee Lane, East Patchogue, NY 11772 H:631-472-4643 C(M):516-680-5829 C(S):631-220-4349 E(M):smorgan5@optonline.net E(S):diane5866@optimum.net	Sea Breeze	218

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SBCC MEMBER LISTINGS

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
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	
Murphy, Dennis & Brianne Vought	2021	7 Southview Court, Yaphank, New York 11980 C(M):631-252-0699 E(M):dennis@southshoresurf.com E(S):brianne.ny@gmail.com	Gidget: Miss Liberty II	52
Murray, Earl & Trudy	1970	4953 Bacopa Lane #605, St. Petersburg, FL 33715 H:727-864-2572 C(M):727-599-7765 E(M):waterloose@gmail.com		
Murray, William & Connie	1983	Box 225, Blue Point, NY 11715 H:516-658-6084 B:516-635-8975 E(M):murray2484@aol.com E(S):murray2857@gmail.com		
Novak, Lawrence & Irene	1986	246 Marilyn Street, East Islip, NY 11730 H:631-277-9201 C(M):631-793-4717 C(S):631-678-8933 E(M):larrynirene34@gmail.com E(S):larrynirene@hotmail.com	H2O Buggy; Summerhome II	46
OBrien, Robert & Timmi	2011	76 Garfield Avenue, Sayville, NY 11782 C(M):631-834-2820 C(S):631-834-2822 E(M):captrdobrien@gmail.com E(S):triminalapa@gmail.com	Kyla Marie	85
Odland, Steve	2020	511 West Brown Street, Luverne, MN 56156 H:507-283-2022 C(M):612-308-7413 E(M):steve.odland@gmail.com	Ra'iatea	2273
O'Connell, Martin & Marcel	1988	133 Tahluh Lane, West Islip, NY 11795 H:631-422-2216 C(M):516-901-5994 E(M):martocon@kb5gang.com E(S):marcell@kb5gang.com	Kickin' Back	1227
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
Piazza, Vincent & Colleen	2007	142 East Meirose 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	Rising Tide	50110

