



2022 SOUTH BAY CRUISING CLUB



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.*

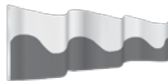
*We like the seas when the breeze is right
We like the glow of a harbor light.
Blue skies by day and the stars at night.
Blow, winds, blow.
Blow, winds, blow.*

~ Ed Schecker





The SBCC Flagship *Cambria*



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

2022 Yearbook

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COMMODORE'S MESSAGE

I am honored to have been elected your new Commodore in 2022. As we make our way into the 71st year of the SBCC's existence, we should all reflect on what makes this club so special. Yes, we certainly all love sailing, racing, and cruising, but at our core we are a social club! We thrive when we gather on the bay each weekend during the season, at our parties throughout the year and on cold, blustery Monday evenings over the winter, when we plot the season's activities. It is all of you who make this club so special by volunteering your time.



Sailing is an art form; sailing is a culture. Sailing has its own language that is foreign and confusing to landlubbers—and I think we all take small joy in that. The words we use have long histories, many of us understand and appreciate the long and twisted etymological journey these phrases have made. Sailing also requires a diverse set of skills and knowledge, which can be learned from books or courses, but must be refined through hours of practical experience. What other hobby includes diesel mechanics, knot tying, weather prediction, physics, blackwater plumbing, electrical maintenance and troubleshooting? Lastly, like all cultures, sailing is passed from generation to generation through the telling of stories. We gather for cocktails at parties and rendezvous to share stories of boat repairs, near misses, wild storms and foul currents. We share amongst ourselves these little slices of sailing culture, often shrouded in comedy, but usually serving a more important purpose as cautionary tales. These stories are our personal histories and like any culture that wishes to advance, we must learn from our history.

In the year ahead, we have an excellent line-up of activities for the club. The Regatta Committee has another fantastic year of series and invitational races planned. The Tuesday night BSIR racing series has become the most well-attended series on the bay. Our two-week cruise captain has held planning meetings and the route to Martha's Vineyard has been laid! We have a cruise captain selected for the one-week cruise, which will follow the same basic template as 2021. This is not to say there won't be a new set of twists and turns on the bay, or excellent new movies to be watched under the stars! The Program Chairman has a great line-up of interesting seminars which kicked off with an amazing presentation of his experience on the 2015 Transatlantic Race. Our Fleet Captain has a full line-up of RVs planned for the season, so please make plans to join us out there. For those of you who love to party, the Hospitality Committee has been hard at work planning our land-side parties. I am looking forward to a fun-filled summer of float-plans and parties, laughter and friendship.

From the rivers and bays on the east side to the beautiful coves in the west, or our rediscovered RV location this year at Sore Thumb, let's get out there and proudly fly our club burgees, lead by example and have the most fun on the bay! I am looking forward to seeing you all out there.

Respectfully,

Jeff Frederick

FLEET CAPTAIN'S MESSAGE



Welcome to the 2022 sailing season and, hopefully, to putting Covid in our rearview mirror. Throughout the pandemic we have continued to have socially safe rendezvous and other events. We will continue moving forward into 2022 with a great planned Two-Week Cruise and a One-Week Bay Cruise in addition to our weekly rendezvous on the bay.

Pirates, Catalina Wine Mixer, Wooden Ships, Cinco de Mayo, Luau, Italian Feast, Party on the Bar, Fall Family Weekend, and Octoberfest are some of the many themed rendezvous planned this summer. Rendezvous are a great way for new members to meet fellow cruisers in a friendly and welcoming social setting.

I would like to encourage new members to try hosting a rendezvous—it's essentially hosting a happy hour on your boat. Other boats can raft together with yours if more cockpit space is needed (later breaking off in the evening, if need be). I am sure that you will make new lasting friendships. We were nervous the first time hosting, too, but soon realized it's easy to do.

Pam and I are excited to be hosting two rendezvous at a new location, Sore Thumb, near Fire Island Inlet. It's a beautiful location with a beach to visit, a huge sandbar to explore at low tide and a good spot to fish. It's also the jumping off point for the Two-Week Cruise.

There will also be some cruiser-friendly races with the Spring and Fall Family Weekend Races to Atlantique and the West Island Race, all with a cruising class planned. If you would like to gain race experience, you can join or crew on a Tuesday or Thursday evening race, off Bay Shore and Babylon, respectively.

So get your boats in shape for another great sailing season, and we look forward to seeing you on the water!

Todd McCarthy

REGATTA CAPTAIN'S MESSAGE

"We cannot control the wind, but we can adjust our sails."

From our beginning in 1951, racing has always been a part of the South Bay Cruising Club's Constitution. Jack Travis headed the Race Committee that first year and led our Club to GSBYRA Race Week, to race in our first Sayville YC Invitational and the Bellport Bay YC Labor Day Regatta. He also organized our first West Island Race with thirty-six boats joining the fun.

Since then, the South Bay Cruising Club has maintained a strong racing program for the PHRF cruising community on the Great South Bay. I'm happy to take the helm as Regatta Captain to continue this tradition.



For our racing season the SBCC Regatta program is organized into two categories:

Weekly Series Schedule

- Tuesday night BSIR series begins May 31st. Ted Drossos & Gary Sebouhian continue to lead this very successful program. They have made some small improvements to the courses and handicapping this year. The casual approach and pursuit start format makes this the most popular PHRF racing series on the bay. It's not unusual to see over fifteen boats in the Tuesday night races, and the post-race BBQ at Cook's yard is always well worth it.
- Thursday Babylon Twilight series starts June 2nd. This is a traditional start series for those dedicated racers and Rick LaTorre will again lead this series. This year we have revised the format to an "every other Thursday" schedule to hopefully get more of the sailors west of the bridge out and participating. Please join us as captain or crew—this is an exciting series.

Weekend Races

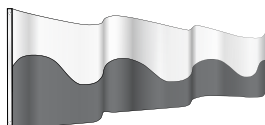
There are many great weekend races you can participate in with friends and/or family as crew for an enjoyable and exciting day on the bay. The SBCC has four sponsored weekend races throughout the season. These are designed for both cruisers and racers and include destination races such as the Spring Race to Atlantique on May 21st and the fall Discoverer's Race with BSYC on October 8th, which is our most popular race of the season. The West Island race on August 13th is our premier SBCC-sponsored event. The Mayor's Cup on September 10th is sponsored by the LIYC. Babylon YC has the Babylon Cup June 10th, the Babylon YC Invitational on July 2nd and the Louis Orr Invitational on October 2nd. We include all these events in our race schedule, which is posted in this yearbook and on the SBCC Race website.

Come join the fun and sharpen your sailing skills. We look forward to seeing more of you on the race course this season!

See you on the bay,

Charles Margeson

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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2022 SOCIAL, CRUISE & RACE CALENDAR

APRIL 2022

CALENDAR	6	Wed 1930	South Bay Cruising Club Racing Awards Seagull Restaurant, West Babylon
	9	Sat 1600	South Bay Cruising Club Spring Party & General Meeting Bay Shore Yacht Club

MAY 2022

7 8	Sat Sun	Rendezvous - " Welcoming New Members" - Bellport Sandy Carlberg & Michele Jaeger
14 15	Sat Sun	Rendezvous - "Cinco de Mayo" - Lawrence Creek Andrea & Dever Larmor, <i>Incredible</i>
21 22	Sat Sun	Spring Family Weekend - Atlantique Wendy & Scott Gesele, <i>Kailani</i>
21	Sat 1200	Spring Race to Atlantique Bay Shore RC Eric Winberry - Pursuit Start
28 29	Sat Sun	Rendezvous - Coast Guard Cove Host TBD
30	Mon 1100	Creepstakes Bay Shore - Single-Handed - Pursuit Start
30	Mon 1200	South Bay Cruising Club Commissioning Day & General Meeting Bay Shore Yacht Club
31	Tues 1900	Bay Shore Invitational Race (BSIR) Spring 1 Pursuit

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



JUNE 2022

2	Thur 1930	Babylon Twilight Race Early Summer 1 Reg Start
4 5	Sat Sun	Rendezvous - "High Seas Tea" - Great River Flori & Claudio Grottoli, <i>Floriana</i> / Peg & Bob Van Tassel, <i>Margaret Gale</i>
7	Tues 1900	Bay Shore Invitational Race (BSIR) Spring 2 Pursuit
10	Fri 1900	<i>Babylon Cup</i> Babylon Yacht Club Reg Start
11 12	Sat Sun	Rendezvous - "Tacos, Guacamole & Margaritas" - Coast Guard Cove Jean Sidebottom, <i>Esprit de Mer</i>
14	Tues 1900	Bay Shore Invitational Race (BSIR) / Commodore's Cup Race #1 Spring 3 Pursuit
16	Thur 1930	Babylon Twilight Race Early Summer 2 Reg Start
18 19	Sat Sun	Rendezvous - "Cocktail Contest" - Oak Island Lead Stephanie & Jay Pizer, <i>Rising Tide</i>
21	Tues 1900	Bay Shore Invitational Race (BSIR) Spring 4 Pursuit
24	Fri	Start of the Two-Week Cruise
25 26	Sat Sun	Rendezvous - "Italian Feast" - Hemlock Cove Kathy & John Trotta, <i>On The Green</i>
28	Tues 1900	Bay Shore Invitational Race (BSIR) Early Summer 1 Pursuit
30	Thur 1930	Babylon Twilight Race Early Summer 3 Reg Start



JULY 2022

2	Sat	Babylon Yacht Club 4th of July Invitational Regatta Babylon Yacht Club
2	Sat	Rendezvous - "Saturday in the Park" - Bellport DJ & Joe Greco, <i>Tanzanite</i>
3	Sun	
5	Tues 1900	Bay Shore Invitational Race (BSIR) Early Summer 2 Pursuit
9	Sat	Rendezvous - "Luau" - Great River Diane & Steve Morgan, <i>Sea Breeze</i>
10	Sun	
10	Sun	End of the Two-Week Cruise
12	Tues 1900	Bay Shore Invitational Race (BSIR) Early Summer 3 Pursuit
14	Thur 1930	Babylon Twilight Race Early Summer 4 Reg Start
16	Sat	Rendezvous - "Catalina Wine Mixer" - Hemlock Cove Ian Holzmacher & Chris DeMarco, <i>Wanderlust / Sovereign</i>
17	Sun	
19	Tues 1900	Bay Shore Invitational Race (BSIR) Early Summer 4 Pursuit
23	Sat	Rendezvous - "Wooden Ships" - Coast Guard Cove Christine & Robert Smith, <i>Sailsmith</i>
24	Sun	
26	Tues 1900	Bay Shore Invitational Race (BSIR) Mid Summer 1 Pursuit
28	Thur 1930	Babylon Twilight Race / Commodore's Cup Race #2 Late Summer 1 Reg Start
30	Sat	Rendezvous - "Margaritaville" - Hemlock Cove Corinne & Brandon Roig, <i>Stowe Away</i>
31	Sun	



AUGUST 2022

2	Tues 1900	Bay Shore Invitational Race (BSIR) Mid Summer 2 Pursuit
6 7	Sat Sun	Rendezvous - "Pirates of the Caribbean" - Coast Guard Cove Jane & Charlie Margeson, <i>Shadow</i>
7	Sun 1300	<i>GSBYRA Invitational Regatta</i> Bay Shore Yacht Club
9	Tues 1900	Bay Shore Invitational Race (BSIR) Mid Summer 3 Pursuit
11	Thur 1930	Babylon Twilight Race Late Summer 2 Reg Start
13	Sat 1200	<i>West Island Invitational</i> Bay Shore RC Marko/Davis
13 14	Sat Sun	Rendezvous - "Party on the Bar" - Sore Thumb Pam & Todd McCarthy, <i>Bleu Moon</i>
16	Tues 1900	Bay Shore Invitational Race (BSIR) Mid Summer 4 Pursuit
20	Sat 1200	<i>South Bay Cruising Club "The Blast" & General Meeting</i> The Wharf, Oakdale
21	Sun	Champagne Breakfast - Great River Fleet Captain Todd McCarthy, <i>Bleu Moon</i>
21	Sun	Start of One-Week Cruise in the Bay
23	Tues 1830	Bay Shore Invitational Race (BSIR) Late Summer 1 Pursuit
25	Thur 1900	Babylon Twilight Race Late Summer 3 RC O'Connell Reg Start
27 28	Sat Sun	Rendezvous - "Boys of Summer" - Hemlock Cove Elizabeth & Jeff Frederick, <i>Cambria</i>
28	Sun	End of the One-Week Cruise
30	Tues 1830	Bay Shore Invitational Race (BSIR) Late Summer 2 Pursuit



SEPTEMBER 2022

CALENDAR

3	Sat	Bellport Bay Yacht Club PHRF Lite Series RC BBYC (See www.bellportyc.com for NOR)
3 4	Sat Sun	Rendezvous - "Missed Birthdays" - Bellport Mara & Fred Liesegang, <i>Dust in the Wind</i>
4	Sun	Queen of the Bay Race Bellport Yacht Club Start TBA
6	Tues 1830	Bay Shore Invitational Race (BSIR) Late Summer 3 Pursuit
8	Thurs 1830	Babylon Twilight Race Late Summer 4 Reg Start
10	Sat 1200	Mayor's Cup Race Long Island Yacht Club RC Davis Reg Start
10 11	Sat Sun	Rendezvous - "Take Me Out to the Ball Game" - Great River Christina Pietras & Joe Werkmeister, <i>Polaris</i>
13	Tues 1830	Bay Shore Invitational Race (BSIR) Late Summer 4 Pursuit
17 18	Sat Sun	Rendezvous - "A Traditional RV" - Oak Island Lead Sue & Rich Troy, <i>Fun Sway</i>
20	Tues 1800	Bay Shore Invitational Race (BSIR) Fall 1 Pursuit
24 25	Sat Sun	Rendezvous - "Birthday" - Sore Thumb Pam & Todd McCarthy, <i>Bleu Moon</i>
27	Tues 1800	Bay Shore Invitational Race (BSIR) Fall 2 Pursuit



OCTOBER 2022

1	Sat	Rendezvous - "Oktoberfest" - Great River Janice & Glen Bernichon, <i>Fair Winds</i>
2	Sun	
2	Sun 1200	Louis Orr Invitational - After Party Babylon Yacht Club RC Babylon Yacht Club Reg Start
4	Tues 1800	Bay Shore Invitational Race (BSIR) Fall 3 Pursuit
8	Sat 1200	Discoverer's Race to Atlantique Bay Shore RC BSYC Pursuit Start - Non-Spin
8	Sat	Rendezvous - "Fall Family Weekend" - Atlantique Jeff Mattera, <i>Eagle's Wings</i>
9	Sun	
11	Tues 1800	Bay Shore Invitational Race (BSIR) Fall 4 Pursuit
15	Sat	Rendezvous - "Weenie Roast" - Watch Hill Kris & Mike Funciello, <i>Si Baby</i>
16	Sun	
22	Sat	Rendezvous - "Mardi Gras" - Sailors Haven Stephanie & Jay Pizer, <i>Rising Tide</i>
23	Sun	



NOVEMBER 2022

5	Sat 1200	South Bay Cruising Club Boat Yard Party & General Meeting Long Island Yacht Sales, Bay Shore
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DECEMBER 2022

10	Sat 1800	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 & ASSOCIATES

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



Kris and Mike Funciello are the proud owners of *Si Baby*, a Krogen 38' cutter. They live for the New York sailing season and can be found on the bay most evenings during the summer.

Kris is a Long Island nurse. She has been power boating on the bay most of her life and practically raised her kids at Davis Park.

Mike is a pilot who purchased his first Sunfish in 1972 using money that he earned as a paperboy. He's been sailing the Great South Bay with his kids for more than thirty years.

On their first date, Mike took Kris out for a sail on the GSB and the rest is history. Kris was a convert and fell in love with sailing—not to mention Mike.

Together they purchased *Si Baby* in 2019 and have begun the slow process retrofitting her. They live aboard from May to November with their dog Charlie and their cat Scuttlebutt.

They were so happy to meet Scott and Wendy Gesele at Davis Park last summer and be introduced to the SBCC. Nothing makes Kris and Mike happier than to cruise, eat, drink and socialize. They attended several rendezvous last season and really feel like they've found a home with fellow cruisers. They are looking forward to a great '22 sailing season.

They were sponsored by Wendy and Scott Gesele and Mara and Fred Liesegang.



Bill Hito and Qudsia Osmani live in West Islip with their three children: daughter Safia, six, son Zachary, three, and this year, the newest addition, Raad. They sail a Catalina Capri 18, *Jumbo Shrimp*. In 2021 she was docked at Willets Creek and this year they moved her to the Connetquot River (one of their favorite waterways of the island).

Bill works in clinical marketing and he's also a realtor, while Qudsia has a background in teaching. Above all, they all love sailing the bay!

Bill grew up in West Islip and always appreciated the privilege of having the GSB as his backyard. He is a self-taught sailor, originally finding a sunfish on Craigslist. He had no idea what he was doing. He pushed it off into the water and instantly caught the sailing bug. From there he went through about six other small sailing dinghies with different rigs and configurations and then co-built a nutshell pram at the Long Island School of Wooden Boat Building.

Qudsia grew up in Brooklyn. She moved out to Long Island, met Bill and learned to love sailing after that.

They couldn't fit their growing family on a Stuart-Little-esque craft, so they decided on a keelboat. They are looking forward to many sailing adventures and memories with family and friends and grateful for all the warm, welcoming sailors of the SBCC!

They were sponsored by Jim and Jennifer Hackett and Jeff and Elizabeth Frederick.

NEW MEMBERS & ASSOCIATES



Kenneth Lindahl & Maureen Liccione live in Brightwaters. Ken grew up in Queens and moved to Nassau County when he was 15. Maureen grew up in Nassau as well. They have two grown daughters.

Ken is a retired NYPD Inspector and Maureen currently is a New York State judge.

They recently purchased *Becky* from SBCC members Charlie and Barbara Becker and renamed it *Cur Non* (Why Not? in Latin). Ken and Maureen are long time members of the Bay Shore Yacht Club where *Cur Non* is docked. Ken is a past Commodore of the BSYC where Maureen has hosted many parties.

After selling their 18-foot center console power boat, they are looking forward to learning more about sailing and participating in SBCC events.

They were sponsored by Jerry Gravina and Charlie and Barbara Becker.



Alexis and Cathy Stephani live in Deer Park. Alexis is in accounting and Cathy is in medical technology.

Currently they sail a Morgan 30, *Luna Blu*, that they keep at Timber Point Marina. While sailing is new for Cathy, who grew up in Brooklyn, Alexis has been sailing since childhood. Alex's parents Dimitri and Helen (Lena), were long time SBCC members. Alexis and his brother George grew up sailing a Tartan 27, *Lena*, on the bay.

Alexis and Cathy have four adult children, who love to sail with them. They have just experienced the wonder of becoming grandparents to Nicholas. Alexis can't wait to teach Nick to sail on his Sunfish. He says, "Let's start them young!"

They were sponsored by Pam and Todd McCarthy and Mary Ann and Bill Cook.

NEW ASSOCIATES



Mike and Wendy Bernardis live in East Islip. Mike grew up in East Islip and Wendy grew up in Queens.

They bought their Grand Banks 32 trawler, *Giddy II*, five years ago. It winters at Bill Cook's marina and summers at a private dock on the Connetquot River. Originally buying her as a fixer-upper, they are finally getting close to realizing their dream of being long distance cruisers.

They've been together for seventeen years and when they finally decided to tie the knot in 2014, it was with an unforgettable celebration on the dock at a family home on Oak Island. They are both recently retired and have two grown-up girls along with four—soon to be five—grandchildren.

Mike has been boating on the Great South Bay most of his adult life. He built his first boat from fiberglass molds and has had three more boats since that one—the last two with Wendy.

They're looking forward to cruising with the club and spending time with other boating fanatics!

They were sponsored by Todd and Pam McCarthy and Jim and Donna Westpfahl.

New Members & Associates
Attending Events



2021 COMMISSIONING DAY



2021 COMMISSIONING DAY



2022 OFFICER INSTALLATION DINNER



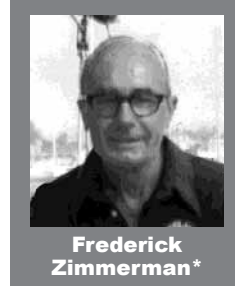
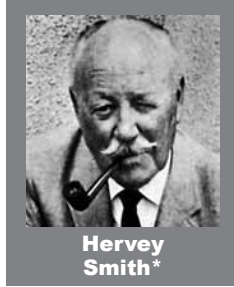
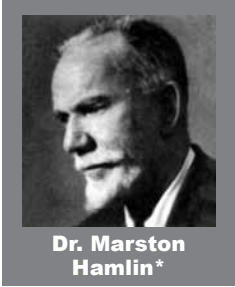
2022 OFFICER INSTALLATION DINNER



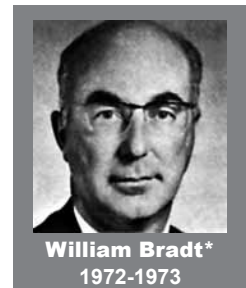
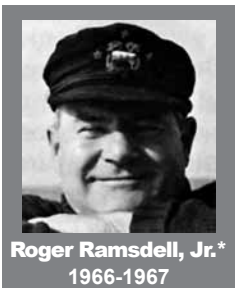
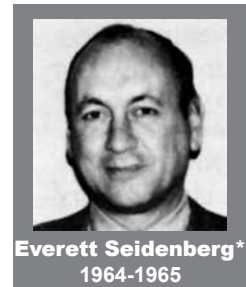
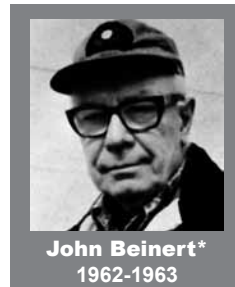
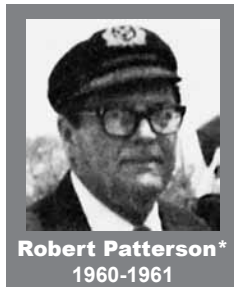
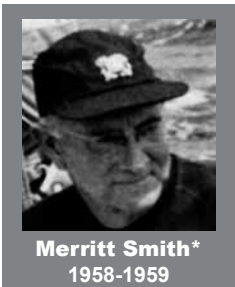
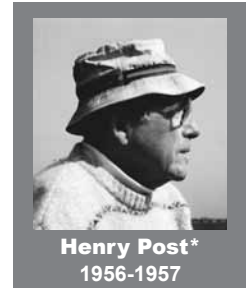
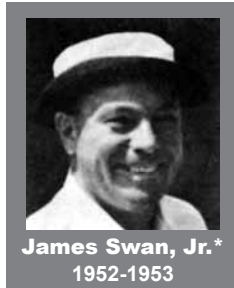
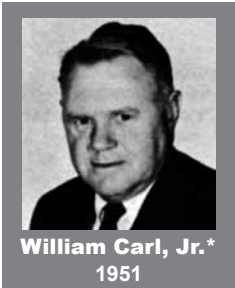
FOUNDING MEMBERS AND PAST COMMODORES

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.