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Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Pshedesky, Edward & Helen	1998	211 Shell Falls Drive, Apollo Beach, FL 33572 H:631-664-5540 C(M):631-664-5428 C(S):631-664-5540 E(M):cyberpoosh@aol.com	Silent 'P'	340
Purnhagen, David & Patricia	2003	44 South Snedcor Ave., Bayport, NY 11705 H:631-472-9199 C(M):631-807-1383 C(S):631-278-0623 E(M):dpurnhag@optonline.net E(S):pattipurn@hotmail.com	Thistle	134
Quigley, Karen & Stephen Wegmann	2013	12 Jackson Road, Babylon, NY 11702 H:631-661-1544 B:631-321-1795 C(M):631-983-7811 C(S):516-996-1197 E(M):k.quigley4@verizon.net E(S):tunmelguygmt@yahoo.com	Cally Won	25002
Ramsdell, Isabelle	1957	28 Walnut Ave., Rockville Centre, NY 11570 H:516-208-8383 E(M):lindasaurus@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):careed@optonline.net	Sea Reed	802
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):sailorchce@aol.com E(S):allisonreichel@aol.com	Dark Side; Hooch; Naughty Dog; Scapegoat; Silver Bullet	329 42371 619
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.bettinelli@verizon.net	Libertad	25034
Roig, Brandon & Corinne	2021	31 Prospect Street, Babylon, New York 11702 C(M):631-786-4476 C(S):631-816-5122 E(M):brandon.roig@gmail.com E(S):kutamojada@gmail.com	Stowe Always	3781
Romaine, Mark & Carolyn	2007	183 Cedar Lane, Babylon, NY 11702 C(M):631-334-8933 C(S):631-796-1016 E(M):mark.romaine@yahoo.com E(S):dls11220@yahoo.com	Lettuce Buy	57
Sebouhian, Gary	2010	5011 199th Street, Flushing, NY 11365 H:718-225-0791 C(M):516-551-4399 E(M):gary.sebouhian@gmail.com	Pandemonium	2224
Seidenberg, Rita Ann	1954	2950 South East Ocean Blvd. #53-3, 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):captinshep@aol.com E(S):cfshep@aol.com	Arcadia; No Teak Aah	30947
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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):misslib1@icloud.com		
Sidebottom, Martha Jean	2020	2309 First Ave, Ronkonkoma, NY 11779 C(M):631-774-3548 E(M):jeansidebottom@yahoo.com	<i>Esprit de Mer</i>	25031
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	<i>Leviathan</i>	12918
Smith, Michael & Virginia	1977	10620 Habitat Trail, Bokeelia, FL 33922 C(M):239-633-3623 C(S):239-633-3616 E(M):michaelsmith@comcast.net	<i>Last Laugh</i>	
Smith, Robert & Christine	2020	37 Willow Lane, Lindenhurst, NY 11757 C(M):516-817-5128 C(S):631-445-3775 E(M):superbee1968@aol.com E(S):cscaizo7@aol.com	<i>Sailsmith</i>	684
Soloff, Susan	2008	141 Granada Pkwy, Lindenhurst, NY 11757 H:631-957-1220 B:631-669-0859 C(M):516-849-9557 E(M):s52yarm@gmail.com	<i>Solitude; Stealingtime</i>	432 8754
Stang, Mark	2006	P.O. Box 501, Ocean Beach, NY 11770 B:631-567-7792 C(M):631-831-6264 E(M):thestangcorp@aol.com		
Tedesco, Dave & June	1998	178 Clintonville Rd., Cooperstown, NY 13326 H:516-398-2777 C(M):516-398-2777 C(S):516-398-1630 E(M):captin5538@gmail.com E(S):junebug5538@gmail.com	<i>Phoebe Rose</i>	5538
Tesoro, Richard & Adrienne	2001	4 Westbridge Drive, Babylon, NY 11702 H:631-587-0300 C(M):516-768-5291 C(S):650-815-1417 E(M):naiad34@verizon.net E(S):aaafft@verizon.net	<i>Naiad</i>	1020

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 #
Tienber, Vincent	2016	703 Densfield Road, West Babylon, NY 11704 H:631-487-2354 E(M):vteniber@outlook.com	<i>Pelagic</i>	1855
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):johntrottacpa@msn.com	<i>On the Green</i>	
Troy, Rich & Sue	2003	1 Stymus Ave., Bethpage, NY 11714 H:516-935-5367 C(M):516-455-0028 C(S):516-380-2694 E(M):t4oyman@gmail.com E(S):t4oysu@gmail.com	<i>Fun Sway</i>	60
Van Nostrand, David & Jeanne	1979	14 Christopher Court, Babylon, NY 11702 H:631-669-8862 B:631-264-0031 E(M):dvncpa@aol.com	<i>Lorna Doone</i>	120
Van Tassel, Robert & Peggy	1977	3 Sumpwams Ave, Babylon, NY 11702 H:631-422-6382 B:631-712-6170 C(M):516-551-4712 C(S):631-278-0188 E(M):sailwinquest@hotmail.com E(S):peggy.pvt@gmail.com	<i>Blue Eyes: Margaret Gale</i>	614 16
Vetter, Robert & Joann	1989	75 Bayview Drive, Oakdale, NY 11769 H:631-589-8209 E(M):bobvetter@optonline.net	<i>Dragon's Power</i>	
Vine, Scott	2020	393 Arcadia Drive, West Islip, NY 11795 C(M):631-786-7196 E(M):poolmanscott@hotmail.com	<i>Roam</i>	152
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 E(S):zonasnoopy@gmail.com	<i>Polaris</i>	531
Westpfahl, James & Donna	2002	404 South Second Street, Lindenhurst, NY 11757 H:631-226-2376 C(M):516-810-0547 E(M):jameswestpfahl@gmail.com E(S):grandmadmw3@aol.com	<i>Meander</i>	
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	<i>Tortoise</i>	40014
Williamson, Douglas & Kathy	2014	18 S. Penataquit Ave., Bay Shore, NY 11706 H:631-357-3956 B:631-587-2424 C(M):516-578-0909 E(M):douglaswilliamson@gmail.com	<i>Tandem</i>	1515
Wimberry, 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	<i>Aleboat II</i>	232
Woodrick, Scott	2002	3 Railroad Plaza, Bay Shore, NY 11706 H:631-969-7970 B:631-665-8913 E(M):scott@uniquestatements.com	<i>Heritage</i>	33855
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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 E(M):wardbrooks0@gmail.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):pommier50lad@aol.com	Moondance
Flaughter, 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):sflaughter11@gmail.com	
Gilberti, Gina & Tom	2015	42 Alan Street, East Islip, NY 11730 H:631-277-9694 C(M):631-882-2674 C(S):631-383-1196 E(M):giltenfrwd@aol.com	It's Now or Never
Gray, Richard & Barbara Kuriata	2019	406 South Fulton Ave, Lindenhurst, NY 11757 C(M):631-786-9938 C(S):631-786-9942 E(M):rgray3@hotmail.com E(S):bararakgray@gmail.com	
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
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 B:917-842-6843 C(M):917-842-6843 C(S):516-314-6321 E(M):steve.loudon@hotmail.com	
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	
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):jprohan1@yahoo.com	Alexa Grace II
Sweeney, Don & Eileen	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

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SBCC MEMBERS

SBCC FLEET - SAILING AUXILIARIES

Sail #	Boat Name	Name	Rig	LOA	Draft	Model
	<i>Aquae Sulis</i>	J. Blumenthal	sloop	36`	2` 6``	Southerly 110
10	<i>Dust In the Wind</i>	F. Liesegang	sloop	34` 2``	4` 0``	Pearson 34-2
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
17	<i>Mo`sun</i>	L. Feldman	sloop	32`	4` 3``	Catalina 320
18	<i>Ripple</i>	M. Jeshiva	sloop	33` 6``	4` 6``	Hunter 33
30	<i>Further</i>	J. Fifield	sloop	34`	4` 6``	1986 Tartan 34-2
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`	West sail 42
52	<i>Miss Liberty II</i>	D. Murphy	sloop	30`	2` 8``	Island Packet 26 mkII
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` 9``	Beneteau Oceanis 390
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
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>Wanderlust</i>	I. Holzmacher	sloop	35`	3` 9``	Pearson
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
130	<i>Vixen</i>	F. Peter	ketch	36` 5``	4` 6``	Pearson 365 Ketch
134	<i>Thistle</i>	D. Purnhagen	sloop	24`	3` 4``	Quickstep 24
141	<i>Gypsy Moon</i>	D. Davies	sloop	33`	4` 8``	Cal 33-2
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
152	<i>Roam</i>	S. Vine	sloop	30` 2``	3` 5``	Pearson Wanderer
156	<i>Grace</i>	M. DeMarco	sloop	39`	4` 6``	Irwin Citation 39
177	<i>Galatea</i>	A. Mirchel	sloop	30` 3``	3` 6``	Pearson Wanderer
179	<i>64 Whitehall</i>	J. Corcoran	sloop	14` 6``	6``	Cape Dory 14
186	<i>Intrepid</i>	C. Goodwin	sloop	28`	4` 11``	Tartan
199	<i>Sovereign</i>	C. DeMarco	sloop	27`	3` 4``	1987 Pearson 27-2
203	<i>Shadow</i>	C. Margeson	sloop	41`	4` 2``	Morgan 41 Classic
217	<i>Derailed</i>	M. Marko	sloop	29`	4`	C&C 29
218	<i>Sea Breeze</i>	S. Morgan	sloop	27`	2` 6``	1986 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``	1992 Hunter 28
242	<i>Floriana</i>	C. Grotoli	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
295	<i>Tanzanite</i>	J. Greco	sloop	29` 6``	4`	Hunter 295
305	<i>Incredible</i>	D. Larmor	sloop	26`	2` 4``	Bombay Express