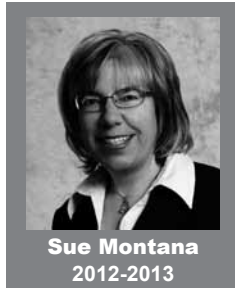
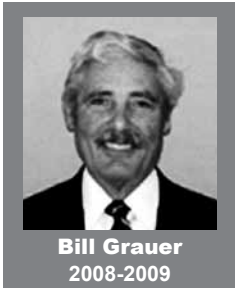
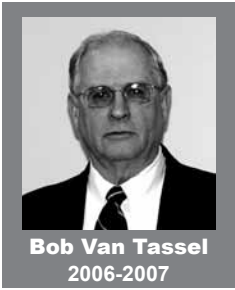
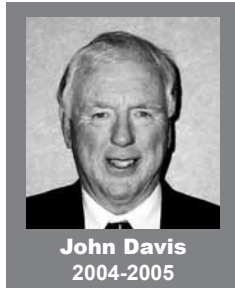
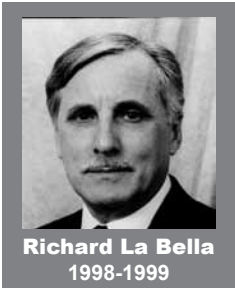
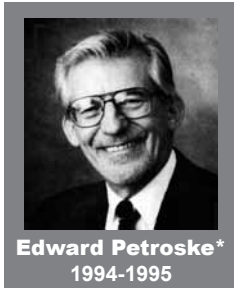
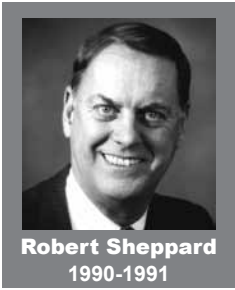
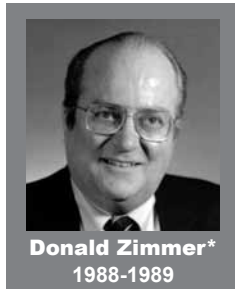
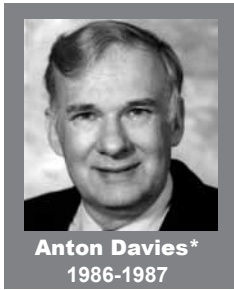
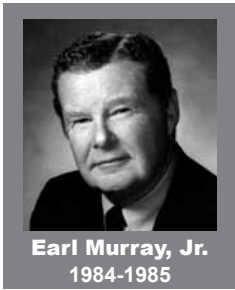
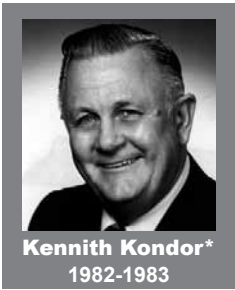
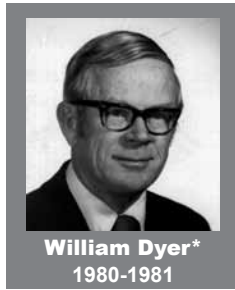
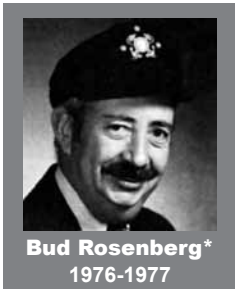
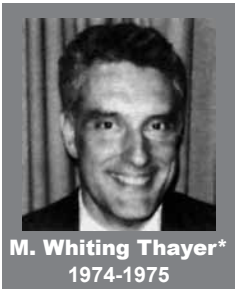
SBCC Founding Members



SBCC Past Commodores

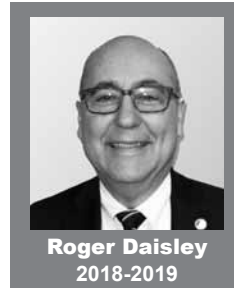
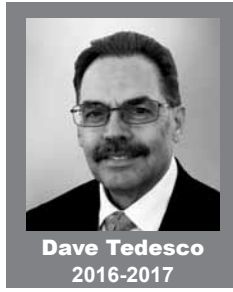
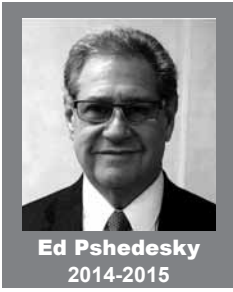


FOUNDING MEMBERS AND PAST COMMODORES



*Deceased

FOUNDING MEMBERS AND PAST COMMODORES



Past Commodores Rich LaBella, Roger Daisley, Charlie Margeson, Bob Sheppard and Bob Van Tassel



New members

MEMBERS FOR 50 YEARS OR MORE



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

* Past Commodore



LOOKING ASTERN: *FROM THE YEARBOOK ARCHIVES*



1952

Membership 62

Cruising

From all reports it does not appear that our boats got very far afield in 1951. Several got out to Block Island and elected to return via the Sound and East River rather than risk Shinnecock Inlet. Others seemed satisfied to stop there or unstep their masts and go on to Shelter Island. The stabilization of the Inlet, now in progress, and the new Cruising Award should encourage longer cruises in the future.

Racing

The first Annual West Island Race on August 5th was a great success. A fleet of thirty-six yachts made quite a spectacle as they started under ideal sailing conditions. The alternative of rounding the island either way proved to be an interesting test of baymanship. This race established *Chantey* as the hottest yacht in the fleet. The combination of Sparkman and Stephens' design and Gordie Baldwin's skill proved too much. He got lonesome in the harbor as he waited a half hour for the next boat to finish. Other races were held by yacht clubs around the Bay and about twenty SBCC boats usually turned out. The rendezvous that always followed did much to promote fellowship among the cruising breed.

It is hoped that this yearbook will serve as a veritable "Lloyds of the Bay."

Note: The "year built" column in the SBCC Fleet Listing ranged from 1898 to 1949.



1962

Membership 255

From the Masthead

"Two years at hard labor"—That's the way one newly elected Cruising Club officer described his sudden rise to prominence.

No club ever ran itself—anywhere except downhill. It takes work. It takes the world's most irreplaceable commodity—hours.

The jobs aren't really very glamorous. A surprising lot of it is clerical, the kind of tedium your office puts on IBM machines.

Of course, there's the excitement of staying up all night to figure the season's new handicaps, or the fun of taking finish times in a southwest chop long after the rest of the fleet's at quiet anchor off Snapper Inn

And there's the thrill of sweeping out the debris after a cocktail party and the fun of giving up a Sunday afternoon to measure boats.



It all has to be done, and it is, by uncomplaining officers and committees who will be embarrassed by this editorial. Each year for twelve years, the crew has been found to keep footing.

Commodore Patterson (now retired) started the 1961 season with a literal bang and hoisted the flag on the *Brandy* in the Commissioning Day ceremony, May 29. It blew hard from the North and a man or woman needed a stiff drink to stay alive.

35 Boats Make Cruise

Twenty-one of the contingents made the scheduled rendezvous at Mystic Seaport. Highlights include a memorable nor'easter going into Cormorant Point. A heavy fog and no wind made the Dering to Mystic run interesting. But perfect weather at Mystic cheered things up as 23 children, 3 dogs and 2 cats descended upon the seaport.

Eleven boats rendezvoused at Hamburg Cove, while seven explored Gardiner's Bay.

45 Boats Make Labor Day

Boats rendezvoused at Smith's Point on Saturday night. The evening started off with lightning and a breeze that went around the clock twice in two hours, but the storm never came up and a fine rendezvous was had by all.

Children's Day – September 9

Nobody counted the boats, the kids, or the dogs, but it's reliably reported that the group consumed 127 pounds of frankfurters, 43 boxes of potato chips, and 152 bottles of Pepsi cola. Some adults drank gin.

Racing Information

The SBCC handicap is based on the OFF-SOUNDINGS rule of 1960, plus an experience or performance factor combined on a 30% rate/70% experience ratio. Skippers sail 10 races to gain full performance allowance. Less than 10 is proportioned. Races in which late starts, groundings and rig failures result in slower than normal times, will not be counted.



1972

Membership 403

Review of 1971 Cruising Activities

The sailing season started May 15th, with the first of 38 scheduled races and the Spring Cocktail Party.

The early cruise race, a two-day affair, went east without a hitch on Saturday 6/19, but the return on Sunday was complicated when *Sea Hawk* tried to eat *Sinn Fein's* dink at the start, and several boats didn't round the marks and the committee boat was delayed while rescuing a Hobie Cat and didn't make the finish.

The Annual Cruise was a great success—68 boats attended, and as usual, went at least 66 different ways.

Many more tabernacles were noted on the larger boats. *Aequanimitas* saluted the fleet by raising and lowering her mast, while underway in the Shinnecock Canal.

The Champagne Breakfast saw well over 100 boats clogging Great River—a fabulous sight.

Hans Kahn in his Wianno gaff sloop won the Character Boat race for the second time.

LOOKING ASTERN: FROM THE YEARBOOK ARCHIVES

Great River Week, the Club's new fixture, was better attended than ever, and along with the racing fleet were a large turnout of cruisers, gammers, spectators, even community skippers, no racers could have been short of crew.

Racing Information

Course Instructions

Courses and dates were published for 22 different races. These included: Early Bird Races (2), Long Island Invitation, Bay Shore Invitation, Narrasketuck Invitation, Early Cruise Race, Ocean Race, Babylon Invitation, Ladies' Day Race, Smith Trophy Race, Summer Series, Great South Bay Yacht Racing Association Race Week, West Island Race, Character Boat Race, Great River Week, Foulke Trophy Race, Commodore's Cup, Babylon Y.C. Fall Series, Single-Handed Creepstakes, Cruising Committee Invitational, Discoverer's Race, Wind-up Races.

Eligibility

All proper cruising sailboats owned or chartered by SBCC members are eligible and welcome to participate in Club races. Any such yacht properly sailing the course will have her time taken and her finish position calculated. However, the Club has established a racing fee to help defray the cost of this portion of its program. No SBCC racing trophy will be awarded to a yacht which has not paid this fee prior to the start of the race in which the trophy was won. Trophies for cruising, cruise-races and character boat races are not subject to the preceding restriction.

Handicaps

The SBCC Fleet includes many widely differing types of cruising sailboats. In order to make participation in Club races attractive to as many members as possible, the Club offers both Performance Handicap and Measurement Rule racing. Under this dual system, every yacht in the fleet is automatically given a Performance rating based upon its past racing performance. In addition, members may elect to obtain measurement certificates for their yachts, qualifying them to race under the MORC or Storm Trysail rules. Members may change classes (i.e., measurement to performance or vice versa) only once during the year.



1982

Membership 437

The Blue Water Cruising Award of the South Bay Cruising Club

The following are the qualifications for the Blue Water Cruising Award, as stated in the SBCC yearbooks to date (1953-1978).

In 1952 it was called the Annual Cruise Award for the "longest, best-planned and executed cruise" of the year. Also that year, a special cruising award was given to the skipper for an exemplary cruise. The first winner was Jack Young in *Reverie* for extensive cruising as far as Maine.

In 1953 it was referred to as the Blue Water Trophy and was awarded to R.W. Bennett in *Bewitched* for a cruise covering as far as the West Indies, so even in those days when our fleet was small, our accomplishments were notable.

1965 saw the standards set high again, with the Blue Water Award going to Stuart Baldwin for his cruise to Bermuda in *Garaloo*, and a special cruising award was given again, for the

Reverie's cruise again to Maine, this time skippered by Ed Macy.

The 1967 Yearbook stated: "It is the practice of the Club from time to time to award Blue Water or Special cruising awards for especially noteworthy or meritorious cruises," so it is therefore not mandatory for the award to be given each year, as was originally stated in 1952.

In 1969 the definition was restated as "for notable extended cruises offshore" without mentioning an annual basis, and further described in 1970 as "SBCC's most prestigious award, given at the discretion of the Cruising Committee in recognition of an extended cruise off soundings."

Historian's note: The following are the SBCC Blue Water recipients to date.

1952 Jack Young	1980 Edgar Sabbeth
Special Award: Doc Hamlin	1987 Russ Columbo
1953 R.W. Bennett	1990 Bob Forman
1964 Art Flynn	1991 Rich Czach
1965 Stuart Baldwin	1992 Eric Forsyth
Special Award: Ed Macy	1997 Eric Forsyth
1966 Ed Macy	1999 Eric Forsyth
1967 Ed Forsyth	2003 Bob Van Tassel
1968 Jack Young	2004 Parker Revella
Special Awards: Don Streit & Ed Ricketts	2004 Bob Forman
1969 Chet Phipps	2005 William Danilczyk
1971 Chet Phipps	2005 Robert Van Tassel
1972 Arthur Sternberg	2011 Bob Forman
1973 Bill Milligan	2019 Bob Forman
1979 Bob Wissman	

Year In Review

The Dinner Meeting on March 13th provided the avid cruisers in the Club with plenty to reminisce and dream about: Fleet Captain Bob Sheppard distributed last year's Cruise Awards and then regaled all with a description of the 1981 Annual Cruise. New York Harbor was to be the rendezvous for the 4th of July, and there was to be a free, yes, FREE catered affair at the pier, courtesy of the NY Harbor Foundation! Naturally, this really got the attention of the cruising crowd.

Commissioning Day, May 25, was truly a day of superlatives! Along with the sunshine came what has to be the largest turnout ever for this event. It seemed as if every square inch of available dock space at the Babylon Yacht Club was taken up by club boats, and the crowd scene in the water was easily surpassed by the one on dry land.



The ubiquitous Champagne Breakfast on August 9 kicked off the week's festivities.

LOOKING ASTERN: FROM THE YEARBOOK ARCHIVES

Charlie and Linda Parker passed out (that happened later, too) over 110 bottles of champagne to a noisy throng of boats. The day was a lovely one, and so was the water: not a jellyfish in sight! That, of course, prompted many of the participants into leaping overboard (some unintentionally) and having a swimming good time. Holding a champagne glass aloft whilst madly treading water can be a demanding task, right?

The Around Long Island Race once again proved its popularity with a growing number of SBCC racers participating. Ten of our member boats joined in. Of special note were *Merry Ann*, placing 3rd in division and 5th in fleet, and *Jacqueline II* with a 4th in division and 12th overall in fleet. That's showing them what the "green and white" can do!

The Fall Pursuit Races continued the popularity of the concept, with 20 yachts showing up for the "don't look behind you" racing.



1992

Membership 359

The Cruising Year In Review

One-Week Cruise

Once again, sunshine, and blue skies were the order of the day. The Atlantique fleet had a brisk sail up the Range Channel bound for The Suffolk Museum joined by yachts from Hemlock Cove who were enjoying a magnificent broadreach sail down the Bay. After 3 vessels went aground trying to enter the Museum basin, this approach was abandoned in favor of the deeper water in Great River and motoring (by car) to the Museum grounds for an enjoyable picnic. Later, back at Great River, while Merritt Warsaw treated the younger cruisers to a dinghy tour of the Grand Canal and the sunset in the west, many enjoyed a lovely evening at Snapper Inn's outdoor bar and dining room.

Two-Week Cruise

The two-week cruise for 1991 consisted of a number of cruises separating and meeting along the way as members followed their individual preferences. Nine yachts left Great River on Aug 3 nominally bound for Cormorant Point, Block Island, Tarpaulin Cove, Newport and Orient. The second morning found *Broadbill*, *Our Time* and *Perry* safely through the Shinnecock Canal for a cruise in the Peconic area. *Horizons* and *Sovereign* were on their way back to Babylon and the rest were heading through the recently improved Shinnecock Inlet toward Block Island. *Karma* and *Silhouette* returned from a short stay in Block. On Aug 14, the rendezvous at John Reiger's home in Orient was shared with the three-week cruisers and others who came by land. There were also brief encounters with *Doxie* and *Raclette* who had been on their own adventures during the time. Sometimes cruises are like that.

The 1991 Racing Year In Review by Barry Pittman

The 1991 Racing Season might best be remembered for stiff breezes and for what it bodes for the future for the SBCC Racing Program. I am sure that those who have been around our racing program longer have seen it before, but I must confess that in 1991 I thought I had a look into the future and liked what I saw.

The spinnaker class has become extremely competitive, whether measured by local standards or when they race in "off the bay regattas". The J-boats sailed by Doug Davies, Reichel/Kennedy

and Jim Ryan have for the last few years been dominant. They, and old friends in the C&Cs, are the boats to beat. But if Bob Forman in *Jacqueline II* or Alan James in *Outlay* appear for the prerace activities, all bets are off and the spinnaker class has a real “horse race” on its hands.

The non-spinnaker class is both a training ground for the new racer and a place for the experienced racer to hang out. The Memorial Day start of the racing season brought beautiful skies and moderate breezes. A great day for the Creepstakes. What I remember most about the rest of the season was the wind. There was lots of it except for the Around Long Island Regatta.

The Foulke Trophy on June 22 was a rock and roller. The leg from Babylon to #31 was a tough beat in a stiff breeze but the “ride home” was nearly dead down wind gusts to 30+ knots requiring some hair-raising jibes. The knockdowns and death rolls in the spinnaker class were eerie to watch in the night as the masthead lights swung back and forth violently.

The best (or worst) was still to come. Race Week Wind-up was sailed in 30-40 knots of breeze. The committee boat (a 41 footer) had great difficulty staying on station and the finishing mark blew away before the finish.



2002

Membership 216

SBCC One-Week Bay Cruise from log of *Njord*.

Skippers gathered on the Snapper Inn lawn for a pre-cruise meeting at 16:30. I (Bill Eilbeck) was encouraged by the large turnout of boats, which numbered seventeen. During the informal meeting, members voted to head to Watch Hill the following day, as forecasts indicated winds from the east/southeast. This would put us in Bellport on Tuesday instead of Monday morning. Watch Hill cocktail hour commenced on the north dock at 1700, complete with electric blender treats provided by the ladies cruising on *Chaconne*. An extensive selection of goodies appeared in a flash on a beautifully arranged table. Good food/drinks and conversation ensued. As the evening progressed, all were treated to Joel Becker's rendition of a Chevy Chase fall.

Atlantique

David Hyer and son delivered the fresh supplies for our party. The burgers, corn and baked beans went fast: most partook, short of the late arrivals. Thanks again to all who lent a hand. Jack Neilsen on corn, Don Metznic and Dennis Krug on burgers, and all the ladies for setup and additional food.

Oak Island

Bill Madsen arrived in the anchorage in his launch. Gathering as many members as fit, it was off to cocktails and eats on the north end of Oak Island to Bill's house. We were all treated to a tour of Bill and Barbara's CSY 48 *High Borne Lady* and marveled at the piano and fireplace of this true ocean cruiser. Returning to the anchorage again, we were treated to dinner and use of Tim & Phyllis Chamber's trawler, *Our Time*, to gather and dine as a group.

SBCC Two-Week Cruise to Martha's Vineyard by Jeff Mattera

Early Saturday morning boats left from Fire Island Inlet at slack water to Shinnecock Bay, where we met boats who traveled through the intracoastal route. Sunday, we left for Block

LOOKING ASTERN: FROM THE YEARBOOK ARCHIVES

Island. The winds were light until we reached closer to Block Island. As usual, once inside the Great Salt Pond the winds were blowing strong. Cuttyhunk—the moorings were very close together and Ted Dew volunteered to help me pick up a mooring, when I backed away from his boat my shifting cable broke in reverse, causing me to back into his boat. The accident was the topic of discussion at the cocktail party aboard *Kariana*. During the party a small boat came alongside selling clams, shrimp, and lobster. We ended the day with a walk to the ruins of an old lookout station on top of the hill to watch the sunset. Edgartown—it was July 4th and some of us went to the parade in town. The parade consisted of the usual fire trucks and local bands. The difference was the vintage cars, floats with farm animals, and local residents dressed in costumes giving candy to the bystanders.



2012

Membership 191

Significant Accomplishments

2011 Trans Atlantic Race by *Bob Forman*

We crossed the finish line off Lizard (England, 2860.8 miles from Newport) on July 16, 2011, at 15:29:08 UTC. After a year of planning, we had completed the Race in 19 days, 21 hours and 29 minutes and finished third in our class. *Jacqueline IV* with a crew of seven sailors had started from Newport, each with a dream. We finished as a closely knit team who had shared a lifetime experience. We became one of a small number of sailors who had completed a Transatlantic Race. For me this was especially special as I shared this experience with my daughter, Kara.

We opened a bottle of Mount Gay Rum to celebrate the completion of our Transatlantic Race. The prizes were awarded at the Royal Yacht Squadron by Princess Anne. It was the first time that I have received a sterling silver trophy in all my years of sailboat racing.

Around Long Island Race by *Kevin Padden*

All the members of the crew were Great South Bay sailors. The race started in a SSE 12-15 knot breeze. With a full main and #1, we easily won the start and then headed south of the many container ships anchored in the area. Before passing Long Beach, the wind seemed to shift south. Seeing chutes pop up behind us, we decided to hoist the $\frac{3}{4}$ symmetrical spinnaker. When I came back on deck at 0200, we were a few miles west of Moriches Inlet, and I was happily surprised to see the spinnaker still up and pulling. We rounded Montauk as the tide was turning against us, about 0950. We gibed the chute and then realized the wind was too far forward to carry the chute, so we hoisted the light plastic 150.

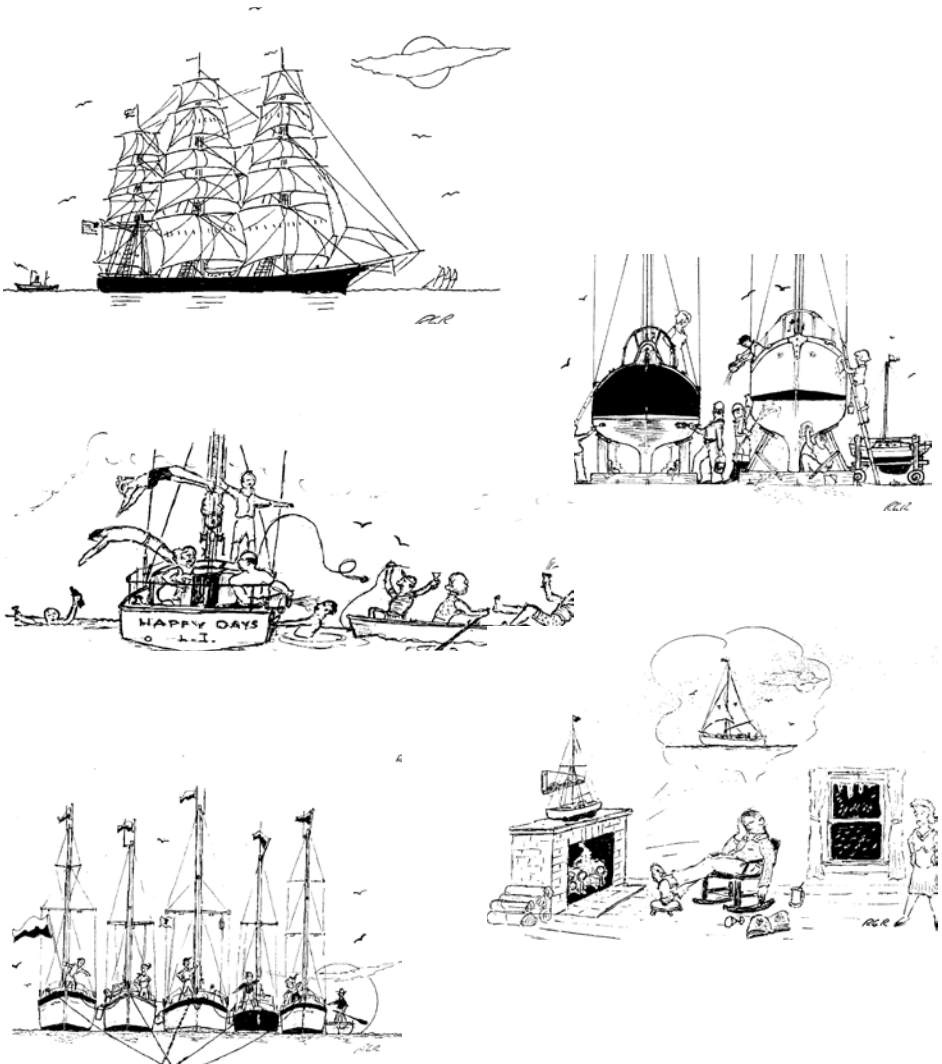
We continued to make great time, dodging storms that rolled in from the west, which cleared before we got to them. We hardened up and began the long tacks toward Hempstead Harbor. We were quite surprised when the committee announced that *Rettsie* was the projected winner of our class! We crossed the finish line at 0210 Saturday, for a total elapsed time of 32 hours and 40 minutes. In addition to winning our class—the next boat was more than 9 hours behind us—we took second place in the Classic Division for boats older than 25 years of age.