SBCC FLEET - SAILING AUXILIARIES

Sail #	Boat Name	Name	Rig	LOA	Draft	Model
306	<i>Coe's Nest</i>	J. Blumenthal	sloop	30'	3' 11"	Hunter 306
329	<i>Hooch</i>	Kennedy/Reichel	sloop	24'	4' 11"	Melges-24
340	<i>Silent 'P'</i>	E. Pshedesky	sloop	33' 6"	4' 6"	Hunter 340
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
410	<i>Shaz</i>	J. Biesel	sloop	41'	5' 3"	Jeanneau Sun Odyssey 410
432	<i>Solitude</i>	S. Soloff	sloop	30'	5' 5"	Irwin
439	<i>Bleu Moon</i>	T. McCarthy	sloop	37' 3"	4' 2"	Tartan 37
446	<i>Moonrise</i>	R. Gutmann	sloop	27'	18"	S2 7.9
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
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
675	<i>Shoot'n the Breeze</i>	R. Czach	sloop	35'	4'	Hallberg Rassy 35
684	<i>Sailsmith</i>	R. Smith	sloop	27'	3' 2"	Tartan 27
702	<i>Nirvana</i>	P. Halpin	sloop	42'	4' 10"	Catalina 42
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)
802	<i>Sea Reed</i>	B. Reed	sloop	34'	3' 6"	Morgan
909	<i>Amblin'</i>	C. Daveler	sloop	30' 2"	3' 5"	Pearson Wanderer
913	<i>Vantage</i>	D. Hyer	sloop	22'	3' 8"	J-22 ODR
1020	<i>NAIAD</i>	R. Tesoro	sloop	34'	4' 4"	Catalina 34 WK
1053	<i>ClasSea M</i>	C. Lapp	sloop	36'	4' 5"	Catalina 36
1156	<i>JT9D</i>	P. Rendich	sloop	24'	5'	Melges 24
1227	<i>Kickin' Back</i>	M. O'Connell	sloop	34'	4' 6"	Tartan 34-2
1442	<i>Ranger</i>	R. Malinka	sloop	25'	3' 6"	Cape Dory 25D
1515	<i>Tandem</i>	D. Williamson	sloop	30'	3' 5"	Tartan 3000
1848	<i>Rover</i>	N. DeMarco	sloop	19'	4'	O'Day Mariner
1855	<i>Pelagic</i>	V. Tieniber	yawl	35'	3' 10"	Allied SeaBreeze
2224	<i>Pandemonium</i>	G. Sebouhian	sloop	29'	4'	C&C 29 MK II SD
2261	<i>Thriller</i>	T. Miano	sloop	23' 5"	2' 9"	Beneteau First 235
2273	<i>Ra'iatea</i>	S. Odland	sloop	35' 7"	4' 6"	Catalina 36 MK11



SBCC FLEET - SAILING AUXILIARIES

Sail #	Boat Name	Name	Rig	LOA	Draft	Model
2803	<i>Sabbatical</i>	A. Drossos	ketch	36' 6"	4' 6"	1976 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
3781	<i>Stowe Aways</i>	B. Roig	sloop	37'	4' 6"	Island Packet 37
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
4760	<i>Are We There Yet?</i>	J. Hackett	sloop	27'	4'	Catalina 27
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	30'	3' 10"	Catalina 30
6633	<i>Out of Bounds</i>	C. Messina	sloop	27'	3' 5"	Catalina
7700	<i>Dark Star</i>	R. LaTorre	sloop	26'	5' 2"	S-2 7.9 ODR
8754	<i>Stealingtime</i>	S. Soloff	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
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>Cambria</i>	J. Frederick	sloop	38'	4' 6"	Moody 38 CC
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
25012	<i>Whisper</i>	S. Moran	sloop	36'	4' 6"	Catalina
25018	<i>Sea Fox</i>	D. Biviano	sloop	41'	4' 2"	Morgan Out Island
25020	<i>Cherry Pi</i>	D. Joinnides	sloop	25'	3' 9"	C&C 25
25021	<i>Tanga</i>	G. Folcarelli	sloop	22'	3' 6"	Catalina 22



SBCC FLEET - SAILING AUXILIARIES

Sail #	Boat Name	Name	Rig	LOA	Draft	Model
25028	<i>Whitecaps</i>	W. Hillebrand	sloop	49' 1"	5' 10"	Beneteau
25031	<i>Espirit de Mer</i>	J. Sidebottom	sloop	27'	3' 5"	Pearson 27
25034	<i>Libertad</i>	L. Rodriguez	sloop	34' 5"	3' 11"	Tartan 3400 CCR
25036	<i>Emerald Seas</i>	F. Cornman	sloop	30' 7"	4'	1986 Tanzer 31
30947	<i>Arcadia</i>	R. Sheppard	sloop	41' 1"	4' 6"	Bristol 41.1
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
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
42740	<i>Mystic</i>	J. Morgan	sloop	34'	4' 6"	Sabre 34
50110	<i>Rising Tide</i>	J. 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'	2002 Catalina 380
60024		S. Flaughter	sloop	19'	8' 3'	
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 YACHTS BY NAME

Yacht	Sail#	Owner
64 Whitehall	179	J. Corcoran
Adelina Rose	97834	D. Marzocco
Akimbo	33978	K. Boyle
Aleboat II	232	E. Winberry
Allison Rose	251	G. Reed
Amblin`	909	C. Daveler
Aquae Sulis		J. Blumenthal
Arcadia	30947	R. Sheppard
Are We There Yet?	4760	J. Hackett
Belle Free	123	B. Baxter
Bionator	395	M. Goodman
Bleu Moon	439	T. McCarthy
Blue Eyes	614	R. Van Tassel
Bonked Out	60032	J. Mendolia
Busman's Holiday	732	S. Brice
Cally Won	25002	K. Quigley
Cambria	25004	J. Frederick
Chanson	4271	J. Dunnells
Cherry Pi	25020	D. Joинnides
ClasSea M	1053	C. Lapp
Coe's Nest	306	J. Blumenthal
Compass Rosie	738	G. Gravina
Dark Star	7700	R. LaTorre
Derailed	217	M. Marko
Drumshanbo	10987	B. Pittman
Dust in the Wind	10	F. Liesegang
Eagle's Wings	4201	J. Mattera
Emerald Seas	25036	F. Cornman
Espirit de Mer	25031	J. SIDEBOTTOM
Fair Winds	5488	G. Bernichon
Filibuster	12	D. Hyer
Fiona	48	E. Forsyth
Floriana	242	C. Grottoli
Fox	150	V. Piazza
Free Spirit	119	R. DeSimone
Fun Sway	60	R. Troy
Further	30	J. Fifield
Galatea	177	A. Mirchel
Glenbeigh	655	T. Burke
Grace	156	M. DeMarco
Gypsy Moon	141	D. Davies
Heart of Gold	15	F. Golder
Heritage	33855	S. Woodrick
Hooch	329	Kennedy/Reichel
Incredible	305	D. Larmor
Intrepid	186	C. Goodwin
Intruder	25003	G. Reed