Program Event

60th Anniversary of The SBCC by Bob Forman

On November 6th, well over 200 hundred members and friends of the South Bay Cruising Club gathered at the Boulton Center in Bay Shore to learn about the History of the SBCC. This was by far the largest number of attendees for a Program Event in the history of the Club. Members of all generations had an opportunity to view and enjoy a documentary about the early years of the SBCC. Several members remarked that they had tears in their eyes after viewing the film and reflecting on their years in the club.

The SBCC is a club that resides not in a building, but in the hearts and minds of our members. We now have a sense of where we came from, which will prove invaluable in the future.





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 to 1630 hours and last for about two 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 0600 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.



2021 CRUISING AND RENDEZVOUS AWARDS

Two-Week Cruise

The two-week cruise started off with seven boats. A couple headed back early, and a couple broke off and attempted their own cruise further north, while the other three stayed with the original itinerary, touring the area of Narragansett Bay. Mother Nature had her own plans though, as all were affected by a severe storm event. Everyone buckled down and most rode it out well.

One-Week Cruise

The one-week cruise also had weather events, starting with the hurricane that wasn't! Most everyone attended the Blast by car, the Champagne Breakfast was cancelled, and the cruise start was moved to Watch Hill. On to Sailors Haven and then to Hemlock Cove, with yet another VERY windy evening, causing the Saturday RV to be held via text messaging! However, a total of twenty-one boats attended some part of the one-week cruise with fifteen for at least half or more. Two pulled off all six nights, despite the weather issues!

Rendezvous

A total of twenty rendezvous were completed of the scheduled twenty-four, with major weather events causing cancellation or no attendance for the four. I give tremendous credit to those that were hosts for these bad weather events. They went above and beyond to attend by car or ferry just in case someone showed up!

Major Cruise Awards

SHEILA DAYTZ AWARD

For the most rendezvous attended

Wendy & Scott Gesele on *Kailani*
(Won for the second year in a row)

TWO-WEEK CRUISE CAPTAIN AWARD

Stephanie & Jay Pizer on *Rising Tide*

ONE-WEEK CRUISE CAPTAIN AWARD

Wendy & Scott Gesele on *Kailani*
(Led for the second year in a row)

KEN KONDOR AWARD

For the most rendezvous and races attended

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



2021 CRUISING AND RENDEZVOUS AWARDS

Attended at Least Three Rendezvous

<i>Kailani</i>	14	<i>Margaret Gale</i>	5
<i>Dust in the Wind</i>	12	<i>Cambria</i>	3
<i>Rising Tide</i>	9	<i>Eagle's Wings</i>	3
<i>Bleu Moon</i>	8	<i>Esprit de Mer</i>	3
<i>Polaris</i>	8	<i>Phoebe Rose</i>	3
<i>Fun Sway</i>	6		

Hosted at Least One Rendezvous

<i>Bleu Moon</i>	1	<i>On the Green</i>	1
<i>Cambria</i>	1	<i>Polaris</i>	1
<i>Dust in the Wind</i>	3	<i>Rising Tide</i>	2
<i>Eagle's Wings</i>	1	<i>SailSmith</i>	1
<i>Fair Winds</i>	1	<i>Shadow</i>	1
<i>Floriana</i>	1	<i>Sovereign</i>	1
<i>Fun Sway</i>	1	<i>Tanzanite</i>	1
<i>Incredible</i>	1	<i>Wanderlust</i>	1
<i>Kailani</i>	3	<i>Sandy Carlberg/ Michele Jaeger</i>	1
<i>Margaret Gale</i>	1		



RENDEZVOUS THROUGHOUT THE SEASON



RENDEZVOUS THROUGHOUT THE SEASON



RENDEZVOUS THROUGHOUT THE SEASON



RENDEZVOUS THROUGHOUT THE SEASON





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 and will be held every other Thursday this season.

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 is traditionally a single-handed owner's race, held on our commissioning day with a trophy awarded to the winner.



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

Clockwise

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



2022 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” (starboard)	“11” (starboard)
“11” (port)	“3” (port)	“3” (port)
Finish	“1” (port)	“1” (port)
	“6” (starboard)	“X” (port)
	Finish	“9” (port)
		Finish



RACE COURSES: BABYLON

RACE COURSES

2022 BAY SHORE INVITATIONAL RACE (BSIR) COURSES

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

COURSE 1 (NE, S, W wind)

2.91nm

Start "1" (port)

"10" (port)

"3" (port)

Finish "1" (port)

COURSE 2 (N, E, SW wind)

2.91nm

Start "1" (starboard)

"3" (starboard)

"10" (starboard)

Finish "1" (starboard)

COURSE 3 (N, S wind)

3.46nm

Start "1" (port)

"11" (port)

"10" (port)

"1" (port)

"11" (port)

"10" (port)

Finish "1" (port)

COURSE 4 (N, NE,S, SW wind)

3.64nm

Start "1" (port)

"11" (port)

"3" (starboard)

"10" (starboard)

Finish "1" (starboard)

COURSE 5 (N, SE, W wind)

4.48nm

Start "1" (starboard)

"4" (starboard)

"10" (starboard)

Finish "1" (starboard)

COURSE 6 (E, S, NW wind)

4.51nm

Start "1" (port)

"11" (port)

"4" (port)

Finish "1" (port)

COURSE 7 (N, E, SW, wind)

4.51nm

Start "1" (port)

"6" (port)

"11" (starboard)

"10" (port)

Finish "1" (port)

COURSE 8 (N, E, S, W wind)

4.54nm

Start "1" (port)

"11" (port)

"10" (port)

"1" (port)

"11" (port)

"3" (port)

Finish "1" (port)

COURSE 9 (NE, SE, S, NW wind)

4.82nm

Start "1" (port)

"10" (port)

"3" (starboard)

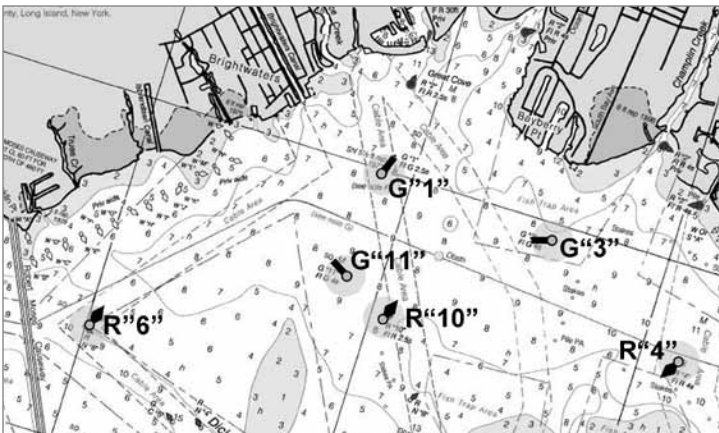
"4" (starboard)

Finish "1" (starboard)



COURSE 10 (N, SE, SW, NW wind)	COURSE 11 (E, SE, W wind)	COURSE 12 (NE, E, SW, W wind)
4.82nm	5.27nm	5.80nm
Start "1" (port)	Start "1" (port)	Start "1" (port)
"4" (port)	"11" (port)	"6" (port)
"3" (port)	"3" (starboard)	"11" (starboard)
"10" (starboard)	"4" (starboard)	"10" (port)
Finish "1" (starboard)	"11" (starboard)	"3" (port)
	Finish "1" (starboard)	Finish "1" (port)
COURSE 13 (NE, S, W wind)	COURSE 14 (N, E, SW wind)	COURSE 15 (E, SW, SE, W wind)
5.82nm	5.82nm	8.06nm
Start "1" (port)	Start "1" (starboard)	Start "1" (port)
"10" (port)	"3" (starboard)	"6" (port)
"3" (port)	"10" (starboard)	"11" (starboard)
"1" (port)	"1" (starboard)	"3" (starboard)
"10" (port)	"3" (starboard)	"4" (port)
"3" (port)	"10" (starboard)	"11" (starboard)
Finish "1" (port)	Finish "1" (starboard)	Finish "1" (starboard)

RACE COURSES: BAY SHORE



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

2022 RACING SCHEDULE

Date	Race / Event	First Gun	Classes	Notes	Race Chair	Start Locale	Courses
Sat May 21	Spring Race to Atlantique	1200	Pursuit	2, 3, 4, 8	E. Winberry	Bay Shore	
Mon May 30	Creepstakes Single-Handed	1100	Reg/Pursuit	2, 4	D. Burns	Bay Shore	1 thru 9
Tues May 31	Bay Shore Invitational Race (BSIR) Spring 1	1900	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Jun 2	Babylon Twilight Race Early Summer 1	1930	Reg	2, 9, 11	R. LaTorre	Babylon	1 thru 9
Tues June 7	Bay Shore Invitational Race (BSIR) Spring 2	1900	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Fri Jun 10	Babylon Cup	1900	Reg	2, 9, 11	BYC	Babylon	
Tues June 14	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 16	Babylon Twilight Race Early Summer 2	1930	Reg	2, 9, 11	R. LaTorre	Babylon	1 thru 9
Tues June 21	Bay Shore Invitational Race (BSIR) Spring 4	1900	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Tues June 28	Bay Shore Invitational Race (BSIR) Early Summer 1	1900	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs June 30	Babylon Twilight Race Early Summer 3	1930	Reg	2, 9, 11	R. LaTorre	Babylon	1 thru 9
Sat July 2	Babylon Yacht Club July 4 th Invitational		Reg	3	BYC	Babylon	1 thru 9
Tues July 5	Bay Shore Invitational Race (BSIR) Early Summer 2	1900	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Tues July 12	Bay Shore Invitational Race (BSIR) Early Summer 3	1900	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs July 14	Babylon Twilight Race Early Summer 4	1930	Reg	2, 9, 11	R. LaTorre	Babylon	1 thru 9

RACE SCHEDULE



2022 RACING SCHEDULE

Date	Race / Event	First Gun	Classes	Notes	Race Chair	Start Locale	Courses
Tues July 19	Bay Shore Invitational Race (BSIR) Early Summer 4	1900	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Tues July 26	Bay Shore Invitational Race (BSIR) Mid Summer 1	1900	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs July 28	Babylon Twilight Race Late Summer 1 Commodore's Cup Race 2	1930	Reg	2, 9, 11	R. LaTorre	Babylon	1 thru 9
Tues Aug 2	Bay Shore Invitational Race (BSIR) Mid Summer 2	1900	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sunday Aug 7	Bay Shore Yacht Club GSBYRA Invitational Regatta	1300	Pursuit	3, 4, 8	BSYC	Bay Shore	1 thru 15
Tues Aug 9	Bay Shore Invitational Race (BSIR) Mid Summer 3	1900	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Aug 11	Babylon Twilight Race Late Summer 2	1930	Reg	2, 9, 11	R. LaTorre	Babylon	1 thru 9
Sat Aug 13	West Island Race	1200	Reg	2, 9, 12	Marko/Davis	Bay Shore	West Island
Tues Aug 16	Bay Shore Invitational Race (BSIR) Mid Summer 4	1900	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Tues Aug 23	Bay Shore Invitational Race (BSIR) Late Summer 1	1830	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Aug 25	Babylon Twilight Race Late Summer 3	1900	Reg	2, 9, 11	R. LaTorre	Babylon	1 thru 9
Tues Aug 30	Bay Shore Invitational Race (BSIR) Late Summer 2	1830	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sat Sept 3	Bellport Invitational		Reg		Bellport Yacht Club	Bellport	
Sun Sept 4	GSBYRA Queen of the Bay		Reg		GSBYRA	Bellport	
Tues Sept 6	Bay Shore Invitational Race (BSIR) Late Summer 3	1830	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15



2022 RACING SCHEDULE

Date	Race / Event	First Gun	Classes	Notes	Race Chair	Start Locale	Courses
Thurs Sept 8	Babylon Twilight Race Late Summer 4	1830	Reg	2, 9, 11	R. LaTorre	Babylon	1 thru 9
Sat Sept 10	Mayor's Cup	1200	Reg	2	Davis	Long Island YC	
Tues Sept 13	Bay Shore Invitational Race (BSIR) Late Summer 4	1830	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Tues Sept 20	Bay Shore Invitational Race (BSIR) Fall 1	1800	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Tues Sept 27	Bay Shore Invitational Race (BSIR) Fall 2	1800	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sun Oct 2	Louis Orr Invitational	1200	Reg	2, 9, 11	BYC	Babylon	1 thru 9
Tues Oct 4	Bay Shore Invitational Race (BSIR) Fall 3	1800	Pursuit	2, 4, 6, 11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sat Oct 8	Discoverer's Race BSYC & SBCC	1200	Pursuit	2, 3, 4, 8	BSYC	Bay Shore	
Tues Oct 11	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



BSIR—NUMBERS, NUMBERS, NUMBERS...

by Gary Sebouhian & Ted Drossos

Another great 2022 Bay Shore Invitational Race (BSIR) season is on the horizon. 2021 was perhaps the greatest season in the six years of the BSIR.

After the 2020 season, the Handicap Committee took on the responsibility of handicapping all boats that anticipate racing on the Great South Bay. This project was completed for all the boats racing in the BSIR prior to the start of the 2021 season. There is now consistency in the BSIR regarding the handicaps that all boats start the season with. For more information regarding this, see the article “It’s a Numbers Game” in this yearbook.

The BSIR is a pursuit-style race, meaning every boat starts at a different time based on their current handicap, as opposed to a traditional start where every boat starts at the same time. In a traditional start, it often happens that the low handicap boats quickly separate from the fleet. In the BSIR, the goal is to bring the fleet closer together at the finish line. The handicap you start the season with is adjusted (Series Handicap Adjustment)

after each four-race series based on how you placed in the series. Handicaps are adjusted up or down. This means that the boats that placed first through fourth will have their handicaps lowered while the remainder of the

Our philosophy has always been to encourage people to race with what you have. You don't have to outspend your competition in order to be competitive.

fleet will have their handicaps raised. This eliminates the frustration of every race having a predictable outcome. As your handicap changes, your placement in

the next series may change along with it. Of course, a handicap is only one aspect that can determine how you place.

The adjustments to handicap after each series created some interesting results in 2021. Here is some statistical data from last season's results that illustrates why the BSIR is so appealing to the racers:

- 28 boats raced at least once.
- 15 boats was the average number of boats that raced each week.
- 9 boats, 32% of the fleet, had a first place finish.
- 17 races were run this season.



BSIR—NUMBERS, NUMBERS, NUMBERS...



- 53% of the races were won by different boats.
- 5 boats finished first for the very first time.
- 16 boats, 57% of the fleet, placed at least one time in the top five positions.

As is done every off-season, the previous season is reviewed to see how the BSIR can be improved. Several courses that were not used in the 2021 season have been eliminated and replaced. Another area reviewed is the method of adjusting handicaps after each series. The BSIR has always used the South Bay Cruising Club method for Series Standings as a basis for calculating Series Handicap Adjustments. The SBCC scoring method encourages boats to participate. They assign a finishing position to boats that missed a race or did not complete a race equal to the lowest possible finish they could have. The BSIR will continue to use SBCC Series Standings to determine the series placement.

However, for 2022 the SBCC Series Scoring Method will no longer be used to calculate the BSIR Series Handicap Adjustments. Instead, if a boat misses a race or does not complete a race, they will be assigned a finishing position for that race equal to the average finishing position of the races they did complete in that series. Then, a formula

will be used to calculate their Series Handicap Adjustment. This change will help to maintain the competitive balance within the fleet and keep the racing exciting.

These formulas are available to review in the 2022 Bay Shore Invitational Races Notice of Race and Sailing Instructions located on the sbccracing.org website. The BSIR is now, after six years, quite an established venue and these minor changes have not altered the intent of the program. The intent has always



BSIR—NUMBERS, NUMBERS, NUMBERS...



been “to encourage sailors of all skill levels to do some stress-free, casual racing while developing your sailing/racing skills, meeting new friends and having fun.”

The SBCC publishes “Handicap Regulations and Rules” every year. For as long as we can remember, there is a section in those rules, quoted below, that simply states one of the conundrums of the PHRF handicap rating system.

Is PHRF really fair?

This is the bottom line question and the answer is yes or no, depending on your particular philosophy: Yes, if you can afford or wish to spend enough money to equip your boat as well as the best in the fleet and *No*, if you are racing with equipment that is not as up-to-date or extensive as your competition and expect to beat them on a one-to-one basis. As well, in common with every other rating system, PHRF makes no allowance for an individual’s racing ability.



This is one of the major differences between the Bay Shore Invitational Races (BSIR) and other PHRF racing venues. Our philosophy has always been to encourage people to race with what you have. You don’t have to outspend your competition in order to be competitive. Handicaps are adjusted throughout the season based on a boat’s and crew’s performance. These handicap adjustments allow many more boats to have better finishes and be more competitive. As you can see by last season’s statistics, several boats had a first-place finish for the first time. The adjustments are meant to bring the fleet closer together at the finish, which keeps the racing exciting and the interest in participating at a high level.

It’s fun to participate in the BSIR and be competitive no matter what type of boat you sail. It’s also fun to meet at Long Island Yacht Sales after the race for the post-race barbeque. It is rumored that some people race just so they can attend the after-race get together. Participation in the racing and barbeques has been getting bigger and better every year.

If you have an interest in racing your boat, please contact one of us in order to register. Also if you have an interest in crewing, please contact us.

The BSIR is for casual sailors as well as competitive racers. Mostly it’s about having a great time. Come join us every Tuesday evening.

By Ted Drossos

Why do I have to file a new "PHRF Handicap Rating Form"?

This was one of the most frequently asked questions related to handicaps that I fielded last season. Starting in the fall of 2020 and throughout the 2021 season, anyone who was considering racing was asked to fill out a new handicap form. Most people already had a handicap and understandably wondered why they had to apply for a new one. There are a number of reasons and hopefully this article will explain the rationale and answer the second most frequently asked question:

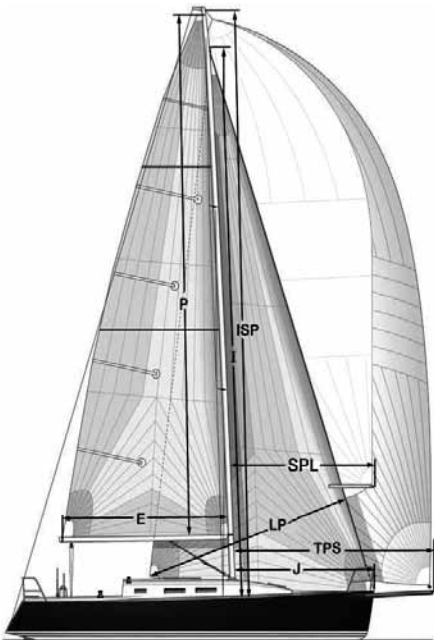
Why did my PHRF handicap rating change?

It has been the long-standing policy of the South Bay Cruising Club to request members with a PHRF handicap rating to update their boat information every two years. Many people complied, but there were quite a few whose handicap rating update was several years past due. Over the years there were changes made to how credits and penalties were applied to a boat's base handicap to arrive at their adjusted handicap. A credit is

time expressed as seconds per mile added to a boat's base handicap and a penalty is time subtracted from it. If a boat owner did not update their boat information, they may not have received the credits that they deserved. There were many boats that would have received a higher handicap if they had updated their boat information regularly.

This past year the Regatta and Handicap committees made changes to how handicap credits, plus so many seconds per mile, and penalties, minus so many seconds per mile, were assigned. The base ratings for nearly all boats remained the same as in previous years unless there was a major error from an earlier filing. Here are three of the most significant changes:

1. **Spinnaker or whisker pole:** The plus six seconds per mile credit for using a whisker or spinnaker pole was eliminated from your rating if you used either type of pole while racing in the past. Carrying either a spinnaker or whisker pole is considered standard equipment when a base handicap is established if it meets the following criteria. It must not be longer than the "J" dimension of your boat. The "J" dimension is the distance from the leading edge of your mast to the tack of your headsail measured at deck level. Therefore, almost everyone's previous handicap rating was reduced by minus six seconds per mile. If your declared luff perpendicular (LP) of your largest headsail is between 120% and 135%, and you are using a pole equal to your "J" dimension, a minus three seconds per mile penalty will be applied. There is no credit available for LP less than 120%. If you do not use a whisker or spinnaker pole while you race, you received a credit of plus six seconds per mile. If you use a spinnaker pole or whisker pole that is longer than your "J" dimension you received a penalty of minus six second per mile. This credit must be applied for with the filing of an updated handicap form.
2. **Headsail size:** The headsail size credit changed in previous years and many boats were not given proper credit for it. This



IT'S A NUMBERS GAME



issue was brought about because people did not update their handicap form every two years. One of the most significant factors that affect a handicap rating is the size of your headsail. This is why you are asked to measure your largest headsail and provide the luff, leech and foot dimensions on your handicap rating form. From that information, your luff perpendicular is calculated and credits and penalties are assigned accordingly. In some cases the calculations using the actual headsail measurements revealed that the size of the sail was not what the boat owner thought it was. Those dimensions also provide additional verification about your rig. It helps identify a standard height mast from an optional tall one that some boat manufacturers offered.

- 3. Sail material:** The sail-making industry is constantly changing. New materials that were developed for the high-profile events like the America's Cup eventually trickle down to the local racers and cruisers. There are some good reasons for using these new materials. They are lighter, hold their racing shape longer, and ultimately they can allow you to sail faster if you know how to trim them properly. These high-tech materials can make you more competitive than if you have woven polyester (Dacron) sails. For this reason there is a new plus three seconds per mile credit being added for boats using sails made with woven polyester. Furthermore, you will receive an additional plus three seconds a mile credit if all your woven polyester headsails have a sewn-on UV cover.

You can read about the other handicap credits and penalties on the sbccracing.org website in the documents entitled "2022-2023 SBCC Handicap Rules and Regulations."

To date, revised handicap ratings have been issued for sixty-two boats. Thanks to everyone who made the transition so successful. Members of the SBCC and other clubs who race in the Bay Shore Invitational Races have all filed new handicap forms but there is an issue that needs to be addressed. Unfortunately, many of the racers of the Great South Bay Yacht Racing Association (GSBYRA) member clubs have not updated their ratings. This creates an unfair advantage if they are allowed to participate in "Invitational Races" hosted by a club that is using the new handicap ratings.

An example of this handicap discrepancy was noted between two identical boats last season. One of them had a rating of 230 issued by their club while the other boat had a rating that was fifty-five seconds per mile lower when they filed for their new handicap rating. Needless to say that if these two boats were allowed to race against each other, it would certainly be unfair.

In a similar circumstance, a member from another club requested a handicap for his new boat. Unfortunately all of the boats in the club he belongs to were racing with old ratings while his handicap was based on new criteria. This created an unfair situation between the boats he was racing against within this own club.

As a negative consequence of the handicap discrepancies, some people have decided not to race. Boats with handicaps issued before 2021 would have an advantage; and, therefore, something has to be done to maintain fair sailing on the Bay. Ideally, all GSBYRA member clubs should request that their members file for new handicaps. This will keep racing fair for all participants of "Invitational Races," as well as in clubs where only some of the members have filed for new handicaps.

The 2022-2023 SBCC Handicap Rules and Regulations has a section that addresses this issue. It states that if a boat does not have a current handicap rating they will be permitted to race with a provisional handicap that is equal to their base handicap, minus eighteen seconds per mile. When a boat does not have a current handicap, the Handicap Committee makes an assumption that all possible rating penalties should be applied because there is no knowledge of how the boat is actually equipped. It is likely that the eighteen second penalty will yield an adjusted handicap that is lower than it would be if the owner of the boat filed a new handicap form.

The Handicap Committee developed a new handicap rating form that makes it nearly impossible to assign incorrect credits or penalties as long as you keep your boat information current. You need to file a new handicap form with the "Handicap and Measurement Committee" if you

make changes such as declaring different size headsails; installing a different prop; lengthening or shortening your mast or boom; making modifications to the hull, keel, or rudder; or any other changes that may affect the performance of your boat. If you're not sure if or how a change will impact your rating, don't hesitate to ask questions. We're here to help.

Sailboat racing is a unique sport in that it is self-governed. We rely on truthful reporting by owners of changes to their boat's measurements and equipment. The Handicap and Measurement committee will be doing examinations and measurements of some boats throughout the season to help maintain fair racing. Of course, we will ask for your permission and will schedule a time when you can be present. We encourage people to participate in all SBCC racing events and Invitational Races hosted by other clubs. Most importantly, we want it to be fair.

The 2022 racing season is about to begin. If you never raced before and would like to or if you didn't file for a new handicap last season, send me your new handicap rating form as soon as possible. The handicap form and instructions on how to fill it out can be found on the sbccracing.org website. If you need help measuring your headsail, the "Handicap and Measurement Committee" would be happy to assist you. Contact Ted Drossos at 631-894-2760 or email: replusted@aol.com with any questions you may have.



2021 MAJOR AWARDS



SHEILA DAYTZ AWARD

Scott & Wendy Gesele
Kailani



BABYLON TWILIGHT SEASON CHAMPION

Rick LaTorre
Dark Star



BAY SHORE BSIR SEASON CHAMPION

Cook, Burns, LeMaitre
Merry Ann



KEN KONDOR AWARD

Jay & Stephanie Pizer
Rising Tide



DEALE TROPHY

Rick LaTorre
Dark Star



COMMODORE'S CUP SEASON CHAMPION

Rick LaTorre
Dark Star



2021 RACING AWARDS

INVITATIONAL AND TROPHY RACES*

MAYOR'S CUP	
Spin	
Dark Star	Rick LaTorre
Aleboat II	Eric Winberry
Non Spin	
Pandemonium	Gary Sebouhian
Merry Ann	Cook / Burns
At Last	Eddie Anderson
Corinthian	
Sovereign	Chris DeMarco
Catamaran	
Trillium	Shaefer



DISCOVERER'S RACE	
Ray Terry Trophy	
Merry Ann	Cook/Burns
Non Spin	
Merry Ann	Cook/Burns
Shadow	Charlie Margeson
Pandemonium	Gary Sebouhian
Aleboat II	Eric Winberry
Corinthian	
Bertha	Matt Rainis

WEST ISLAND INVITATIONAL REGATTA	
Spin	
Dark Star	Rick LaTorre
Hooch	B. Kennedy
Merry Ann	Cook / Burns
Non Spin	
Moonrise	Rob Gutmann
Catamaran	
Alacrity	T. Palmer



* Invitationals are open to nonmembers, though nonmembers are not eligible for perpetual trophies. 59

2021 RACING AWARDS

BABYLON SPRING SERIES

<i>Dark Star</i>	Rick LaTorre
<i>Sovereign</i>	Chris DeMarco
<i>Bionator</i>	Michael Goodman
<i>At Last</i>	Eddie Anderson
<i>Kickin' Back</i>	Marty O'Connell
<i>Rettsie</i>	Kevin Padden

BABYLON MID-SUMMER SERIES

<i>Dark Star</i>	Rick LaTorre
<i>Rettsie</i>	Kevin Padden
<i>Squidward</i>	Polansky
<i>Galatea</i>	Andy Mirchel
<i>Bionator</i>	Michael Goodman
<i>Aleboat II</i>	Eric Winberry

BABYLON EARLY SUMMER SERIES

<i>Dark Star</i>	Rick LaTorre
<i>Rettsie</i>	Kevin Padden
<i>Kickin' Back</i>	Marty O'Connell
<i>Bionator</i>	Michael Goodman
<i>Intrepid</i>	Chris Goodwin
<i>Sovereign</i>	Chris DeMarco

BABYLON LATE SUMMER SERIES

<i>Dark Star</i>	Rick LaTorre
<i>At Last</i>	Eddie Anderson
<i>Kickin' Back</i>	Marty O'Connell
<i>Galatea</i>	Andy Mirchel
<i>Intrepid</i>	Chris Goodwin
<i>Rettsie</i>	Kevin Padden



BSIR SPRING SERIES

<i>Merry Ann</i>	Cook/Burns/LeMaitre
<i>Pandemonium</i>	Gary Sebouhian
<i>At Last</i>	Eddie Anderson
<i>Aleboat II</i>	Eric Winberry
<i>Czech Mate</i>	Chris Dennerlein
<i>Integrity</i>	Bob Figueroa

BSIR LATE SUMMER SERIES

<i>Squidward</i>	Polansky
<i>Merry Ann</i>	Cook/Burns/LeMaitre
<i>Tortoise</i>	Bill Wheeler
<i>Pandemonium</i>	Gary Sebouhian
<i>Jolly Mon</i>	Dennis Ahern
<i>Aleboat II</i>	Eric Winberry

BSIR EARLY SUMMER SERIES

<i>Squidward</i>	Polansky
<i>Merry Ann</i>	Cook/Burns/LeMaitre
<i>Aleboat II</i>	Eric Winberry
<i>Integrity</i>	Bob Figueroa
<i>Pandemonium</i>	Gary Sebouhian
<i>Tortoise</i>	Bill Wheeler

BSIR FALL SERIES

<i>Squidward</i>	Polansky
<i>Merry Ann</i>	Cook/Burns/LeMaitre
<i>Pandemonium</i>	Gary Sebouhian
<i>Jolly Mon</i>	Dennis Ahern
<i>Aleboat II</i>	Eric Winberry
<i>Moonrise</i>	Rob Gutmann

BSIR MID-SUMMER SERIES

<i>Squidward</i>	Polansky
<i>Merry Ann</i>	Cook/Burns/LeMaitre
<i>Pandemonium</i>	Gary Sebouhian
<i>Jolly Mon</i>	Dennis Ahern
<i>Tortoise</i>	Bill Wheeler
<i>Aleboat II</i>	Eric Winberry



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 14th Bay Shore pursuit race and the Thursday July 28th 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

Every year I get the request from fellow SBCC racers and other South Bay sailors, to write a few words about the sailing and racing action our crew got to do over the past year. I like doing this as it brings back some nice memories of the accomplishments and challenges we faced while making a yearly record of some great racing and sailing trips. It turns out I always have too much stuff to pick from. I race my J-105, *Scapegoat*, up on the Long Island Sound. We describe our sailing from our homeport of Northport as some of the best action and scenery to sail in when we bring guest crew members with us to give it a try.

This year was a welcome change of pace, as it looked like all the big races were back on, and the after-race parties were going to start back up—getting back to normal, but at a distance.

This year my crew did their best polishing the hull and an even better polished bottom. We did some engine upgrades, installed more complicated tactical instrument displays and a new rudder bearing. This gave us some more reliability, speed and confidence. It certainly made the winter go by faster by putting the boat back together.



The sailing season starts early on the North Shore. In mid-April, boats are sailing and, by the first week of May, things are fully up to speed. We were lucky this year to get all our crew back and a list of about twenty more who would do anything for a sail.

...we soon started the 206-mile race with the threat of thunderstorms and tornadoes...

Our first race of the year was a challenge to say the least. We were able to launch the boat just two days

before our first top tier event. This race was called "The Race for the Case," a two-day event in which the winning boat gets a full case of Gosling's Rum. When you check in with the race committee before the first race, they hand you a bottle of rum as an incentive to win the case, or should I say, win the race. In our division there were seven J-105s, so we had to really up our game. It was great to be back racing, and we had our usual crew of Chris Sicignano, Doug Davies, Paul Rendich, my son Will, and for a comeback sail, Bruce Kennedy. We seemed to show some speed at times and we all worked hard to stay with the other J-105s, while trying to remember what our jobs were and how to execute them with the least amount of pain. We did not win the "case," but managed to have some real fun in a tied-for-4th finish.



We started the evening races on Wednesday and Friday nights for the next twelve weeks and really wanted to win, or at least move



up in the fleet. This is a tall order in a one-design fleet, but we picked up some young blood to do the hard work—three guys under twenty-five with some needed muscle. We were now able to get the spinnaker up and down faster, get the jib across faster and sail a little smarter.

Overall, it worked well for us as we now rounded marks, sometimes with the lead boats and once in first. Our younger crew of Chris DeMarco, Billy Spitz and Will Reichel, under the supervision of my brother-in-law, Mike Einsettler, enabled us old guys, myself, Doug and Chris, to think more about speed and tactics than we were able to last year.

A nice improvement, and it was fun to see these guys figure out their roles.

We also race Friday Night Pursuit Races. We do these family-style non-spinnaker races with ten to fifteen other highly competitive boats. Sometimes it's more fun than the Wednesday night races. The big twist is you can sail this race in either direction around the course. It adds a whole new complication of figuring which way to go. Evening races up there never have the same conditions from week to week, so there is no set game plan. Adding a course direction in the mix, and seeing half or more of the boats go the opposite way, really makes you doubt your



decision. This year we raced eight of the thirteen races and won five of them. The rest were all second place finishes, often just yards behind the first place boat. We won the Commodore's Cup again, a record three years in a row. My wife Allison does the steering, the Einsettler family of Mike, Jennifer and Morgan, with Chris Sicignano and his girlfriend JoAnn, who is a first-time sailor, do the rest. They were a force that overwhelmed the other boats. I just liked picking direction to round the buoys and the spot for the final pass. We were one of the last boats to start, so the direction we sail is hard for the other boats to cover. It's funny to see the boats tack back towards us when they see us not going their way. Somehow, we picked the right direction every time. I hope they forget about that next year.

This year, the Around Long Island Race was back on, and it was one of the highlight races of the year. The start is off the Statue of Liberty in New York Harbor and from there, it heads to Sea Cliff Yacht Club in Hempstead Harbor. Only one way to go and one mark to round in Ambrose Channel. That day we motored down the East River to get to the

start line in very little wind, but we heard weather forecasting and Sailflow tables that accurately projected a change in the weather that might really make the race a tough go. The forecast for that evening and overnight was not the best. The hot air in July did not cool down with the increasing sea-breeze and we soon started the 206-mile race with the threat of thunderstorms and tornadoes in our immediate area, lasting most of the night.

After a real nice start in 15 knots of increasing breeze, we sailed out into the maze of ships and currents in New York Harbor as we made it out to the Verrazano Bridge. As we sailed across the Narrows, we encountered bigger waves, more wind and heavy crossing traffic of all the boats that we started behind. This is when we started to hear the VHF weather warning tones constantly going off. We were about to cross the thunderstorm fronts, squalls and waterspouts in a short time.

The wind shifted to the southwest as we needed to head southwest to round a small sea buoy just as it began to look bad. As we snuck in a hard rounding with a need-to-be-perfect tight tack, next to a 60-foot Naval Academy race boat and a 45-foot, barely in control, fully enclosed cockpit ketch, we realized we were in the front pack. The conditions went from OK, but bad, to barely OK and miserable in minutes. In came the rain, then the wind, and ultimately the waves from the south. Soon it got dark and hard to see, but a steady 30-knot breeze with some occasional 40-knot periods, took over and kept our boat speed in the 9- to 12- knot range and, thankfully, heading east fast.

We were lucky to be moving so fast eastward, because the really bad weather cells were heading north behind us and to the south in front of us on the weather radar displayed on our iPad. As we started to near the Jones Inlet, the waves looked to be well over six feet and it was incredibly hard to steer an exact course for long.

Our core crew—myself, Chris Sicignano, Mike Einsettler, Chris DeMarco, Alex Smith, Jay Schroeder (a veteran ALIR racer from the BYC and past Commodore of the BYC) and



my youngest son, Jack, all hung on to the rail with harnesses and life jackets working hard to stay focused and fight off the increasing motion of the boat in the big waves which were on the beam half the time. As we passed Fire Island Inlet we saw many boats starting to give up or have real problems with the increasing speed and darkness of night. Our crew was not tolerating the motion too well and soon became sick. Only myself, Jack and maybe Chris DeMarco showed no issues and made light of the others' condition to help them get over it. We love this s**t.

As we went further east, now doing a constant 9-11 knots, we would see the running lights on the bow pulpit light the water up as it would dive under and water headed aft. This would be a big problem as the bowsprit enters the hull up front and the watertight seal is not really "watertight." The water would flood in through the inside of the bowsprit pole and into the head. It looks like it was supposed to only work when extended.

Eventually the running lights (near the top of the bow pulpit) would suffer the same issue and leak until they shorted out and melted. That set off a bad chain of electrical shutdowns, forcing a very dark situation for a while, right at the heat of the action. As we slowly figured out the running lights were the cause, we got things back online including the much-needed instruments and windex light, then we hooked up the backup running lights.

Before we left the mooring that morning, we decided to take the dodger as it would be raining that night. No need to trash the boat any more than usual. Other boats made rude comments at the dock about it, but after the race, they let us know how smart we were. It was nice to feel and look like a cruising boat as we passed them while our on-watch crew was tucked underneath the dodger and thankful when a wave would go over the top of it.

RACING/SAILING OFF THE BAY



As the night turned to day and the wind cut down to 15 knots, we were able to carry the spinnaker from just past Shinnecock Inlet to just around Montauk Lighthouse in the nice following swell. The crew seemed to have recovered a bit, and found out we were rounding the point in the top ten boats to make it so far. As the day progressed, we would start a long ninety-mile beat to windward, slowly making an, up to now, record paced race get longer. Our crew switched out steering and resting through Plum Gut while keeping our speed as fast as possible and settling into a reasonable rhythm going west to the finish—all this against an almost all day current and painful wave condition.

Around the Shoreham Platform, we encountered a constant wind shift and a steady 15-knot breeze that lifted us high enough to clear every point of land and the bays on the North Shore of Long Island to the finish without tacking to the finish line. We made it around in great time, non-stop thirty-two hours with wind all the way! We finished fourth once again. Our magic number in this race has been fourth, no matter what boat we take.

August is a low-key month of racing, just the usual Wednesday and Friday night races and some great weekend sailing for fun. September and October brought a nice list of fun races to enter, which we took

full advantage of. First up, we went over to Connecticut for the Stamford-Denmark Race. It is a race that has almost a hundred boats in ten divisions, with boats ranging from twenty-four feet up to fifty feet long—a well-run regatta to pay respect to the King of Denmark. No one we asked could tell us why, or his name, but it is a reason to throw a great after race party. We ate and drank Danish food, consisting of cheese and bad beer mixed with a nasty Scandinavian spirit call Aquavit—the national drink—all of which led to having a great time.

Every type of boat was out there, both fast and slow, which creates havoc out on the course as the faster boats have to sail through the slower boats. This year we took a chance and tried sailing in the non-spin division as there were more boats to sail against and it paid off well. We were happy to have a guest crew from the bay, long time sailor Dave Johnson. He helped trim the main and easily put our upwind helm driver, me, our downwind helm driver, Paul Rendich, and our cockpit crew on edge with his sense of humor and critical comments.



We were fast, a credit to Dave for sure. It's always an adventure to sail with us. We managed to sail up through the five divisions in front of us and not allow any spinnaker boats to pass us—not easy. We were rewarded with a first-place finish, a premier spot at the club dock, left-over shrimp and sandwich platters from the race committee and a perpetual trophy with our name added to it at the yacht club. It was rough ride home for some of us—that Aquavit is nasty!

Shortly thereafter we did the Centerport Yacht Club's Vanderbilt Cup. This is a local race for us with a great after party held right inside the Vanderbilt museum and mansion. This race has its share of highlights which usually involve the start. Last time we raced it, we were cut off and fouled by a J-111, then had to de-escalate the situation to save a few boats.

This year the same start mishaps occurred and created a party-long conversation for the crowd and included a near brawl. It even ended up on the cover of Practical Sailor and on Facebook, with three different versions of the start, none of which were correct but very interesting to read.

Everyone thought they were going to have the perfect start with "chess-like" precision moves, until the last few seconds before the start. There was a very bad starting line setup that we recognized was going to be a nightmare. We were going to try to use that to our advantage. Almost all of the on-time boats were set up for a timed start arrival at the back corner of the committee boat. There was one boat, us, that was hidden by two J-44 sailboats going full speed (8 knots is slow for them). They were trying to clean off the crowd of barging boats to windward by spectacularly pushing them out at the committee boat. There was yelling and the naming of rules that sounded important, but the sheer size of the boats alone scared most away.

When they decided their move was done to perfection, they tried to steer down, but had no rights to come down as *Scapegoat*, which had been forgotten during this issue, was



just about to cross the line as the starting gun went off. You had to hear the cries for mercy as the J-44s and an-over-their head J-109, were about to take each other out. It was the fault of the committee boat for setting such a bad line.

The racing rules of sailing do say you need to avoid contact and we did. A radical move by us left Paul Rendich trimming the main on the cockpit floor without glasses. My brother-in-law, Mike, after trimming the jib, then grabbed the main and picked up a blind Rendich, setting him back on the rail in one motion. All of this happened as we let these three "rockstar boats" in with just inches to spare. To be fair, Paul was aware we were going to have an issue at the start.

Unfortunately, that kindness at the start ultimately was our demise. The three boats that had fouled us, never did penalty turns, and then beat us. We could never get free of them upwind. So really, we won. The evidence is on the December Practical Sailor cover, but we got no credit for it. And to beat all, it was in an article written by the "in over his head" J-109 skipper about how GPS compass systems can be used to get exact

RACING/SAILING OFF THE BAY



timing and positioning at the start line! I did not bash the "author" as I guess he did not know the next level down instruments that we have, seemed to work better.

Our last race was in mid-October and was the best way to end the season. This race is called the Gearbuster and was the 66th edition, run by the Indian Harbor Yacht Club in Connecticut. We won the same race in division and overall last year by just seventeen seconds, so we needed to back that win up.

We sailed over from Northport in the morning in an easterly wind at a comfortable 20 knots of windspeed. We got over there so fast that we had an hour to kill and figure out our strategy. We knew the wind was going to pick up during the day, so we had made a few calls the day before to pick up some new rail-meat crew. We got them under the promise that it would be fun, but told them to bring some foul weather gear. Eddie Anderson jumped at the chance to sail on a faster boat and Paul Rendich grabbed his neighbor to

bring our boat up to the maximum weight limit that we are allowed to carry on the boat.

In this race, you expect it to be hard, nasty and cold. These guys got to feel why the North Shore is not like boating at home on the bay. It is real racing. As our start time got closer, the bigger, faster boats started in front of us. This gave us a clue that the wind was pretty strong out in the middle of the sound. In this race, all the boats carry a GPS tracker that the race committee views and you need to check in with how many souls are on board. Always a great way to instill confidence and that this could be a real Gearbuster.

Our race was half of the distance of the bigger boats, but would be equally as hard.

After the start, we reefed the main, which I have only done three times in thirty years of racing. We powered the boat upwind like a knife in butter, with 35-knot gusts and four to seven foot waves. At times we were sailing near 8 knots. This is too fast actually, and we needed to slow down and sail higher. This

was a key to go even faster with a higher velocity made good.

Within thirty minutes we were so far out in front of our fleet that we had to question ourselves as to whether the race had been cancelled, the entire division had dropped out, or if we were headed to the wrong mark. After a quick check we realized that we were definitely heading the right way and passed into the three divisions that were ahead of us. I guess this is what sailing on the South Shore had done for us—we know how to sail in real wind.

The waves were big and the wind was just spectacular, the kind of conditions that real offshore sailors live for. It took us about two hours to get twelve miles upwind and round the mark while staying in one piece against the current and pounding waves. We kept in mind that our ability to tack was getting harder by the mile as our crew was stuck to the rail, wet and cold. They should get the real credit here, as I never got wet while these poor guys were sitting in two to six inches of water while blocking every wave we blasted through.



As we rounded the mark to head back towards the finish, we headed up to unreef the main, as there was too much load on it to just winch up and risk breaking the halyard or blocks. We turned to surf down a wave and hung on the back of it off to the next wave, holding the speed at 14 knots. Wave after wave, we were just using the main and the working jib—that was all we needed.

We were just about on course, but needed to go directly downwind, wing on wing with the spinnaker pole holding out the jib. It took three guys a few tries to hook it up, but they were finally able to muscle it out. At that point we need to steer within two degrees for eleven miles to the finishing area. We needed to jibe to get around shoals and lobster pots while doing 16 knots or better over the bottom.

We quickly got the crew back in the stern, with Eddie calling waves while watching us slide down the waves with just two fingers on the wheel. As we were half way down the course to the finish, we passed through our fleet who were still trying to go upwind. You could see the look on their faces change to disbelief as they saw their own division flag pass right by them going in the opposite direction. It was almost sad that we had to cross the finish line and put an end to this great sail.

We got a nice write up on some of the sailing websites and saw that fifty percent of the boats in the fleet had never finished. Some of the statements that were written said that "conditions were not ideal" and "other area regattas were cancelled." The bigger boats got accolades and they listed fast finish times, but it was in the last paragraph of one of the articles that made it a great year to remember for us, "In the Eatons Neck course, the J-105 *Scapegoat*, skippered by Jim Reichel and eight souls on board, sailed in conditions "blowing dogs off chains hard" beat the sixteen boat fleet by over forty-two minutes." Our GPS tracker had the fastest instantaneous speed of the sixty-two boat fleet at 18.2 knots over ground. It was a nice way to end the season and hopefully next year will be just as good!

THE GREAT LOOP 2021

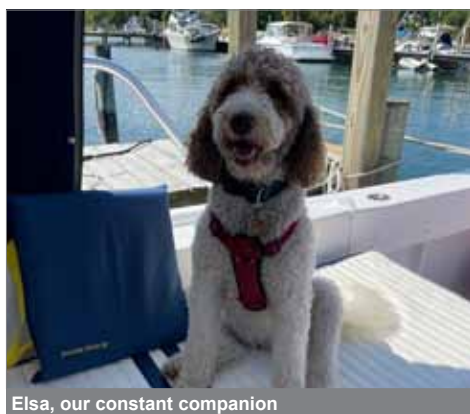
by Mike & Ginny Smith & Elsa

I'm sure many of you folks have heard of America's Great Loop. I know we did, probably in the 1980s or so, and I think an SBCC member from way back when had done it—or so goes the rumor. At any rate, last February Ginny said to me, "Well, we can't do Paris this year, due to COVID—let's do the Loop." After several disbelieving, skeptical conversations, I realized that she wasn't kidding!



Cheerful crew!

And, what's more, she said "Do what you have to do to get the boat ready." Heart be still! Those words every guy wants to hear! And off I went. Boat triage: what needs to be done right now, what needs fixing, what can wait? Off to the boatyard!



Elsa, our constant companion

On April 26, we departed St. James City, FL, on the south end of Pine Island, and off we

went—Ginny, our 40-pound Labradoodle, Elsa, and me.