Yacht	Sail#	Owner
Jacqueline IV	52066	R. Forman
JT9D	1156	P. Rendich
Kailani	6030	S. Gesele
Kariana	42380	D. Krug
Kickin` Back	1227	M. O'Connell
Kyla Marie	85	R. O'Brien
Lady in Red	11047	T. Drossos
Laurie Jean	641	G. Messina
Leprechaun	112	D. Connor
Lettuce Buy	57	M. Romaine
Leviathan	12918	R. Simpson
Libertad	25034	L. Rodriguez
Lorna Doone	120	D. Van Nostrand
Maggie Lee	11185	L. Christiansen
Magie	3123	B. Baldwin
Margaret Gale	16	R. Van Tassel
Merry Ann	220	Burns/Cook
Merry Ann	220	Burns/Cook
Midnight Sun	33	D. Glinski
Miss Liberty II	52	D. Murphy
Moondance	60007	L. Donatelli
Moonrise	446	R. Gutmann
Mo`sun	17	L. Feldman
Mystic	42740	J. Morgan
Naiaid	1020	R. Tesoro
Naughty Dog	42371	J. Reichel
Nirvana	702	P. Halpin
Njord	144	S. Eilbeck
Noddy	149	J. Papa
Out of Bounds	6633	C. Messina
Pandemonium	2224	G. Sebohian
Pelagic	1855	V. Tieniber
Peregrine	361	T. Davison
Phoebe Rose	5538	D. Tedesco
Polaris	531	J. Werkmeister
Princess Of Artimino	264	A. Addeo
Radio Flyer	14364	V. Ganzi
Ranger	1442	R. Malinka
Ra`iatea	2273	S. Odland
Rettsie	103	K. Padden
Ripple	18	M. Jeshiva
Rising Tide	50110	S. Pizer
Roam	152	S. Vine
Rover	1848	N. DeMarco
Runaway	47	W. Danilczyk
Sabbatical	2803	A. Drossos
Sailsmith	684	R. Smith

SBCC FLEET BY NAME



SBCC YACHTS BY NAME

Yacht	Sail#	Owner	Yacht	Sail#	Owner
<i>Scapagoat</i>	619	J. Reichel	<i>Take Five</i>	518	J. Corcoran
<i>Sea Breeze</i>	218	S. Morgan	<i>Tandem</i>	1515	D. Williamson
<i>Sea Fox</i>	25018	D. Biviano	<i>Tanga</i>	25021	G. Folcarelli
<i>Sea Reed</i>	802	B. Reed	<i>Tanzanite</i>	295	J. Greco
<i>Sereia</i>	25006	J. Bopp	<i>Thistle</i>	134	D. Purnhagen
<i>Shadow</i>	203	C. Margeson	<i>Thriller</i>	2261	T. Miano
<i>Shaz</i>	410	J. Bieselín	<i>Tortoise</i>	40014	W. Wheeler
<i>Shoot'n the Breeze</i>	675	R. Czach	<i>Tuesday's Child</i>	25007	N. DeMarco
<i>Silent 'P'</i>	340	E. Pshedesky	<i>Vantage</i>	913	D. Hyer
<i>Silver Bullet</i>	42370	J. Reichel	<i>Vixen</i>	130	F. Peter
<i>Solitude</i>	432	S. Soloff	<i>Wanderlust</i>	122	M. Benach
<i>Sovereign</i>	199	C. DeMarco	<i>Wanderlust</i>	115	I. Holzmacher
<i>Stealingtime</i>	8754	S. Soloff	<i>Whisper</i>	25012	S. Moran
<i>Stowe Always</i>	3781	B. Roig	<i>Whitecap</i>	13642	J. Holst
<i>Summerhome II</i>	46	L. Novak	<i>Whitecaps</i>	25028	W. Hillebrand
<i>Sweet Lorraine</i>	60030	D. Sweeney	<i>Windancer</i>	3612	E. Everitt
<i>Synergy</i>	82	M. Aiossa			