Let me back up just a bit. America's Great Loop has been there for quite a while. For those who are not familiar with the journey, it is essentially a trek around the eastern half of the U.S. For us, it was:

- Up the east coast to New York
- Up the Hudson River to Albany
- Through the Erie Canal to Buffalo
- Through Lake Erie, Lake St. Clair, Lake Huron up to Mackinack Island
- Down through Lake Michigan to Chicago
- Down through the rivers to Mobile, Alabama
- Finally down the west coast of Florida to where we started

It doesn't matter from where you start, only that you "cross your wake" over your starting point. If you go to greatloop.org or search for America's Great Loop, you will find the AGLCA, with tons of info and member benefits dedicated to helping you get around the loop. "Loopers," as they call us, are identified by the Great Loop burgees—white for those on the first go round, gold background for those who have completed their trek and platinum background for more than one trip.

We had done the east coast ICW before, once on *Yellowbird* when we left the bay all those years ago and again when delivering our son's sailboat—it was not a mystery to us, and enjoyable nonetheless.

Up the east coast, up the Chesapeake—familiar ground! We stopped in Hampton, VA, visited friends in Bavan, VA (just off Mobjack Bay), went across the bay to Crisfield, and then to Rock Hall and the C & D Canal.

Our 1999 Mainship Pilot 30, *Last Laugh*, can cruise at an economical seven-and-a-half to eight knots, or get up and go at "lobster

boat” speed at around thirteen and a half knots for fast cruising. As a former sailor, this “fast” cruising is a wonder! For planning, and especially when the weather stinks, it’s a great thing to be able to get up and make some distance. We’ve also found that when it gets rough, we’re better off moving faster.

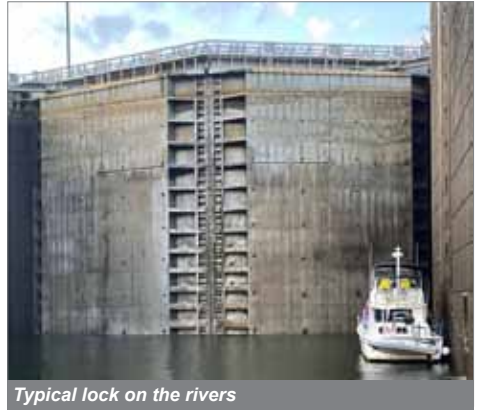


Last Laugh at anchor, Presque Isle Lake

Chesapeake City to Cape May went smoothly. From there it was the Jersey Coast, with the usual few moments of terror in the Manasquan-Bay Head Canal and on through Manasquan Inlet. Not for the faint of heart! We stayed at the Great Kills Yacht Club on Staten Island for several days, visiting the city and being visited by old friends: Dennis & Adrian Krug and Tom & Joyce Gotard. Sadly, that would be the last time we saw Tom.

By June 15th, we were in Waterford, NY and starting our journey through the Erie Canal. We had always been fascinated by the canal and it proved to be just that! The first locks are the Waterford Steps, five locks right in a row that lift you up onto the canal proper. Never having been through locks of this size before, it was quite an eye-opener—even the dog was impressed!

The Erie Canal traverses through the middle of New York State from Waterford to Tonawanda, about three hundred and sixty-two miles and through thirty-five locks. Just about every town along the way has a free dock for boaters, an encouragement to stop and visit, which we did all along the canal. Some towns are thriving, with restaurants, stores, and plenty of people; others, not.



Typical lock on the rivers

July 3rd found us heading out into Lake Erie. Our first “great” lake! We had heard from a number of people that, boating wise, Lake Erie “sucks!” It’s true! We experienced some of the most unpleasant weather and seas of the entire trip in this lake, between rain, wind, and decidedly uncomfortable waves. But we soldiered on—fortunately, many of the towns we visited provided good shelter and very pleasant places to stay. By this time on the trip, we had been through nine states, put about 285 hours on the engine and were more than ready to head on up to Lake Huron. By the 20th of July we were up into Lake Huron proper. Funny—as a lifelong salt-water sailor, I had always been a bit snobbish about those “fresh water boaters.” It was quite a surprise to find the water in Lake Huron, and later Lake Michigan, to be amazingly clear, looking like the tropics. Not at all what we expected! Apparently the influx of zebra mussels has really cleared up the water.



Looking for dry land

THE GREAT LOOP 2021



Down the Chicago River

One of the highlights of our trip, and the northernmost point also, was Mackinac Island. Sure, it's touristy and you can only get there by boat or ferry, but there are no cars on the island, only bicycles and horse-drawn carriages. Charming as all get out! We spent several extra days there, before our push south into Lake Michigan.

It was all downhill from there, chart-wise, as we made our way along the eastern shore of Lake Michigan. The eastern shore of this lake has a series of well-spaced harbors, about thirty miles apart, all the way down to Michigan City at the southern end: Charlevoix, Leland, Manistee, Luddington, Pentwater, Grand Haven, South Haven and so on. Each with its unique charm, restaurants, shopping, and oh, those farmers' markets with fresh vegetables! It

was a delightful trip, with only a few days delay due to bad weather. When the local fishermen tell you not to go out on the lake, you don't!

September 3rd found us approaching Chicago, the biggest city we had seen since New York. It was visible for miles across the lake, well before we found our way into Dusable Harbor Marina. What a berth! We were right downtown in the middle of things, with all sorts of activity and people. Quite a change from all those small towns we had visited along the rest of the voyage.

We played tourist and took a sight-seeing boat through the Chicago River; this was an architectural tour, with explanation of the history of the buildings and the various design schools that created them. Really



That famous arch

interesting. And the next day, off we went, under the same iconic bridges you see on TV, down through Chicago and into the rivers southbound. It was a strange journey, transiting from Chicago one moment, and then an abrupt change into industrial America, with tugs, tows, gravel yards, steel plants and a general air of decay.

From there it was on to Peoria and points south. Brown water, big locks to transit, and even bigger towboats and barge strings.

Our voyage took us down the Illinois River, into the Mississippi, a left turn up the Ohio River to Paducah, KY; then a right turn into the Kentucky River, the Tennessee River, and finally down into the Tennessee-Tombigbee River (called the Ten-Tom, for short).

The rivers were something I had never experienced before—brown, a constant current with few navigational aids. Just follow the river, the outermost part of a bend has the deepest water. You have to really pay attention all the time, what with tree stumps, logs, and the occasional barge coming around the next bend that fills up the entire channel!

Looking back, I don't believe it was the most pleasant part of this trip, especially the lower part north of Mobile, where nightly anchorages were difficult to find—the dog demands shore leave! They were often sketchy. And by "sketchy," picture having to take down the vhf antenna and sneak under

tree branches, anchor at bow and stern tied to trees. Fun!

There was also an almost complete lack of services, or fuel for that that matter, for long stretches. And only one bar for cell service. Needless to say, we were VERY happy to get back to salt water, and civilization. Bypassing Mobile, AL, we stopped at Fairhope, AL across the bay. It was a delightful place. We were back in the world at a marina with great showers and in a great little town.



Wake Crossing 11/3/21

From there it was an easy voyage along the Florida ICW to Carabelle, our jumping off point to get past the Big Bend. Carabelle to Steinhatchee, FL was about 60nm of open Gulf waters and from there down to Tarpon Springs was about 100nm. Back into our familiar waters at last. On November 3rd, 2021 we "crossed our wake" and finally finished our Great Loop!

For us, it was an epic voyage: nineteen states, sixty-one locks (the deepest at 85 feet) 625 engine hours, and about 5200 miles. It was a marvelous journey along the rivers, lakes and sounds of the eastern half of the US, a trip that showed us small town and big city America. We met and made lots of friends along the way and will meet them again along the waterways. And for you SBCC sailors, there were plenty of sailboats doing the Loop. It is mast down in Albany, NY, mast up in Tonawanda, NY, mast down in Chicago and then mast up in Mobile, AL. It can be done!

Good sailing!



Back to Florida at the infamous Florabama Lounge

THE UNOFFICIAL FIVE-WEEK CRUISE

by Todd McCarthy

Our 2021 cruising goal for Jeff Mattera, single-handing *Eagle's Wings*, and my wife Pam and me, crewing *Bleu*

Moon, was to travel to Casco Bay in Maine. We started planning the trip over the winter, during a few dinners and get-togethers. We bought guide books and assembled all the necessary charts for the trip.

The journey began out on our docks, with all the usual last-minute preparation, including a new windlass installation on *Eagle's Wings*. The installation was more of a retrofit, which complicated the job. Jeff had stainless steel adapter plates machined to cover existing deck holes and we epoxied some G-10 boards underside the deck for reinforcement. Jeff did the final install and got the windlass working. We were right down to the wire getting everything done in time to join the SBCC Two-Week Cruise on their planned departure date to head east.

June 25: We joined the fleet gathering at Sore Thumb on Friday night, the day before the departure date. We left in the afternoon on an outgoing tide to push us through to Sore Thumb. On the way out *Bleu Moon* ran aground in the east channel near the Crazy Charlie buoy. My charts were five-years old and showed deep water, but it had shoaled in. There was a bit of excitement getting *Bleu Moon* off the sand bar, but we managed to

free her and continue on to Sore Thumb. The sail boats present were *Bleu Moon*, *Eagle's Wings*, *Kailani*, *Margaret Gale*, *Are We There Yet?*, *Rising Tide* and *Cambria*. It was a pleasant afternoon and evening with 10-14

knot south-southwest winds and fair skies.

...we were jolted by the Dufour slamming up against us! It had dragged its mooring, as the storm was now raging with 50-knot winds...

June 26: We planned to leave Sore Thumb at 0500 and run straight to Block Island, while the rest of the fleet planned to stop in

Shinnecock for the night and then continue to Block. There was some fog overnight and at 0400 when we woke, but it cleared enough for us to leave safely. As we were getting ready to depart, I spotted *Kailani* in the mouth of the narrow Sore Thumb channel, just off the rocks! Scott and Wendy were still asleep, as they were leaving later, so we called them on their cell phones to alert them of the situation. Scrambling on deck they tried to raise their anchor, only to find it had snagged a cable. They fought to get free of the cable, finally winning the battle and safely re-anchoring back inside Sore Thumb.

We motor-sailed in light rain and patchy fog with light south winds. We spotted dolphins in the morning, the boats ran well and it was an uneventful passage. We made Block Island in fifteen hours and had our anchors down in the Great Salt Pond by 2000 hours.

You can get a mooring there if you like; they are the green balls concentrated near the Block Island Boat Basin and Champlin's Marina. These are town moorings that are





first come, first served and cost \$45 per night. The harbormaster will come to each boat and collect the money daily or you can pay for a few days at a time.

The best time to get a mooring is early in the morning when people may be leaving. By the time we arrived there was no chance of getting one so we anchored. I actually prefer anchoring; it's free and that money can be spent in town. It's a good reason to have a proper ground tackle set up, with plenty of chain and a properly sized anchor, to safely anchor there. It's best to anchor in the shallower waters—eight to ten feet off Breezy Point or near the dinghy beach. It's a sand bottom with good holding—just watch your depth.

June 27: The Great Salt Pond was very breezy when we arrived, blowing constantly 15-20 knots southwest. It felt more like 20-25 knots though. Other cruisers we spoke to said it had been very windy since the week

before. This can be common at Block, it can be dead outside, but blowing like crazy inside the harbor!

We launched our dinks and went into town to stretch our legs. We walked up to the Spring House for the view, and had lunch at Rebecca's in town. The SBCC Fleet arrived late afternoon and we gathered later for dinner at The Oar. There is no shortage of things to do on Block Island, whether it's beaches, restaurants, souvenir shops, pubs, musical entertainment, movie theater, sightseeing around the island, or just boat and people watching! The views inside the harbor are beautiful, especially on a blue sky day with some puffy white clouds overhead.

June 28: The wind was still blowing in the harbor. There are two ways to get to shore, by dink or the harbor launch. You can dink to the dock by The Oar or the new dinghy dock near Dead Eye Dick's, or you can call the Old Port Launch on your VHF radio and they will



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come and pick you up for \$4 per person and drop you off at the Block Island Boat Basin, right in front of The Oar restaurant. We had a planned lunch with SBCC members Jeff and Sharon Bieslin at Dead Eye Dick's near Great Salt Pond Harbor and decided to dink in. All the SBCC cruisers attended, the food and the company were great, and we had a very enjoyable lunch there. After the meal we walked into town again for the exercise and for ice cream, of which there is no shortage on Block Island! Going into town you pass the hardware store, Block Island Grocery and a few pubs. Then you come to the Old Harbor, passing by the turn of the century hotels like The Surf and The National.



June 29: This was the last day the SBCC fleet would be in the harbor, so we decided to rent mopeds and tour the island. Jay Pizer, Jeff Mattera, Pam and I went on this excursion. We rented from Aldo's, who picked us up at the New Dinghy Dock and drove us in a van to their rental stand in town. After getting fitted for helmets and some practice maneuvering on a side street, we were ready to go! We circumnavigated the island clockwise on

the coastal road and then went around again in the opposite direction, stopping at the Southwest Lighthouse and the North Lighthouse. The views were magnificent and it was a lot of fun. Block Island is such a beautiful place to explore.

June 30: The Two-Week Cruise fleet left for Wickford, RI, but we stayed in the harbor and spent a really nice day at Crescent Beach. I wrote in my log that it was an exceptionally nice day with beautiful skies and a vivid water colored ocean. They don't call Block Island "The Bermuda of the East" for nothing. I think it's one of the nicest destinations on the northeast coast—just my opinion.

July 1: Time to start provisioning for the next week of our trip. We visited the Block Island supermarket and stocked up. The weather was starting to deteriorate and it started raining just as we got back on our boats. The winds were now out of the northeast, bringing the inclement weather. We really wanted to move on and travel to Martha's Vineyard for a few days before heading north, but the winds prevented us from leaving. The first rule of cruising is that you have to be flexible, go with the weather and enjoy wherever you are. We were getting concerned as to where we would be for the Fourth of July, so we decided to stay put and then try to leave on July 5th.

July 2: Winds still northeast with overcast skies and some rain overnight. I was starting to have a bout of swimmer's ear and since we planned on being out a few more weeks, I contacted my doctor who called in a prescription for me. Getting a prescription on



Block Island is an interesting process. The prescription had to be called into the Westerly, Rhode Island pharmacy, then flown over to Block Island. You pick up the prescription at the Block Island Airport. So off we went for another walk to the airport, admiring the scenery and homes along the way. The cost to fly the prescription over was only \$4 plus my co-pay. Crisis averted—yea!

July 3: Winds continue to be northeast, still dreary weather. My solar panels were not getting enough sun and my batteries were beginning to run down. I had to resort to running my engine to boost the battery charge. My main electrical draw is the refrigeration system, which is a real convenience. I used to go out on cruises with two coolers and had to get ice almost every day. The lack of solar energy became a common theme for a good part of the trip, as there were not too many full sunny days. The weather overall was never stable—you never knew when it was going to rain. We were always afraid to leave hatches or ports open when we left the boat.

July 4: A quiet day on Block Island, with no fireworks at all. I had never spent a July 4th

on Block although I've often heard stories of how crazy it was there. Yes, the harbor was crowded, the bars and restaurants were busy too. With Google Maps in hand on our cell phone, we departed for an exploratory trip on some back roads we had passed earlier in the trip.

The afternoon was spectacular, blue skies, puffy clouds, walking on dirt roads past remote houses near the woods. It was truly like being in a nature sanctuary with birds singing all around us as we walked. It was serene and peaceful. We walked to Dory's Cove and sat on large driftwood logs that were arranged around a fire pit. There was a seal watching us off the beach. It kept approaching us, popping its head out, coming closer and checking us out again. At this point we had been on Block Island ten days, not all of them great beach days, and we were getting anxious to move on. The winds were predicted to go easterly, so we ruled out Martha's Vineyard and decided on going to Newport the next day. This is what I mean about being flexible with your itinerary.

July 5: We awoke to overcast skies over Block Island with a 10-knot east wind, as it had been predicted to be. We were keeping an eye on Tropical Storm Elsa, which was still well south of us, as we departed for Newport. It was a short trip with us arriving at 1400 hours. We could not get a mooring there and went to anchor between Fort Adams and the Ida Lewis Yacht Club. Moorings here are reserved through the harbor master and marinas. We dinked to town, which was very busy, and managed to find a place to eat dinner. That night there was a fantastic fireworks display



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inside the harbor, and we had a ringside seat for the show!

July 6: Today we decided to tour two of the Newport mansions: The Breakers and Marble House. We dinked to shore and walked to the mansions. Both were owned by the Vanderbilts and considered “summer cottages.” These mansions were very impressive from the outside and exquisitely furnished inside, using the most lavish decor available at the time. The tours are self-guided and narrated via Wi-Fi on our phones using ear buds.

After our tour, we went to walk on the Cliff Walk overlooking the shore. The Cliff Walk is essentially a right of way through the back yards of the mansions lining the shore. Public use of it is protected by Rhode Island. The views of Narraganset Bay are truly breathtaking! As we finished our day’s outing, it had been a long walk on a hot day, we saw that a thunderstorm was brewing. We walked as fast as we could to get back on board our boats. At 1830 hours the thunderstorm started with heavy rain and gusty winds. Two boats dragged anchor and narrowly missed Jeff’s boat. After the storm cleared, we enjoyed a really beautiful glowing orange sunset—it was truly spectacular! This is one of the reasons we own our boats, to enjoy nature in all its moods!

July 7: While in Newport we reserved moorings in Onset Harbor, Massachusetts as Tropical Storm Elsa was bearing down on the east coast. This also worked into our itinerary to travel further north. We pulled anchor at 0815 hours and motored out of the harbor.



There was a light southwest wind and we had a lazy broad reach north into Buzzards Bay. We arrived at Onset about 1700 hours, having motored about half the day. At Safe Harbor Marina, I topped off my fuel tank and water and went to my assigned mooring. Both Jeff and I had reserved moorings in Onset, but Jeff accidentally reserved a town mooring, so we were separated, moored on two different sides of the harbor.

July 8: This was the day before Tropical Storm Elsa was scheduled to blow through. We went to town for some light provisioning, toured the harbor and did some laundry at the marina. While waiting our turn for the washers, we met some long-term full-time cruisers. They had spent over twenty years on a Catalina 42. We had a great conversation about their travels up and down the east coast and the Caribbean. They shared a few tips with us regarding communications and the ability to watch TV on board. It turns out we were moored close to them and became good neighbors.

In the evening, we prepped the boat for the storm, tying two lines to the mooring, removing the anchor from the bow to prevent chafe on the lines, brought the dink back on





board and put out fenders on both the port and starboard sides.

July 9: It was a quiet night with rain starting to fall at about 0730 hours. We were tracking the storm on our cell phone radar and it was almost upon us. At about 0930 hours we started to feel the outer bands of the storm and by 1130 hours the winds were out of the southeast, gusting close to 40 knots! Onset Harbor was protected from swell, which is why we were there. What we hadn't figured on was the new Dufour 40 sailboat boat in front of us swinging wildly on its mooring, with nobody aboard. I was periodically checking things as the storm progressed and I went down below for a few minutes.

The next thing I knew, we were jolted by the Dufour slamming up against us! It had dragged its mooring, as the storm was now raging with 50 knot winds. I scrambled on deck to try to fend off the boat as Pam called the marina on VHF channel 16 to report the issue. Every time I pushed the Dufour away, it came back at my boat bow first. First broadside, then bow first. It was still sailing on its mooring. This happened several times, and it finally dragged past our stern, hitting my dingy engine which was mounted on the stern rail and then pulling the stern ladder off our boat.

Fortunately, the marina staff responded almost immediately and came out like cowboys, herding the bucking boat under their control. The harbormaster was also on

site. They eventually got the boat tied up to the nearby fuel dock. WHEW! Luckily, I had put fenders out. I think I was the only one in the marina with fenders out, but I was very glad that I had done that. We had no damage to our hull luckily. The stern ladder had been tied to my rail, so I was able to retrieve it from the water and reinstall it when things calmed down. There was a scratch on my dingy engine cover, so the damage was very minor. We filed a full report with the harbormaster and Boat US. We were very lucky! I also realized how important your stern ladder is; without it we would have no way to get on and off the boat. I am now considering adding another boarding ladder mounted amidships.

July 10: We stayed in Onset after the storm just to sort things out and then got ready to move on after the storm. For the inconvenience, Safe Harbor Marina gave us the mooring on the house for our entire stay. Once things were ship shape Jeff, Pam and I decided to further explore Onset Harbor and we had a nice walk around it. We had dinner in the local pizza parlor, Mark Anthony's, then we explored Wicket Island in the middle of the harbor and met some locals on the beach.

July 11: We departed Onset at 0700 hours with a favorable current, under overcast skies and headed through the Cape Cod Canal, bound for Scituate, Massachusetts. We had never been there before and had reserved moorings with the Scituate Yacht Club. The forty-one-mile passage was uneventful and

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we admired the scenery along the way, while sailing about half the way and motoring the remainder. After arriving in Scituate, we went ashore to explore the town and waterfront area. This is a working harbor with several lobster boats, in addition to the multitude of private sail and power boats on moorings. We had a great meal in town at the Scituate Tavern and returned to our boats for a quiet night.

July 12: It was cloudy and rainy in Scituate Harbor with a cool sixty-seven degree air temperature and northeast winds of 10-15 knots. We managed to get off the boats again to stretch our legs and had really good pizza at the local pizza shop for lunch, ending up at the Scituate Tavern for dinner again. The food there was so good and reasonably priced!

Now it sounds like the trip was all about the food, but unlike Block Island where there are other diversions, there wasn't really much to do but sightsee and dine out when the mood struck. Due to Covid 19, the yacht club was closed to us. After having several days of foul weather and hardly any sunny days for weeks, we decided to turn back south and not continue further north. The weather had fought us for almost the whole trip. We saw a string of nice days coming and wanted to spend them in Martha's Vineyard.

July 13: At this point we had been out nineteen days as we motored out of Scituate Harbor, bound for our favorite stopover town, Onset, again. We made the forty-one-mile trip in six and a half hours, sailing part of the way. While underway, we spotted something unusually tall on the horizon. My AIS display identified it as the tall ship, *The Pride of Baltimore II*. Jeff and I diverted our course to intercept the *Pride* and have a closer look at her go by under full sail. It was a very

impressive site to behold as she slid by us under sail!



This replica of the famous *Chasseur* was launched in 1988 to replace another replica *Pride of Baltimore* that sank. The original *Chasseur* was one of the best equipped and crewed American privateers during the War of 1812, harassing British merchants in the West Indies. In 1813 it sailed across the Atlantic and singlehandedly declared a complete blockade of Great Britain and Ireland in 1813 as the British had declared on the United States. When *Chasseur* arrived home to Baltimore she was called the pride of Baltimore for her heroic actions, thus the naming of the replicas, *The Pride of Baltimore* and *Pride of Baltimore II*.

July 14: Staying overnight on the hook in Onset, we awoke to a foggy morning. Looking out, there was an old schooner on a mooring near us. Seeing the classic ship and fog shrouded shoreline, we decided this was as close to Maine as one could get! The day cleared and we pulled up anchors at 1400 hours heading out with the current to Mattapoisett, but we decided to turn back due to the dense fog outside the harbor. We waited it out and left the following day, using the time to take care of our boat chores, dispose of garbage, do some provisioning and get water and gas for the dinks.





July 15: It was foggy again in the morning and we departed at 1030 hours bound for Mattapoisett which was a short twelve-mile hop down Buzzards Bay. We hit patchy fog along the way and found our moorings in Mattapoisett Harbor, which is a very large harbor. From inside the harbor you could see the billows of fog blowing up Buzzards Bay. Fortunately it was sunny in the harbor so we launched our dink and headed ashore strolling by the beautiful waterfront homes and enjoying a nice meal at The Inn on Shipyard Park which is America's oldest seaside inn.

July 16: Now day twenty-two of our trip, we departed Mattapoisett Harbor at 1000 hours, timing the current in Woods Hole passage, while sailing southwest winds with patchy fog, bound for Vineyard Haven. We had anchors down by 1300 hours in our favorite anchorage at Martha's Vineyard! We relaxed on our boats, going for a swim before heading ashore and deciding we would spend the next few days here.

July 17: We got our bus tickets and went to Jeff's favorite beach at Aquinnah, which was once called Gay Head for those who remember the original name of this part of the island. This is where the Gay Head Lighthouse is and the beautiful multicolored clay bluffs on the beachfront. Unfortunately, Aquinnah was fogged in, and although the bus driver warned us before we got on the bus, we went anyway to see it for ourselves. Not the best beach day, but like they say, better than being at work! From there we boarded the bus and visited Edgartown where it was pleasantly

sunny and explored the town admiring all the beautiful homes.

July 18: We had a lazy day. It was partly sunny and we stayed on our boats for a while, then decided to visit Oak Bluffs, where all the famous summer camp gingerbread houses are located. This area was originally a religious retreat and one home is prettier than the next. Walking around this quiet village was like going back in time. There is also a large town square surrounded by more beautiful homes, ringing the park and overlooking the water! A live band was playing in the pavilion at the center of the park. Oak Bluffs was the only town built on the vineyard with tourism in mind.

July 19: When traveling by boat, ground transportation is always an issue. Martha's Vineyard has a great bus system to get around the island, but we wanted to find some places off the beaten path. I had read about a few ponds inland, one with swimming, so we decided to try and find them. With the help of Google Maps, we got off the bus and started walking the back roads to find Seth Pond and Ice House Pond. Seth Pond was closed to swimming, but Ice House Pond was open. We had a short hike to the pond which is secluded and surrounded by loosely spaced summer cottages. This was all private property, but there was public access via a dock so you can swim in the pond. The area was also supervised by an attendant to make sure people are respectful of the land and its owners.

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We didn't have our suits and so we couldn't take a dip, but it was a cool day anyway. We hiked back out to the road and started walking to the nearest bus stop to travel on to Menemsha. It was a bit dangerous walking on the two-lane roads without shoulders, as there were some tight turns and blind corners. Maybe it was not such a great idea! We visited Menemsha, home of the fishing fleet, some great seafood, art displays, a public beach and beautiful views of the Elizabeth Islands to the west. We had lunch and a nice beach walk there, savoring the spectacular sunny day and enjoying spectacular views of the clear water.



July 20: It was another beautiful day at Martha's Vineyard with sunny skies and temperatures in the 80s. A perfect day to relax, swim off the boat, go paddle boarding, and explore the harbor. Once off the Great South Bay, sailboats are more the norm, making up more than half of the boats we see. Many classic wooden boats are moored in Vineyard Haven Harbor, some built by Gannon & Benjamin Boatyard which is located at the beachfront in the harbor. We like dinking over and admiring these boats and talking to their owners. All it takes is a "hello" followed by a compliment about their boat and most are more than willing to chat. These boats are a labor of love for their owners and Gannon & Benjamin Shipyard who build these classic, one-of-a-kind sailboats.

Pam decided to go paddle boarding while I was working on the boat. She did not return for some time, so I started to worry about her and decided to dink around the harbor to look for her. Soon I found her, visiting on a catamaran nearby. The owners wanted to talk about trying to paddle board. The next thing you know we spent an hour or two on

their boat talking to them about their sailing adventures up and down the east coast. I noticed he had B&G electronics on board, and told him I was thinking of installing them on my boat. The next thing I knew he was showing me their setup, which he had done himself, and he gave me installation tips. The sailing community shares a great camaraderie!

July 21: It was another nice day! So nice that we decided to do some boat chores in the morning before heading ashore. Checking the engine, changing the fuel filter, checking the water strainer, tidying up down below are all necessary tasks to keep the boat running smoothly. I have re-bedded chain plates while on anchor, done some teak refinishing and small repairs while in a harbor, sometimes just to pass the time, while also keeping the boat in shape. There is also no shortage of things to do at Martha's Vineyard, with plenty to see as it's such a big island!

July 22: We had another perfect day, so we decided to go to the Gay Head Beach near the lighthouse. More spectacular views, clean water, people-watching, multi-colored bluffs at the beach, and a picnic lunch all made for a nice outing. We happened to be on the Vineyard during a music festival, so we bought tickets to see both an indoor show at Oak Bluffs and then, the next day, an outdoor show right in Vineyard Haven.

July 23: Our last day in Martha's Vineyard was uneventful and we started preparing to leave the next morning for Block Island.

July 24: This was day thirty of our trip. We pulled anchor at 0600 hours to catch the tide down Vineyard Sound, but we should have left earlier. I don't think anyone wanted to get up earlier to leave, but we should have been underway sooner. We missed the tide and now it was starting to run against us as we traveled down the sound. Once into Rhode Island Sound, the tide didn't affect us, but approaching Block Island there was a three-knot rip current running against us as we tried to round the Green Can 1BI off the North Light. We arrived at Block Island at 1600 hours, our current miscalculation added at least an extra hour or two to our passage!



I fueled up at Champlin's Marina, taking on twenty-three gallons of diesel and then we found our way to the back of the anchorage, which was pretty crowded as it was a Saturday. We had two anchoring choices, first deciding on the one in fifteen feet of water. When I let out enough scope, I was right on top of another sailboat. I decided it was too close, so we moved to the second available spot, which was behind a raft up of several power boats. From experience, I knew this was going to be an unfavorable location, as a large raft up usually means it's going to be noisy when all the people come back to their boats for party time. I was relieved when the raft started to break up. Now there were only two boats left—whew—or so I thought.

We went to town and had a nice dinner at the Monhegan Café and ice cream at Aldo's. Returning to our boat, things were in full party mode at the raft up, with loud music playing all night and into the early morning. It was pretty inconsiderate of them, I thought. We were thankful when they left the next day!

July 26: We awoke to an early morning fog that later turned into a hazy sun that lasted throughout the day. We went for a nice walk on Crescent Beach in the afternoon.

July 27: It was a beautiful, clear sunny day, with a temperature of eighty-five degrees and low humidity. We dinked to the inlet at Great Salt Pond where we beachcombed and watched the boats coming and going from the harbor. We call this watching the boating channel. The inlet is a beautiful spot, with icy crystal-clear water and a hot sandy beach. For some reason the sun is really intense here, so

we brought an umbrella for some shade while enjoying the beach and we had a couple of refreshingly cold dips in the inlet.

July 27: Today was our day to depart Block Island and head for Shinnecock Inlet and Cormorant Point to anchor for the night. Timing the tides, *Bleu Moon* and *Eagle's Wings* departed at 0500 hours. We had 5-10 knot northwest winds and were able to sail for about two and a half hours, but we ended up motoring the rest of the way for six hours.

July 28: We departed Shinnecock at 0500 hours, headed for the Fire Island Inlet and then home. We made it back to our dock by 1500 hours, sailing for about five hours and then motoring for the remaining five. It was good to be back. We had had a great trip and both boats ran well for the duration with no major breakdowns.

The total trip was 456 NM traveled and we put seventy-one hours on the engine. About ten to fifteen of those engine hours were just for battery charging. At an average of five knots of boat speed, we probably motored about 300 NM, and sailed for about 156 NM.

Dennis Krug once told me on my first trip with *Bleu Moon*, "Todd, you have to get this sailing stuff out of your mind on these trips; you sail in the bay and you motor on trips." I have not forgotten these sage words. The reasoning for this is that one should try to arrive at their destination harbors during daylight. So, in timing your passage, thirty-five to fifty miles should be considered a full day. We may have missed our goal of getting to Maine, but there is always next year!

THE TWO-WEEK CRUISE

by Jeff Frederick

Planning, logistics, packing, preparing the boat, last minute scramble—the second last minute scramble. SBCC cruise captains Jay and Stephanie Pizer had held several Zoom meetings over the winter and spring to discuss the itinerary, go over the planning and logistics, and discuss every detail of the plan.



This cruise was very well planned, and every detail was researched and documented in “the cruise bible” that Stephanie prepared and distributed to the captains. But there is a saying about plans—how you make them, and God laughs, or how “everyone has a plan until they get punched in the face.” Tropical storm Elsa would certainly throw us a punch on this trip, but she didn’t change the fact that this was an amazing trip full of laughs, beautiful sights, and memories that we will never forget.

The Frederick family had upgraded to a larger cruising boat, a Moody 38 center cockpit, *Cambria*, in the autumn of 2019 and had spent 2020 shaking out the new-to-us systems and fixing a few problems with the boat. Some were cosmetic, some were more significant like the misaligned shaft that led to a transmission leak and eventually a total transmission rebuild.

We also had two boys to consider. Our youngest was only two last year and not quite ready for an extended cruise. OK, maybe the adults weren’t ready to take a two-year-old on a two-week cruise, but ultimately it was a work commitment that had scrubbed our ambitions.

This time around, work had been on notice for six months—I would not be checking emails but could be called if needed. This year we were ready. The boat was in good cruising order and the boys were then seven and three, certainly old enough, we hoped, for the experience. They were sure-footed enough for us to not be constantly on edge as they moved about the boat. But two weeks is a long time for a family of four to be cheek to jowl and there was some trepidation about the trip. We laughingly dubbed it “The Ocean Experiment” in a hat-tip to our experience with isolation, uncertainty, and suffering in Alaska while filming a reality TV show back in 2007 for the Discovery Channel.

Nevertheless, we planned and prepared, determined to make this trip a great family experience and finally lining up house-sitters to watch over our new puppy.



I wanted our departure to be a simple drive to the boat with minimum “stuff” to pack on that Friday afternoon. We packed the boat all week, slowly at first, culminating in a Thursday evening run to the boat with a Tahoe stuffed with clothes, provisions, gear, etc. We spent a few hours packing food into the galley and other spots, clothes into drawers, making beds, etc. It seemed as though Elizabeth forgot that we would encounter “grocery stores” and “restaurants” on the cruise, but I wasn’t about to opine on this topic. I understand the power of preparation, and have a hard time criticizing anyone who over-prepares. In the galley, we were prepared for two to three weeks of

total isolation at sea and that was ok. We felt pretty good about it all, but knew we still needed a few more essentials: stuffed animals for the boys, a few odds and ends, and the sunscreen.

Day 1 The big day arrived and we packed the boat with the last load of supplies, ready to cast off. This is the moment Elizabeth realized she forgot her wallet and the sunscreen. A mere forty-five minutes later, with sunscreen and IDs aboard, we dropped the lines and headed southwest! A short three-hour motor into the wind took us down the East Channel, past the Fire Island Lighthouse, under the Robert Moses Bridge to anchor at Sore Thumb for the night. Here we met up with the other club boats joining the two-week cruise: *Rising Tide*, *Kailani*, *Margaret Gale*, *Are We There Yet?*, *Bleu Moon* and *Eagle's Wings*. The last two boats were planning to split off at Block Island and head further north to Maine for an extended cruise.

We were going to meet up with the Bieselins on their new boat *Shaz* at Block Island. Sadly, the Tedescos and Margesons were not able to join the cruise as planned. Dave was very sick and it turns out he had Lyme disease. *Shadow* was having extensive work done on it and was still in the being-worked-on phase. We had a quiet evening aboard and the boys were excited for the first night in their bunks. The weather was cool and breezy, perfect for sleeping and fog.

Day 2 FI Inlet to Shinnecock – At 0600 I peered out of the cockpit through the thick fog and was deeply confused. *Bleu Moon*

and *Eagle's Wings* had planned an 0400 start for their run straight to Block Island, so I expected them to be gone. Instead, what I thought I was seeing was that *Rising Tide* had left, *Bleu Moon* was still there... and that we had dragged anchor!? Between the fog and my early a.m. "brain fog", what I was actually seeing was that *Kailani* had moved, and that the thick fog and relative location of their new anchor spot put *Rising Tide's* relative position right where *Blue Moon* had been the night before. Luckily, *Kailani* had discovered their anchor was fouled on a ten-foot section of steel cable in the early am, thanks to *Bleu Moon* having alerted them. So they had pulled it, cleared the cable and re-set in a new spot. The fog remained thick through our planned departure time, so we waited thirty minutes and the rising sun cooked enough of it away to make the visibility reasonable at about a half mile. We were off, headed to the inlet, with the boys standing on the bow chanting "ocean-bound, ocean-bound!"

Equipped with the latest intelligence on the status of the channel markers and depths, we quickly found ourselves in forty feet of water with modest one- to two-foot seas and making the turn east. We were quickly greeted by several pods of feeding dolphins. The boys were thrilled as we watched them work a large school of fish, with several breeches of both dolphins and fish as they battled for survival. It was an amazing start to the first day at sea. The sea state got a little bumpier in the afternoon with increased winds.



THE TWO-WEEK CRUISE



"My tummy hurts. Ughhhhh—I don't feel good." I looked back at the dinghy, riding well on our stern wake, and thought to myself "I should tie the bitter end of that painter off to that cleat. It'll never come un-hitched, but just in case." A minute later, little Elias erupted a technicolor yawn in the cockpit, his sleeping bag having taken the worst of it. Mom did her best to mitigate the damage, trying to rinse the bag over the rail, cleaning up what she could on a pitching boat and trying to make sure it didn't become "contagious". Scenes from the Stephen King classic "Stand By Me" came to mind. "It was a total barf-o-rama..." Joseph moaned deeply, but Elias suddenly felt better. Once the chaos had settled a bit, I looked back over my shoulder just as the radio crackled to life—our dinghy had come uncleated and was riding in the waves about fifty yards off our stern! Mom sprang into action—we have done MOB drills with the boys for years, so she knew what to do. While

I furled sails and made the 180-degree turn, she assigned Joseph the job of spotter by pointing at the dinghy constantly. I handed off the helm to her and grabbed the boat hook. We approached it to windward, bringing it up on the leeward rail and hooked the bridle. We quickly tied it back up, backed it up with another line, and returned to our course.

While we were engaged in the dinghy retrieval exercise, young Elias was finding himself hungry after his "episode" earlier. Sensing a momentary weakness in our zone defense, he found a bag of veggie sticks and proceeded to stuff his maw with salty snack foods! Twenty minutes later—round two—another sleeping bag down! Poor Joseph moaned again, his strength and resolve weakening. We had a team discussion about what not to do while seasick; eating at full volume immediately after throwing up was number one on the list. It's better to be a little hungry and seasick, than full and seasick.

As we approached the MOA at Shinnecock, I saw a puff of smoke in the distance. I scanned upwind to see the boat that it came from—no boat. "Weird" I thought to myself, then I saw the large black back of a whale break the surface! Amazing, but we never caught another sight of it. We were now focused on the inlet and I couldn't wait to get these kids to smoother water.

We rafted up with *Rising Tide* and *Kailani* after that first long day on the ocean. Joseph burped loudly, smiled, and said "I feel better." The boys donned their lifejackets, jumped





into the water at Cormorant Point, and loudly proclaimed this “the BEST day EVER!” They laughed and splashed and did cannonballs off the boat. We were relieved as the worry that we were needlessly torturing our boys quickly evaporated. They were going to be just fine.



Margaret Gale and *Are We There Yet?* anchored just inside the inlet on the west side. They ended up staying there for a few days with family joining them for some relaxing boat time.

Day 3 Shinnecock to Block Island – At 0600 we had an early start so we could hook up in the Great Salt Pond while there was still some daylight left. The seas were calmer today, and the boys seemed to have gotten their sea legs. They were more cautious about snacking too, so perhaps they’d learned a lesson. Pretzel chips were consumed in moderation and everybody felt good. Even with the rolling swell and steady 15 knots of wind in the Block Island Sound, they were playful and rambunctious. For a little while, we were sailing northeast with no

land visible in any direction. Joseph thought this was amazing.



I started asking Joseph to take the helm for short periods while I tended to sheets and other small jobs around the boat. He’s steered a course relative to fixed points on land but steering by compass was a new concept. He took it seriously and did well.

We made landfall that afternoon and pulled into the Great Salt Pond just as a small craft advisory was issued for the sound. The wind in the pond was suddenly gusting to 25 knots as we toured the anchorage looking for a spot to anchor. The harbor master pulled alongside and asked if we wanted a mooring. Yes, yes, we did. I could really go for a stress-free night of sleep if this is what the wind was going to do. As it turns out, the wind blew 20 to 25 knots for the next three days, with only brief respites. We heard a story later that week of a 50-foot fishing boat that had dragged anchor and crushed one

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hull on a Lagoon 42. So for us, the mooring ball was to be home for the next three days.



Block was a blast, and we felt like we could have stayed all week. A short dinghy ride to “dinghy beach” took us to a narrow strip of land and a five-minute walk to the white sand beaches of Block Island. That first day with the strong westerly winds still gusting gave us a fun surf to play in. The boys made quick beach friends and dug a giant hole. We saw a seal beyond the breakers which Elias rightfully called a “water dog” and we spent the whole morning there before meeting up with the SBCC gang (*Rising Tide, Kailani, Bleu Moon, Eagle’s Wings* and *Shaz*) for

lunch at Dead Eye Dick’s, organized by the Bieselins.



We started to settle into the cruising rhythm—morning adventure to the beach, back to the boat for nap time, late afternoon-evening adventure, then bedtime. We had brought scooters for the kids to ride around on. We hit the playground and skate park, we went to the 1661 Farm where we fed goats, sheep, alpacas, and an emu with a bad attitude. We got ice cream, ate dinner at The Oar and let the kids roam and play with the dozens of other kids running around. Elias met a kindergarten teacher there and they became fast friends, sitting in the grass together and





swapping sea stories and playing pattycake. The pond was a bit rough while we were there, which made dinghy rides wet and challenging. We ran into Jay and Stephanie at The Oar on our last afternoon after half our crew were able to secure showers. We coordinated afternoon ice cream and evening drinks at the National with the Pizers. It was a great way to wrap up our stay at Block.



Day 6 Block Island to Wickford, RI – At 0600, a nice breeze and flat seas awaited *Cambria*, *Rising Tide* and *Kailani* as we exited the Great Salt Pond, where the wind had been still whipping away. We sailed east into the rising sun, rounded Point Judith and slowly made our way north to the Narragansett Bay.

By the time we got to Wickford, it was hot. The first truly hot day of the cruise. We all secured our moorings and jumped directly overboard—it was going to be that kind of day. We had dinner out with the SBCC crew on our first night in town and raced a massive

line of thunderstorms back to our boats well after dark. We won, stepping aboard as the first drops hit the deck.

Wickford Yacht Club, our hosts for the next two nights, was a warm and welcoming club on the north end of town, situated just across from Cornelius Island. They provided us with free ice and made available to us excellent shower and kitchen facilities. The club steward made time for us on our last day, just before the rain started, to do a burgee exchange and give us a tour of the club. In the main hall, we saw the SBCC burgee already hanging along with dozens of burgees from clubs around the world—someone in years past had already done a burgee exchange with them.

Wickford is a surprisingly large harbor. The outer harbor is protected by a breakwater and the marinas are tucked back into Wickford Cove. We dinghied through the cove past the mega-yachts, the marinas, the fuel dock, the island docks and pilings that lined the channel toward town and our destination, the dinghy dock. The town of Wickford was quaint and very walkable. Shops, restaurants, and a pharmacy all within five minutes of the dinghy dock. We walked to the grocery store, which was about fifteen minutes from the dock, for fresh provisions, and we visited the toy store to pick up some projects for the boys. The forecast was calling for rain the next day and the day after that, so we thought some new Lego sets might alleviate the boredom, should it arrive.

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Day 8 Wickford to Newport, RI - At 1100 having slept in, fueled up and pumped out, the three remaining boats in the cruise fleet departed in a light drizzle. We sailed around Conanicut Island to take the shorter eastern passage. The rain only persisted for the first hour or so, giving way to light favorable winds and flat seas. In transit, we passed through a large vessel anchorage, where we saw an NOAA research boat and an oil tanker flagged out of Hong Kong. Joseph and Elias were fascinated by both, eyeing the lifeboats, the cranes and the myriad gear onboard each ship through the binoculars. Elias took the helm for a short period and did well under power and constant supervision!

We arrived in Newport early in the afternoon, and the Ida Lewis Yacht Club steward escorted each of us to our respective moorings. Once secure, Newport offered a launch service into town, and Ida Lewis has a launch that will take you to the club. On that



first day, I took the Old Port launch into town with the Pizers and the Geseles, who took the opportunity to have lunch at the Black Pearl. I did a few loads of laundry at the Maritime Center, including the desecrated sleeping bags from the second day. It was good to finally get those clean!



Our moorings were near the New York Yacht Club and approximately 200 yards away from Ft. Adams, a revolutionary war fort that remained in service through WWII and is also home to a replica of an old three-masted tall ship, the *Oliver Hazard Perry*. We spent a morning at the fort, taking the tour and enjoying the boys climbing onto every single cannon they laid eyes on. It was a large park, and the boys needed to do some running, walking, throwing of rocks into the water and they even helped the park staff pick up garbage along the water's edge.

Newport was bustling on this July 4th weekend! The streets were packed on Saturday and Sunday, even though the weather on Saturday was a bit unsettled. I decided to fill the quiet, rainy Saturday

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afternoon with some much-needed teak cleaning, taking full advantage of the freshwater rinse the sky was providing. We all had dinner at the Ida Lewis Yacht Club on Saturday night, and we had an impromptu burgee exchange with the Commodore. This had been arranged by Stephanie, who met the Commodore in the most unusual circumstance! Let's just say he's a Kiwi, and the Pizer's Oracle jackets were too tempting to pass up on the road to town.

On Sunday morning, we walked to the Newport Town Hall where costumed revolutionaries read the Declaration of Independence before a crowd of approximately 500 not-so-agitated but ungrateful colonists. From there we hit the shops where Mom got a new dress while the boys hit the video game arcade for some old-fashioned fun. We got ice cream, and had a nice lunch in town. After lunch we walked to the grocery store and picked up some fresh vegetables and some little bottles

of Prosecco for Mom! All of this walking really tired the boys. I think they volunteered for early bedtime each night in Newport.

Sadly, Newport cancelled their fireworks display for the evening of the 4th, which turned out to be a bad call, as the weather turned out to be perfect. The boys stayed awake long enough to take in the shows from the towns and clubs around us, and while it wasn't what we expected, it was still a wonderful treat to view from our cockpit in Newport Harbor.

Day 11 Newport to Bristol, RI – It was a nice sail north to Bristol, leaving at 0930, with favorable southerlies returning after days of consistent north easterlies. We did not arrive in time for the famous 4th of July parade held on the 5th. The parade was shorter than normal due to COVID and we had to deal with confusion over boats lingering after check-out on the moorings we had reserved.



Dave and June Tedesco joined us here via an over-land route, and we all enjoyed chatting



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and exploring town with them, getting ice cream and sharing meals. Hurricane Elsa entered our common lexicon here, as the storm tracks started to look menacing at this point. With an uncertain future ahead of us, Dave offered to drive us all to Battleship Cove the next day, just in case we decided to radically alter the float plan in the days ahead. Joseph had been most looking forward to this stop, so the offer was readily accepted.