SBCC FLEET POWER VESSELS

Boat Name	Owner	LOA	Draft	Model
<i>Alexa Grace II</i>	J. Persson	30'		Mainship Pilot
<i>Barbara's Rose</i>	J. Levitsky	34'	3' 3"	Mainship Pilot
<i>Boston Whaler</i>	N. DeMarco	17'		Boston Whaler Outrage
<i>Breakers</i>	M. Miligi	23'		Caravelle
<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>Gidget</i>	D. Murphy	23'	18"	Steiger Craft
<i>Gracie Rose</i>	R. LaTorre	28'	3' 6"	Flyeapoint/BHM
<i>Grady White</i>	A. Hemingway	26' 5"	3'	Grady White Express
<i>Gulf Rascal</i>	V. Ganzi	68'		Hatteras Convertible
<i>H2O Buggy</i>	L. Novak	20'		Proline
<i>It's Now or Never</i>	G. Gilberti	46'		POST Sportfishing Yacht
<i>Just Us & Bear Hugs</i>	E. Collini	34'	3' 6"	Silverton
<i>Ladyann</i>	R. Mourino	29'	2'	Cutwater 26
<i>Last Laugh</i>	M. Smith	30'	3'	Mainship Pilot 30
<i>Meander</i>	J. Westpfahl	36'	3' 6"	Albin Trawler w/Sail
<i>My Dime</i>	J. Corcoran	23'		J Corcoran
<i>No Teak Aah</i>	R. Sheppard	28'	2'	Pursuit Denali
<i>On the Green</i>	J. Trotta	34'	3' 3'	Mainship Pilot
<i>Our Time</i>	T. Chambers	25' 2"		Ranger Tug
<i>Point Of View</i>	J. Holst	23'	2'	Maxum 2100 SD
<i>Powerboat</i>	D. Crocker	25'	3'	Steiger Craft
<i>Shadow</i>	V. Ganzi	36'		Albemarle 36 Express
<i>Spirit</i>	J. Lane	25'		Wellcraft Sportsman



In Memoriam

“ *What does the cup of ocean hold?*

Glory of purple and glint of gold;

Tenderest greens and heavenly blue,

Shot with the sunlight through and through;

Wayward ripples that idly roam.

Tumbling breakers with gallant foam;

”

— *Amos Russel Wells*



EDWARD HOPKINS

JOAN PETROSKE

CHRISTOPHER SCHAEFER

GRETCHEN STANG

ALEX YAXIS



The SBCC Yearbook Committee would like to thank the following members, associates and friends who contributed art or 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.

Mark Aiossa

Jerry Holwell

Ed Pshedesky

Eric Forsyth

Richard LaBella

Helen Pshedesky

Jeff Frederick

Charlie Margeson

Jim Reichel

Elizabeth Frederick

Diane Morgan

Brandon Roig

Scott Gesele

Rich Mourino

Eric Winberry

Wendy Gesele

Jay Pizer

Ruth Gutmann

Stephanie Pizer

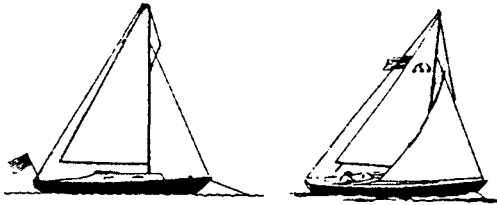
Cover photo and others courtesy of Michael Busch, Great South Bay Images

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.

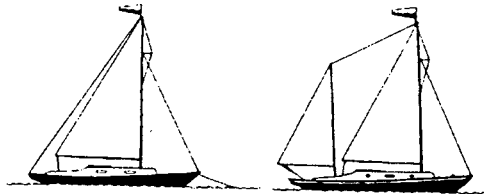


THE ENSIGN

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.

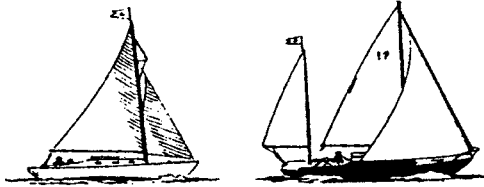
When not under way, the ensign is flown from the stern staff. When under way, power boats fly the ensign from the stern staff. Sailboats have several choices: all sailboats may fly the ensign from the stern staff; gaff-rigged yachts may fly the ensign from the peak; marconi-rigged yachts may fly the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