The Fredericks, Jay, and Dave went to Battleship Cove that next morning, and spent about four hours touring the ships. After returning to Bristol, we had lunch, walked the town and got some errands done. I went ashore in the late afternoon for a shower and a load of laundry, which turned into a game of “Beat That Thunderstorm.” I watched the radar and pulled already dry synthetics out of the dryer, then resumed drying the remaining clothes. Repeat every five to seven minutes, until the edge of orange touched the west side of Bristol Harbor. The harbormaster would not have approved of the wake I made

racing back to the boat, but the dry laundry was aboard *Cambria* when the first drops hit the deck. Captain Jeff: 2, Tstorms: 0.

Day 13 – Bristol to Fall River, MA – Departing at 1000, it was a short run to Battleship Cove in nice, but hot weather, where we moored up in the shadow of the *USS Massachusetts*. The harbormaster here was very thoughtful and friendly, which factored into how the rest of the cruise played out. We decided as a group that we would ride out Elsa in Bristol, so we reserved moorings there for Thursday and Friday night as Elsa was expected early on Friday. So, we went to shore and toured the battleships again, using the two-day tickets we had purchased the previous day. We spent all our time on the *USS Massachusetts*, realizing that we had barely seen a third of it the day before. It was a massive jungle gym with guns, and the boys loved climbing through the labyrinth of passage ways, ladders, and exhibits. Elias especially liked climbing up into the sixteen-inch guns, probably because everything in there was hobbit-sized.

Later, we had a great day swimming in the cool water, and Joseph began his dinghy driving lessons. It’s really a great thing to watch their curiosity grow into comfort and confidence, and Joseph enjoyed driving the dinghy around the harbor amongst the giant warships. That night, we all had dinner at The Cove, and made a note that we should not “sport our colors” at the restaurant.





The next morning, we were all shocked to receive cancellation notices from the Bristol Harbormaster. They were concerned about damage to boats in the harbor and cancelled all reservations. They recommended a popular local hurricane hole to us, which was only about five miles from our current location. We considered it, but after speaking with the Fall River Harbormaster, we decided to stay put in Battleship Cove. They had just replaced their mooring chains, and he told us that the USCG brings their boats there to ride out bad storms. That was just the validation we needed to hear. The Harbormaster then drove around to all of us and pumped us out and returned later to pick up any garbage or recycling we had. Talk about service!

That day, Elizabeth took the boys to the children's museum, which was only a ten-minute walk from the waterfront, while the

Pizers, Scott and I walked to the nearest Portuguese grocery store, where we loaded up on provisions, ice, adult beverages, and croissants. Back at the boat, we were adding tackle and a second line to the mooring balls, reducing canvas and tying up sails in preparation for what was forecast as 50 knots at its worst. The eye was forecast to pass over us, or just north of us, with the northern route predicted to be more severe, exposing us to the most intense southeast quadrant of the storm. That evening, a high-school friend who lives in Providence visited us and we had dinner and drinks aboard. It was great to catch up with an old friend and the boys missed him the next morning—mostly because he brought Doritos, I think.

The next morning, we awoke to rain and modest winds. I played “find the leaking port,” while the boys played with their Legos and



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shot dart guns at every surface of *Cambria's* interior. The southerlies on the leading edge were coming from shore, so there was no fetch and zero wave action in the cove. We recorded winds in the twenties, with gusts to 35 knots. Pretty tame by tropical storm standards, but our location had everything to do with our experience. When the winds shifted to westerlies, we were in the lee of the *USS Massachusetts* and our experience was thankfully mild.

[Revised version to be told at pubs after a few pints: Elsa was a monster— we were lashed with rain as we danced from port to starboard, dipping our rail into the sea as 50—no 60-knot gusts howled and raged through the rigging. Canvas was shredded, lines were strained, but our thorough preparation paid off!]



Once the rain stopped, the boys donned their bathing suits and jumped in the water. We swam and rejoiced the passing of Elsa all afternoon, continued our dinghy driving lessons and had an impromptu afternoon happy hour aboard *Rising Tide*. We all went out to dinner that night at a rock-n-roll

themed wing joint just five minutes from the dock. Cruise Captain Jay Pizer awarded cruise awards to both Elias and Joseph for their Outstanding Bravery and Seamanship, and each proudly received a pin of the *USS Massachusetts*! Scott was awarded the head-over-heels award, literally, following an incident in which his dinghy expelled its human contents overboard.

Day 16 Fall River to Lake Montauk, NY –

We needed to get a fairly early start at 0800 hours to try to make the run to Lake Montauk, but not too early because we wanted to give the seas some time to lay down after the storm. *Kailani* would be heading back to Newport this morning, so just *Cambria* and *Rising Tide* would make the return trip together. We were planning to stick our heads out in the sound beyond Newport, and if it was still too rough in the wake of Elsa, we could duck behind the breakwater at Point Judith to wait for things to subside. Once past Newport, we were met with long period five to six foot swell out of the southwest. Winds were moderate, but we occasionally lost sight of other boats in the swell. Joseph was wide-eyed, and swore they were ten-foot seas!

Confident that this was the worst of it, we agreed to press on to NY, and set our southwesterly course at Point Judith for the run through the sound. The seas moderated in the afternoon, and the boys were playful and happy. We pulled into Lake Montauk after about nine hours underway. Elizabeth quickly produced sandwiches for the hungry crew, and we rafted up with *Rising Tide* for snacks and drinks. Lake Montauk was serene and beautiful, and after a cool swim we all slept hard knowing we had a very long day ahead of us.

Day 17 Lake Montauk to Fire Island Inlet, NY

Leaving at 0500, we needed every bit of sunlight available, with light winds and motor-sailing, we hoped to make the transit in thirteen to fourteen hours to hit the inlet at slack water. The ocean was calm and greasy, the morning sky was windless and beautiful. We had a brief foul current rounding Montauk Light, but then picked up a lift as we sailed through several pods of dolphins during their morning feeding. The winds picked up a bit in the afternoon, and we were close reaching as we motor-sailed, then sailed briefly, then motor-sailed west toward the inlet. Elizabeth and I traded the helm hourly all day long—did I mention our autopilot died on day two? The boys spent most of the day below-deck watching cartoons and playing video games. It was a long day, but the smooth, gentle seas made for a comfortable trip. We pulled into Sore Thumb around 1800, and rafted up again for a final rendezvous, sharing drinks, stories, laughs, and snacks.

Day 18 Fire Island Inlet to Patchogue – It was 0730 Monday, and I was supposed to be at work. The storm had set us back a day, so I told everyone that I'd be at my desk by noon. We motor-sailed back through the shallow waters of the Great South Bay—everything seemed smaller. A three-hour run home didn't feel so big, the waves seemed non-existent, the boys were confident and comfortable sitting on the bow perch as we reached down the state channel. They had grown up in immeasurable ways over the last eighteen days; they had learned a lot, they



had become confident, they had endured the discomfort that only the seasick understand and they assumed roles and responsibilities on the boat that home life seldom affords.

“Are we home yet?” was Elias’s famous refrain from the long day before. Today, he didn’t need to ask, he knew where we were. We weren’t at the dock yet, but we were home.

Epilogue: It has been Elizabeth’s and my long-standing desire to teach our children to love adventure and to love the sea. Upon returning to school in the fall, Joseph was asked by his teacher the following, “If you could travel anywhere in time, forward or backward, where would you go?”

He replied, “Back in time, to the two-week cruise!” As parents, we felt immediate pride and a sense of accomplishment. The cruise didn’t break them, it just whet their appetites for more. Maybe we are making progress with these two!



THE ONE-WEEK CRUISE ON THE BAY

by Wendy Gesele

August 20: Great River / The Wharf

As planned, *Kailani* arrived on Great River before the Blast. We dinked over to meet the pre-cruise get-together at The Wharf and met up with Fred and Mara Liesegang, Joe Werkmeister and Christina Pietras, Jean Sidebottom, Jerry and Nancy Gravina and Jim and Trudy Perrson. Unfortunately, because Hurricane Henri had other plans for the Blast's after-party, all others had arrived by car. But, when has that stopped SBCC from having a good time? We had a BLAST—no pun intended! After we all called it a night, *Kailani's* crew dinked back over for the night and hit the sack, as we knew we were heading home to batten down the hatches before The Blast and Henri's arrival.

Monday, August 23: Watch Hill After only a one day delay, we were Watch Hill bound. Henri ended up curving to the East and missing the major portion of Long Island. Although it was good news for us, it was bad news for Rhode Island—our thoughts are with them. Joe and Christina in *Polaris* were first to arrive, followed by us in *Kailani*, Rich and Sue Troy in *Fun Sway*, and Jamie Blumenthal on *Aquae Sulis*. After some R&R, several of us walked to Davis Park where we had a delicious dinner at the Casino Café.



On the walk back, we were glad to have a flashlight so no frogs were harmed during the journey.

Tuesday, August 24: Watch Hill What a HOT day it was! But it was awesome how many boats arrived. There were nineteen boats in total: *Cambria*, *Compass Rosie*, *Incredible*, *Dust in the Wind*, *Eagle's Wings*, *Bleu Moon*, *Alexa Grace II*, *Esprit de Mer*, *SailSmith*, *Phoebe Rose*, *On the Green*, *Maggie Lee*, *Free Spirit*, *Sea Breeze*, and *Margaret Gale* joined those that had arrived the day before. Many of us headed to the beach to escape the heat during the day. Later, because there were so many people, the potluck was a delicious success! It was also wonderful to see so many children and



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two dogs running around and socializing. As the sun set, we set up for a viewing of the movie "The Hunt for Red October" under the stars. It was enjoyed by all who attended.

Wednesday, August 25: Sailors Haven

And we thought yesterday had been hot! Mother Nature decided to give us an example of "it is all relative" and the result was a heat advisory. This had many scrambling to get a good spot on the beach so they could enjoy the pleasant breeze over on the ocean side. Although we lost a couple of boats to home air conditioning—who could have blamed them for that—or for an Internet connection at Watch Hill for work, we gained *Midnight Sun*, *Out of Bounds* and *Are We There*

Yet?, bringing the total number of boats at Sailors Haven to twenty! That makes a total of twenty-two boats participating to that point. At the end of the day, the cold showers were considered "refreshing" instead of freezing—LOL! The second potluck dinner was as successful as the first, including Jean's creative mobile bar.

At Todd's request, to everyone's delight, the movie under the stars was "Finding Nemo". The projector was set up so that many were able to view sitting on their boats—comfy!

Thursday, August 26: Sailors Haven

Another hot and humid day, AKA: another beach day for many! Dinner was on your own or patronizing the concession stand where



THE ONE-WEEK CRUISE ON THE BAY



good chicken tenders and coconut shrimp were had. A number of us also gathered for an after dinner cocktail and appetizers event—yup, more food! The movie of the night was "The Perfect Storm."

Friday, August 27: Hemlock Cove Since the weekend's forecast was not what many would consider "favorable", only five boats decided to press on to Hemlock Cove. On the way, Scott and I made a pit stop at home to provision for the weekend. Upon arrival, we rafted with *Polaris* and *Dust in the Wind*, while *Cambria* and *Bleu Moon* joined by dinghy. The "Cheeseburgers in

Paradise" themed meal went without a hitch. The sliders, waffle fries, potato salad, warm orzo salad and cole slaw were all devoured, while accompanied by laughter and relaxed conversation. It was a good thing we broke up the raft for the evening. Once the wind started picking up, the potential for something bad happening overnight would have been unnerving.

Saturday, August 28: Hemlock Cove Wind and small craft advisories—whew, it was so not predicted! At least not to the extent it was, with white caps, boats swinging almost 180 degrees and sporadic showers preventing us from having the Margaritaville rendezvous in person. But, once again, that didn't stop the SBCC. We just had a nine-way texting party that lasted all day instead!

Sunday, August 29: Homeward bound Time to start on that diet! We found it mildly entertaining the One-Week Cruise started with a hurricane and ended with a squall at around 0230 Sunday. So much rain came down that *Bleu Moon* had to pump out their dinghy, as it had collected several inches of rain water.

In the end, everyone had fun and arrived home safely. There was a total of twenty-one boats that joined the cruise this year. We hope to see everyone again on the cruise around the bay in 2022!



THE ONE-WEEK CRUISE ON THE BAY



2021 One-Week Cruise Participants

Boat Name	Days
Kailani	6
Polaris	6
Bleu Moon	5
Dust in the Wind	5
Aquae Sulis	4
Fun Sway	4
Alexa Grace II	3
Cambria	3
Compass Rosie	3
Eagle's Wings	3
Esprit de Mar	3

Boat Name	Days
Free Spirit	3
Margaret Gale	3
Phoebe Rose	3
SailSmith	3
Are We There Yet?	2
Maggie Lee	2
On the Green	2
Out of Bounds	2
Incredible	1
Midnight Sun	1



THE BLAST



BOAT YARD PARTY



THE HOLIDAY PARTY



THE HOLIDAY PARTY



SBCC MEMBER LISTINGS

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Addeo, Anthony & Laura Katarjian	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 Artimino	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	Resilience	10357
Baldwin, Brad & Victoria	2013	323 Hyman Avenue, West Islip, NY 11795 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		
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 Boulevard, Apt. 437, Providence, RI 02906 H:401-443-4354 C(M):631-766-4189 C(S):516-639-1806 E(M):becker.joel.e@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
Biesel, Jeffrey & Sharon	2000	25 South Oak Forest Drive, Okatie, SC 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 Avenue, 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 Road, Bellport, NY 11713 H:631-286-6454 C(M):631-372-2000 E(M):captppan@gmail.com E(S):kalary4@gmail.com	Aqua Soulis	
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 Avenue, Sayville, NY 11782 H:631-589-7131 C(M):631-834-3407 C(S):631-834-3495 E(M):kb4221@gmail.com E(S):gosall1@verizon.net	Akimbo	33978
Brice, Stephen & Cathy	1975	144 Ocean Avenue, 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		

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SBCC MEMBER LISTINGS

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Bucher, Della	1998	Care of Atria, 53 Ocean Avenue, Room 211, Bay Shore, NY 11706 C(M):631-626-3568		
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 Drive, West Islip, NY 11795 H:631-893-3416 C(M):631-988-3112 E(M):tim_356@msn.com	Calico	25038
Christiansen, Lee & Margaret	1981	29 Spinnaker Lane, East Patchogue, NY 11772 H:631-363-0695 C(M):631-721-8624 C(S):631-721-8623 E(M):chris11185@aol.com	Maggie Lee	11185
Connor, Dennis & Barbara	1983	1704 Asharoken Boulevard, 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 Boulevard, Bay Shore, NY 11706 H:631-873-6212 B:631-665-5144 C(M):843-227-5813 E(M):blufftonbuilders@sc.rr.com	Merry Ann	220
Cornman, Fred	1983	12 Larkspur Drive, West Islip, NY 11795 H:631-669-6628 C(M):631-358-4077 E(M):frederickcornman@aol.com	Emerald Seas	39
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):dmcrocc@optonline.net E(S):kathybc@mac.com	Birds Aren't Real	
Daisley, Roger & Peg*	2004	4199 38th Ave South, 65E, Saint Petersburg, FL 33711 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, NY, 11561 C(M):717-824-9697 C(S):717-572-1508 E(M):cjaveler@outlook.com E(S):boyle.daryl@yahoo.com	Amblin'	909
Davies, Douglas & Barbara	1980	18 Midfield Street, Stony Brook, NY 11790 H:631-889-7467 B:631-751-4300 x102 C(M):631-882-1228 E(M):doug@thedavies.us	Gypsy Moon	141
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Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Davis, John & Kathryn*	1983	503 Avon Place, West Islip, NY 11795 H:631-987-4753 B:631-669-0005 C(M):631-987-4753 E(M):jdavisfly@aol.com		Power
Davison, Thomas & Susan	2010	42 Hamilton Street, Sayville, NY 11782 H:516-807-5343 B:516-807-5343 C(M):516-807-5343 C(S):516-315-0151 E(M):susantomdavison@gmail.com	Adventure Time	510
DeMarco, Christopher	2014	191 Grand Central Avenue, 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 Avenue, Amityville, NY 11701 H:516-428-6628 C(M):516-428-6628 E(M):demarcojen@aol.com		
DeMarco, Matthew*	1999	10207 Trevor Creek Drive East, 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	Power 1848 25007
DeSimone, Robert & Mary	2003	90 Freeman Avenue, Islip, NY 11751 H:631-968-8838 B:516-759-0174 C(M):516-592-7780 C(S):631-897-9355 E(M):radesimone1@aol.com 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	32
Drossos, Ted & Terri	1990	47 Division Avenue, 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	Last Call	136
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		
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
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

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SBCC MEMBER LISTINGS

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
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		
Fifield, Jarrett & Allison	2005	138 Shore Road, Babylon, NY 11702 H:516-606-6204 E(M):mashomack@gmail.com	<i>Furthur</i>	30
Folcarelli, Guy & Terry	2019	48 Orchard Street, Lindenhurst, NY 11757 C(M):516-991-6370 C(S):516-991-6373 E(M):guyfolk55@gmail.com E(S):teresazamia1@aol.com	<i>Tanga</i>	25021
Forman, Robert & Jacqueline	1969	84 Garner Lane, Bay Shore, NY 11706 H:631-666-7555 B:631-665-9409 C(M):516-383-6621 C(S):631-742-8102 E(M):rsformanjr@aol.com E(S):jfforman1@aol.com		
Forsyth, Eric	1962	2 Bond Lane, Brookhaven, NY 11719 H:631-286-9721 E(M):ericbforsyth@gmail.com	<i>Fiona</i>	48
Frederick, Jeff & Elizabeth	2016	118 North Cliff Avenue, Sayville, NY 11782 H:631-567-5316 B:914-798-3768 C(M):541-517-8774 C(S):631-235-0103 E(M):jfred55@gmail.com E(S):ewidmeyer@gmail.com	<i>Cambria</i>	25004
Funciello, Mike & Kris	2021	415 78th Street, Brooklyn, NY 11209 C(M):631-786-3311 C(S):631-377-2968 E(M):mikefunciello@yahoo.com E(S):kschaeferipn@yahoo.com	<i>Si Baby</i>	81
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):pnganzi@gmail.com	<i>Gulf Rascal Radio Flyer Shadow</i>	Power 14364 Power
Gesele, Scott & Wendy	2017	47 Columbine Ave, Islip, NY 11751 H:631-277-7257 C(M):631-987-4595 C(S):631-258-3176 E(M):sgesele@yahoo.com E(S):originalbionut@yahoo.com	<i>Kailani</i>	6030
Glinski, Daniel & Jane	2004	1028 Martinstein Avenue, Bay Shore, NY 11706 H:631-242-2841 E(M):jada57441@gmail.com	<i>Midnight Sun</i>	33
Golder, Fred & Betty	2007	7 Abrew Street, 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	<i>Heart of Gold</i>	15
Goodman, Michael & Gail	1979	158 Sequams Lane, West Islip, NY 11795 H:631-587-2550 E(M):mikegoodma@aol.com	<i>Bionator</i>	395
Goodwin, Christopher & Vanessa	2016	41 Sequam Lane West, West Islip, NY 11795 C(M):631-617-0010 C(S):908-659-6470 E(M):chrisgoodwin90@yahoo.com E(S):vanessasalado@gmail.com	<i>Intrepid</i>	185
Gotard, Joyce	1977	372 Hickory Street, Massapequa, NY 11758 H:516-541-2805 C(M):516-318-2967 E(M):avopns@verizon.net		
Grauer, William & Vivian*	1976	52 Andrew Avenue, Islip Terrace, NY 11752 H:631-277-6212 E(M):william.grauer@gmail.com		

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Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Gravina, Gerard & Nancy	2009	221 Cadman Avenue, Babylon, NY 11702 H:516-650-3836 B:631-968-8863 E(M):jerryg@pianomasterslic.com	Compass Rosie	738
Greco, DJ & Joe	2008	39 West Lake Drive, Patchogue, NY 11772 C(M):631-312-7485 C(S):631-790-1440 E(M):djinjoe79@yahoo.com E(S):joendj@yahoo.com	Tanzanite	295
Grottoii, Flori & Claudio	2000	14 Sequams Lane West, West Islip, NY 11795 H:631-290-8920 B:631-789-0555 C(M):631-836-1836 E(M):anatorli@icloud.com E(S):cavalierr@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):ruthgainesslp@gmail.com	Moonrise	446
Hackett, James & Jennifer	2020	59 Bay Avenue, Bayport, NY 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 Avenue, Apt. # 2 L, NY, NY 10028 H:646-592-0334 E(M):ahemingway75@aol.com	Grady White	Power
Hito, Bill & Qudisia Osmani	2021	44 Haynes Avenue, West Islip, NY 11795 H:631-553-2648 C(M):631-553-2648 C(S):631-649-2046 E(M):bilalhitto@gmail.com E(S):qudsiaosmani@gmail.com	Jumbo Shrimp	25037
Holst, John & Meaghan	2001	77 Sequams Lane East, West Islip NY 11795 B:631-944-9656 C(M):631-356-5946 E(M):jholst@optonline.net E(S):meags65@gmail.com	Point of View Whitecap	Power 13642
Holzmacher, Ian & Shannon Cronin	2018	26 Wilson Drive, Babylon, NY 11702 H:631-661-0294 C(M):631-983-7376 E(M):holzmacherair@aol.com	Wanderlust	115
Hyer, David & Joann	1992	P.O. Box 466, West Islip, NY 11795 H:631-669-4819 B:516-358-3524 E(M):elstins@aol.com	Filibuster	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):bmschiift@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):mjjaeger01@optonline.net		
Jeshiva, Michael & Pamela	2018	198 Summer Circle, East Northport, NY 11731 H:516-564-8756 B:516-677-5575 C(M):516-459-6067 C(S):516-459-6021 E(M):mike.jesh@gmail.com E(S):pamjesh@gmail.com	Ripple	18

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Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
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 Avenue, Amityville, NY 11701 H:631-598-0751 B:631-691-0100 E(M):bkennedybc@aol.com	Hooch	329
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	Blaze	725
Lapp, Charles & Joanne	2017	106 Judson Place, Rockville Centre, NY 11570 H:516-536-2528 B:516-295-3344 C(M):516-581-1113 E(M):jappandlapp@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):deverlarmor@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	Power
LaTorre, Rick & Laura	2004	4101 Gilgo Beach, Gilgo Beach, NY 11702 C(M):631-901-8263 C(S):631-901-8264 E(M):hurricanerick@optonline.net E(S):74latorre@gmail.com	Dark Star	7700
LaValle, Cynthia & Michael Janoska	2000	11 Fairharbor Drive, Patchogue, NY 11772 C(M):631-431-4264 C(S):631-786-5609 E(M):cynthia.lavalle@gmail.com E(S):janosmike@aol.com	.	Power
Levitsky, Jack & Barbara	1993	150 Scarlett Drive, Commack, NY 11725 H:631-724-5855 C(M):631-766-7491 C(S):631-786-0053 E(M):jacklev13@yahoo.com E(S):barblev13@yahoo.com	Barbara's Rose	Power
Liesegang, Fred & Mara	2014	32 Bellview 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
Lindahl, Kenneth & Maureen Liccione	2021	30 Lawrence Drive, Brightwaters, NY 11718 H:631-560-2159 C(M):631-560-2159 C(S):631-838-6927 E(M):capt11079@yahoo.com E(S):maureenliccione@gmail.com	Cur Non	354
Ljungqvist, Peter & Kathy	1986	306 South Country Road, Brookhaven, NY 11719 H:631-286-4840 E(M):jungqvist@gmail.com E(S):churchlady321@gmail.com	Passando Vento	145
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