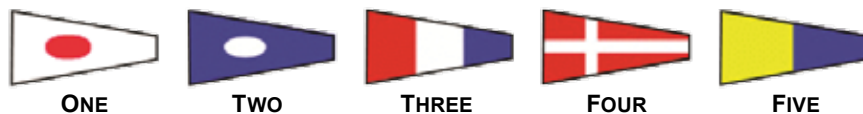
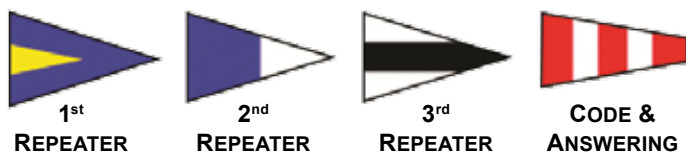
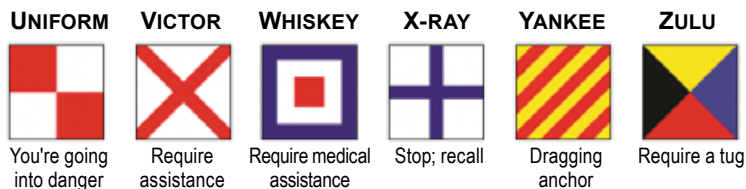
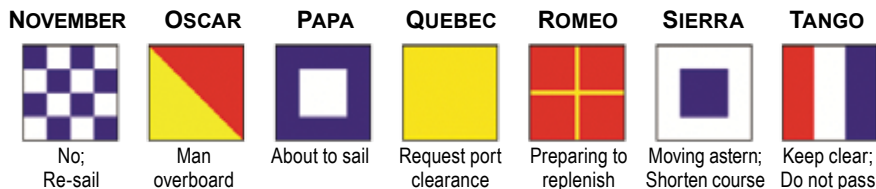
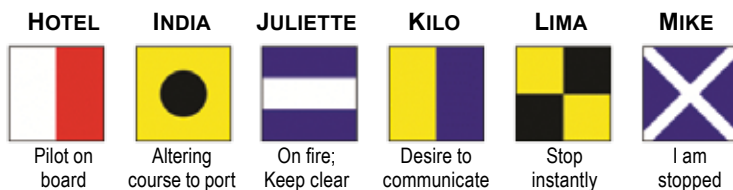
PROCEDURE FOR OBSERVING COLORS

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





VISIT YOUR SBCC WEBSITE!

To obtain club gear, all items are shown in our ship's store on the SBCC website:

<https://sbccsail.org/home/order-items/>

You may place an order for pick up and payment at an event later.

We accommodate major credit cards, check, and cash at pick up.

The website is preferred, but for a complete non-technical experience, please leave a message for the storekeeper at (631) 335-8482.

Glen Bernichon glen@bernichon.com

BURGEE	
BASEBALL CAP	
UV PROTECTIVE POLOS	
VISOR	
T-SHIRT	
LONG SLEEVE T-SHIRT	
MEN'S & WOMEN'S POLO SHIRTS	
LIGHT WEIGHT MEN'S AND WOMEN'S TEE SHIRTS	
SBCC KID T-SHIRT	
PREMIUM 10 oz HOODIE SWEATSHIRT	
CREW NECK SWEATSHIRTS	
PACKABLE RAIN JACKET	
SOCKS	
4 GALLON TOTE BAG	
DECAL	
LONG SLEEVE MOCK TURTLENECK	

Look for your storekeeper at major events and expect new items to be added during the year. Suggestions are welcome and appreciated!

We have the ability to order apparel from **Lands' End** and have our SBCC logo embroidered. This can be done by calling **1-800-535-3060** and providing them with our logo reference number 0841436W or customer number 4357878. You can also visit landsend.com and place your order.

If you prefer to shop at a store, **Stitches and Screens** at 394 North Windsor Ave in Brightwaters will also embroider our club logo on their items. Their phone number is **631-665-6299**. They also have a website at stitchesandscreens.net for your review.