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Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Margeson, Charles & Jane*	1988	6 Braham Avenue, Amityville, NY 11701 H :631-691-5569 C(M):631-235-2966 C(S):631-235-2966 E(M):cdmargeson1@gmail.com E(S):jimgro618@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	Derailed	217
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		
Martorana, Robert & Ronnie	1981	9 Cedar Point Drive, West Islip, NY 11795 H:631-422-3404 E(M):ronnie1123@gmail.com		
Marzocco, Dennis	2001	970 Washington Street, Franklin Square, NY 11010 C(M):516-322-0548 E(M):info@ddmrealstate.com	Adelina Rose	97834
Mattera, Jeff	1981	485 North Windsor Avenue, 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	6119
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 Boulevard, 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, NY 11706 C(M):917-693-5498 E(M):tmiano150@gmail.com	Thriller	2261
Milligi, Michael & Eileen	2005	P.O. Box 465, Brightwaters, NY 11718 H:631-665-9430 C(M):631-774-3786 E(M):amblimike@gmail.com	Breakers	Power
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):hmirche@optonline.net	Galatea	177
Montana, Susan & Robert Bennett*	1999	35 Maple Ridge Lane, Asheville, NC 28806 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
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) ♦ * Honorary				

SBCC MEMBER LISTINGS

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Morgan, Jack & Kathleen	1997	531 Pine Acres Boulevard, Brightwaters, NY 11718 H:631-665-1646 C(M):631-786-7562 E(M):jpmorgan531@verizon.net E(S):farrek01@verizon.net	<i>Mystic</i>	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	<i>Sea Breeze</i>	218
Mourino, Richard & Ann	1985	150 Rollstone Avenue, 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	<i>Ladyann</i>	Power
Murphy, Dennis & Brianne Vought	2021	7 Southview Court, Yaphank, NY 11980 C(M):631-252-0699 E(M):dennis@southshoresurf.com E(S):brianne.ny@gmail.com	<i>Caguama Gidget</i>	52 Power
Murray, Earl Jr.*	1970	4953 Bacopa Lane #605, St. Petersburg, FL 33715 H:727-864-2572 C(M):727-599-7765 E(M):waterfooe@gmail.com		
Murray, William & Connie	1983	5940 Pelican Bay Plaza South, Unit 801, Gulfport, FL 33701 H:516-658-6084 B:516-635-8975 E(M):wtm1251@gmail.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):larrynirene@hotmail.com	<i>H2O Buggy Summerhome II</i>	Power 46
O'Brien, Robert & Timmi	2011	76 Garfield Avenue, Sayville, NY 11782 C(M):631-834-2820 C(S):631-834-2822 E(M):captrdbrien@gmail.com E(S):tirminalapa@gmail.com	<i>Kyla Marie</i>	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	<i>Ra'iatea</i>	2273
O'Connell, Martin & Marceil	1988	133 Tahluah Lane, West Islip, NY 11795 H:631-422-2216 C(M):516-901-5994 E(M):martocn@kb5gang.com E(S):marceil@kb5gang.com	<i>Kickin' Back</i>	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	<i>Rettsie</i>	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	<i>Noddy</i>	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	<i>Vixen</i>	130
Piazza, Vincent & Colleen	2007	142 East Meirose Street, Valley Stream, NY 11580 H:516-596-1015 C(M):516-668-6763 E(M):vpiazza0@optonline.net	<i>Fox</i>	150

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SBCC MEMBER LISTINGS

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
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 Boulevard, 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
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		
Purnhagen, David & Patricia	2003	44 South Snedecor Avenue, 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
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):dirhjd@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):sailorchc@aol.com E(S):allisonreichel@aol.com	Dark Side; Hooch Naughty Dog Scapegoat Silver Bullet	Power 329 42371 619
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, NY 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):dis11220@yahoo.com	Lettuce Buy	57
Sebouhian, Gary & Annie Falley	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 Boulevard, Building #53 Apt 3, Stuart, FL 34996 H:772-221-1507		
Sheppard, Robert & Carole*	1972	167 Paulanna Avenue, Bayport, NY 11705 H:631-472-0099 C(M):631-219-4699 C(S):631-379-1100 E(M):captmrshp@aol.com E(S):ctfshp@aol.com	Arcadia No Teak Aah	30947 Power
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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 Avenue, Ronkonkoma, NY 11779 C(M):631-774-3548 E(M):jeansidebottom@yahoo.com	<i>Esprit de Mer</i>	888
Smith, Michael & Virginia*	1977	10620 Habitat Trail, Bokeelia, FL 33922 C(M):239-633-3623 C(S):239-633-3616 E(M):michaelgsmith@comcast.net	<i>Last Laugh</i>	Power
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):cscalzoz7@aol.com	<i>Sailsmith</i>	684
Soloff, Susan	2008	141 Granada Parkway, 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
Stephani, Alexis & Cathy	2021	192 West 17th Street, Deer Park, NY 11729 H:631-586-4597 C(M):631-834-2812 C(S):631-793-3051 E(M):alexis.stephani@gmail.com E(S):cathy.stephani@gmail.com	<i>Luna Blu</i>	145
Tedesco, Dave & June*	1998	178 Clintonville Road, Cooperstown, NY 13326 H:516-398-2777 C(M):516-398-2777 C(S):516-398-1630 E(M):captm5538@gmail.com E(S):junebug5538@gmail.com	<i>Phoebe Rose</i>	5538
Tieniber, 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):johntrattcapa@msn.com	<i>On the Green</i>	Power
Troy, Rich & Sue	2003	1 Stymus Avenue, Bethpage, NY 11714 H:516-935-5367 C(M):516-455-0028 C(S):516-380-2694 E(M):t4oyman@gmail.com E(S):t4oyasu@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 Avenue, Babylon, NY 11702 C(M):516-551-4712 C(S):631-278-0188 E(M):sailwindquest@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>	Power
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		

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SBCC MEMBER LISTINGS

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
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	Polaris	531
Westfahl, James & Donna		404 South Second Street, Lindenhurst, NY 11757 H:631-226-2376 C(M):516-810-0547 E(M):jameswestfahl@gmail.com E(S):grandmadmw3@aol.com	Meander	Power
Wheeler, William & Sandra	1990	19 Lawrence Lane, Bay Shore, NY 11706 H:631-666-7369 C(M):516-810-7605 C(S):631-896-4066 E(M):billray407@aol.com E(S):sandy@swheeler.me	Tortoise	40014
Williamson, Douglas & Kathy	2014	18 South Penataquit Avenue, Bay Shore, NY 11706 H:631-357-3956 B:631-587-2424 C(M):516-578-0909 E(M):douglaswilliamson@gmail.com	Tandem	1515
Winberry, Eric & Kerry	2016	752 Shore Walk, Lindenhurst, NY 11757 H:631-748-5527 B:631-560-6050 C(M):631-748-5527 C(S):516-652-7379 E(M):aleboat11@yahoo.com E(S):kerry4385@yahoo.com	Aleboat II	232
Woodrick, Scott	2002	3 Railroad Plaza, Bay Shore, NY 11706 H:631-969-7974 B:631-665-8913 E(M):scott@uniquestatements.com		25040
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SBCC ASSOCIATE LISTINGS



Name	Joined	Address, Phone Numbers, & E-mail	Boat Name
Bernardis, Mike & Wendy	2021	276 Connetquot Avenue, East Islip, New York 11730 C(M):631-682-8101 C(S):631-220-7399 E(M);mbernardis54@gmail.com E(S);wendysbernardis@gmail.com	Giddy II
Brooks, Ward & Laura	1990	11 Ocean Avenue, Blue Point, NY 11715 H:631-363-3179 E(M);wardbrooks0@gmail.com	Moondance
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	It's Now or Never
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);giltenfwd@aol.com	Galatea
Gray, Richard & Barbara Kuriata	2019	406 South Fulton Avenue, Lindenhurst, NY 11757 C(M);631-786-9938 C(S);631-786-9942 E(M);rggray3@hotmail.com E(S);barbarakgray@gmail.com	
Holwell, Gerard & Jean Ann	2003	78 Locust Avenue, Islip, NY 11751 H:631-581-1823 C(M);631-813-7359 C(S);631-413-6166 E(M);capt.seaweed@verizon.net E(S);mrs.seaweed@yahoo.com	
Lane, Lynda	2016	508 Greenlawn Terrace, Copiague, NY 11726 H:631-225-0341 C(M);631-219-3237 E(M);specialist1514@yahoo.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	Alexa Grace II
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	Sweet Lorraine
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);kearnaysweeney@yahoo.com	

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SBCC FLEET - SAILING AUXILIARIES

Sail #	Boat Name	Name	Rig	LOA	Draft	Model
	<i>Aqua Soulis</i>	J. Blumenthal	sloop	36'	2' 5"	Southerly 110
10	<i>Dust in the Wind</i>	F. Liesegang	sloop	34' 6"	4'	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
32	<i>Sabbatical</i>	A. Drossos	ketch	36' 6"	4' 6"	1976 Pearson 365 Ketch
33	<i>Midnight Sun</i>	D. Gliński	ketch	33'	4' 1"	Nauticat 33MS
39	<i>Emerald Seas</i>	F. Cornman	sloop	30' 7"	4'	1986 Tanzer 31
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'	4'	WestSail 42
52	<i>Caguama</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
81	<i>Si Baby</i>	M. Funicello	cutter	38'	3' 2"	Kadey Krogen
85	<i>Kyla Marie</i>	R. OBrien	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
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
136	<i>Last Call</i>	M. Duffy	sloop	35' 5"	4' 11"	Endeavor 35
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
145	<i>Luna Blu</i>	A. Stephani	sloop	30'	3' 5"	Morgan 30
145	<i>Passando Vento</i>	P. Ljungqvist	sloop	40'	5' 5"	Beneteau Oceanis 40.1
149	<i>Noddy</i>	J. Papa	sloop	22'	2' 5"	Sailmaster 22



SBCC FLEET - SAILING AUXILIARIES

Sail #	Boat Name	Name	Rig	LOA	Draft	Model
150	<i>Fox</i>	V. Piazza	sloop	30'	3' 6"	Pearson Wanderer
152	<i>Roam</i>	S. Vine	sloop	30'	3' 6"	Pearson Wanderer
156	<i>Grace</i>	M. DeMarco	sloop	39'	4' 6"	Irwin Citation 39
177	<i>Galatea</i>	A. Mirchel	sloop	30'	3' 6"	Pearson Wanderer
185	<i>Intrepid</i>	C. Goodwin	sloop	28'	3' 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'	4' 6"	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. Grottoli	cutter	42'	4' 6"	Kanter 42
251	<i>Allison Rose</i>	G. Reed	sloop	27'	2' 9"	O'Day 272
264	<i>Princess of Artimino</i>	A. Addeo	sloop	37'	4' 3"	Tartan
295	<i>Tanzanite</i>	J. Greco	sloop	29' 6"	4'	Hunter 295
305	<i>Incredible</i>	D. Larmor	sloop	26'	2' 4"	Bombay Express
329	<i>Hooch</i>	Kennedy/ Reichel	sloop	24'	4' 11"	Melges-24 ODR
354	<i>Cur Non</i>	K. Lindahl	sloop	30'	3' 8"	O'Day
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'	4' 2"	Tartan 37
446	<i>Moonrise</i>	R. Gutmann	sloop	27'	18"	S2 7.9
510	<i>Adventure Time</i>	T. Davison	sloop	34'	4'	Sabre 34 cb
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'	4' 3"	C&C 25 MKII
684	<i>Sailsmith</i>	R. Smith	sloop	27'	3' 2"	Tartan 27
702	<i>Nirvana</i>	P. Halpin	sloop	42'	4' 10"	Catalina 42
725	<i>Blaze</i>	R. LaBella	sloop	30'	4' 6"	C&C 30 MK I SD



SBCC FLEET - SAILING AUXILIARIES

Sail #	Boat Name	Name	Rig	LOA	Draft	Model
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
888	<i>Esprit de Mer</i>	J. Sidebottom	sloop	27'	3' 4"	Pearson 27
909	<i>Amblin'</i>	C. Daveler	sloop	30'	3' 5"	Pearson Wanderer
913	<i>Vantage</i>	D. Hyer	sloop	22'	3' 8"	J-22 ODR
1053	<i>ClasSea M</i>	C. Lapp	sloop	36'	4' 5"	Catalina 36
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' 5"	4' 6"	Catalina 36 MK11
3123	<i>Magic</i>	B. Baldwin	sloop	25'	5'	Catalina 25
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
4718	<i>Birds Aren't Real</i>	D. Crocker	sloop	19'	4'	Flying Scot
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
6119	<i>Bonked Out</i>	J. Mendolia	sloop	29' 11"	3' 10"	Hunter 306
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
10357	<i>Resilience</i>	M. Aiossa	sloop	42'	6'	Morgan 42 MK2



SBCC FLEET - SAILING AUXILIARIES

Sail #	Boat Name	Name	Rig	LOA	Draft	Model
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
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
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'	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
25034	<i>Libertad</i>	L. Rodriguez	sloop	34' 5"	3' 11"	Tartan 3400 CCR
25037	<i>Jumbo Shrimp</i>	B. Hito	sloop	18'	2' 3"	Catalina Capri 18
25038	<i>Calico</i>	T. Chambers	cat	18' 6"	19"	Marshall Sanderling Catboat
25040		S. Woodrick	sloop	17'	2' 6"	Buzzards Bay 14
30947	<i>Arcadia</i>	R. Sheppard	sloop	41'	4' 6"	Bristol 41.1
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 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 MKII
60007	<i>Moondance</i>	L. Donatelli	sloop	38'	5'	Catalina 380
60030	<i>Sweet Lorraine</i>	D. Sweeney	sloop	37'	4' 7"	Beneteau 37
97834	<i>Adelina Rose</i>	D. Marzocco	sloop	34'	4' 6"	Hunter 340



SBCC YACHTS BY NAME

Yacht	Sail#	Owner
	25040	S. Woodrick
<i>Adelina Rose</i>	97834	D. Marzocco
<i>Adventure Time</i>	510	T. Davison
<i>Akimbo</i>	33978	K. Boyle
<i>Aleboat II</i>	232	E. Winberry
<i>Allison Rose</i>	251	G. Reed
<i>Amblin'</i>	909	C. Daveler
<i>Aqua Soulis</i>		J. Blumenthal
<i>Arcadia</i>	30947	R. Sheppard
<i>Are We There Yet?</i>	4760	J. Hackett
<i>Bionator</i>	395	M. Goodman
<i>Birds Aren't Real</i>	4718	D. Crocker
<i>Blaze</i>	725	R. LaBella
<i>Blue Moon</i>	439	T. McCarthy
<i>Blue Eyes</i>	614	R. Van Tassel
<i>Bonked Out</i>	6119	J. Mendolia
<i>Busman's Holiday</i>	732	S. Brice
<i>Caguama</i>	52	D. Murphy
<i>Calico</i>	25038	T. Chambers
<i>Cambria</i>	25004	J. Frederick
<i>Cherry Pi</i>	25020	D. Joinnides
<i>ClasSea M</i>	1053	C. Lapp
<i>Compass Rosie</i>	738	G. Gravina
<i>Cur Non</i>	354	K. Lindahl
<i>Dark Star</i>	7700	R. LaTorre
<i>Derailed</i>	217	M. Marko
<i>Drumshanbo</i>	10987	B. Pittman
<i>Dust in the Wind</i>	10	F. Liesegang
<i>Eagle's Wings</i>	4201	J. Mattera
<i>Emerald Seas</i>	39	F. Cornman
<i>Esprit de Mer</i>	888	J. Sidebottom
<i>Fair Winds</i>	5488	G. Bernichon
<i>Filibuster</i>	12	D. Hyer
<i>Fiona</i>	48	E. Forsyth
<i>Floriana</i>	242	C. Grotoli
<i>Fox</i>	150	V. Piazza
<i>Free Spirit</i>	119	R. DeSimone
<i>Fun Sway</i>	60	R. Troy
<i>Further</i>	30	J. Fifield
<i>Galatea</i>	177	A. Mirchel
<i>Glenbeigh</i>	655	T. Burke
<i>Grace</i>	156	M. DeMarco
<i>Gypsy Moon</i>	141	D. Davies
<i>Heart of Gold</i>	15	F. Golder

Yacht	Sail#	Owner
<i>Hooch</i>	329	Kennedy/Reichel
<i>Incredible</i>	305	D. Larmor
<i>Intrepid</i>	185	C. Goodwin
<i>Intruder</i>	25003	G. Reed
<i>Jumbo Shrimp</i>	25037	B. Hito
<i>Kailani</i>	6030	S. Gesele
<i>Kariana</i>	42380	D. Krug
<i>Kickin' Back</i>	1227	M. O'Connell
<i>Kyla Marie</i>	85	R. OBrien
<i>Lady in Red</i>	11047	T. Drossos
<i>Last Call</i>	136	M. Duffy
<i>Laurie Jean</i>	641	G. Messina
<i>Leprechaun</i>	112	D. Connor
<i>Lettuce Buy</i>	57	M. Romaine
<i>Libertad</i>	25034	L. Rodriguez
<i>Lorna Doone</i>	120	D. Van Nostrand
<i>Luna Blu</i>	145	A. Stephani
<i>Maggie Lee</i>	11185	L. Christiansen
<i>Magic</i>	3123	B. Baldwin
<i>Margaret Gale</i>	16	R. Van Tassel
<i>Merry Ann</i>	220	Burns/Cook
<i>Midnight Sun</i>	33	D. Glinski
<i>Moondance</i>	60007	L. Donatelli
<i>Moonrise</i>	446	R. Gutmann
<i>Mo'sun</i>	17	L. Feldman
<i>Mystic</i>	42740	J. Morgan
<i>Naughty Dog</i>	42371	J. Reichel
<i>Nirvana</i>	702	P. Halpin
<i>Njord</i>	144	S. Eilbeck
<i>Noddy</i>	149	J. Papa
<i>Out of Bounds</i>	6633	C. Messina
<i>Pandemonium</i>	2224	G. Sebouhian
<i>Passando Vento</i>	145	P. Ljungqvist
<i>Pelagic</i>	1855	V. Tieniber
<i>Phoebe Rose</i>	5538	D. Tedesco
<i>Polaris</i>	531	J. Werkmeister
<i>Princess of Artimino</i>	264	A. Addeo
<i>Radio Flyer</i>	14364	V. Ganzi
<i>Ranger</i>	1442	R. Malinka
<i>Ra'atea</i>	2273	S. Odland
<i>Resilience</i>	10357	M. Aiossa
<i>Rettsie</i>	103	K. Padden
<i>Ripple</i>	18	M. Jeshiva
<i>Rising Tide</i>	50110	J. Pizer

SBCC FLEET BY NAME



SBCC YACHTS BY NAME

Yacht	Sail#	Owner	Yacht	Sail#	Owner
<i>Roam</i>	152	S. Vine	<i>Stowe Aways</i>	3781	B. Roig
<i>Rover</i>	1848	N. DeMarco	<i>Summerhome II</i>	46	L. Novak
<i>Runaway</i>	47	W. Danilczyk	<i>Sweet Lorraine</i>	60030	D. Sweeney
<i>Sabbatical</i>	32	A. Drossos	<i>Tandem</i>	1515	D. Williamson
<i>Sailsmith</i>	684	R. Smith	<i>Tanga</i>	25021	G. Folcarelli
<i>Scapegoat</i>	619	J. Reichel	<i>Tanzanite</i>	295	J. Greco
<i>Sea Breeze</i>	218	S. Morgan	<i>Thistle</i>	134	D. Purnhagen
<i>Sea Fox</i>	25018	D. Biviano	<i>Thriller</i>	2261	T. Miano
<i>Sea Reed</i>	802	B. Reed	<i>Tortoise</i>	40014	W. Wheeler
<i>Sereia</i>	25006	J. Bopp	<i>Tuesday's Child</i>	25007	N. DeMarco
<i>Shadow</i>	203	C. Margeson	<i>Vantage</i>	913	D. Hyer
<i>Shaz</i>	410	J. Bieselín	<i>Vixen</i>	130	F. Peter
<i>Si Baby</i>	81	M. Funicello	<i>Wanderlust</i>	122	M. Benach
<i>Silver Bullet</i>	42370	J. Reichel	<i>Wanderlust</i>	115	I. Holzmacher
<i>Solitude</i>	432	S. Soloff	<i>Whisper</i>	25012	S. Moran
<i>Sovereign</i>	199	C. DeMarco	<i>Whitecap</i>	13642	J. Holst
<i>Stealingtime</i>	8754	S. Soloff			

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>Giddy II</i>	M. Bernardis	32'	4'	Grand Banks 32 Sedan
<i>Gidget</i>	D. Murphy	23'	18"	Steiger Craft
<i>Gracie Rose</i>	R. LaTorre	28'	3' 6"	Flypoint/BHM
<i>Grady White</i>	A. Hemingway	26' 5"	3'	Grady White Express
<i>Gulf RascaI</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>Ladyann</i>	R. Mourino	29'	2' 4"	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>No Teak Aah</i>	R. Sheppard	28'	2'	Pursuit Denali
<i>On the Green</i>	J. Trotta	34'	3' 3"	Mainship Pilot
<i>Point of View</i>	J. Holst	32'	2'	Boston Whaler 320 Outrage
<i>Powerboat</i>	D. Crocker	25'	3'	Steiger Craft
<i>Shadow</i>	V. Ganzi	36'		Albemarle 36 Express



In Memoriam

“ *There’s a ship on the sea. It is sailing to-night—
Sailing to-night;—
And father’s aboard, and the moon is all bright—
Shining and bright.
Dear Moon, he’ll be sailing for many a night—
Sailing from mother and me;
Oh, follow the ship with your silvery light,
As father sails over the sea!* ”

— *Anonymous*



**THOMAS GOTARD
TRUDY MURRAY
ISABELLE RAMSDELL**



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.

Shannon Cronin

Fred Liesegang

Stephanie Pizer

Chris DeMarco

Mara Liesegang

Jim Reichel

Jeff Frederick

Charlie Margeson

Ginny Smith

Elizabeth Frederick

Jeff Mattera

Mike Smith

Scott Gesele

Pam McCarthy

Rich Troy

Wendy Gesele

Todd McCarthy

Eric Winberry

Ruth Gutmann

Rich Mourino

Richard LaBella

Jay Pizer

Some photos courtesy of Michael Busch, Great South Bay Images

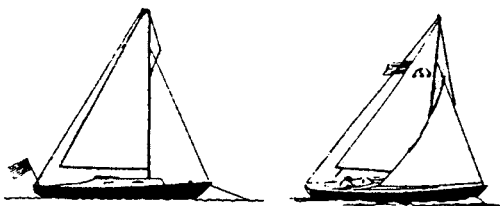
Cover Photo courtesy of Richard LaBella

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.

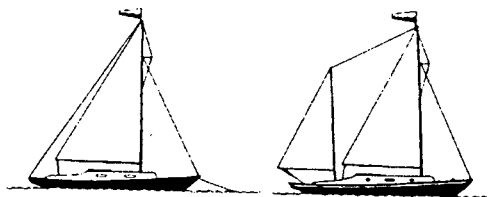


THE ENSIGN

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.

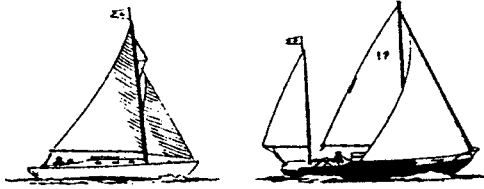
When not under way, the ensign is flown from the stern staff. When under way, power boats fly the ensign from the stern staff. Sailboats have several choices: all sailboats may fly the ensign from the stern staff; gaff-rigged yachts may fly the ensign from the peak; marconi-rigged yachts may fly the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

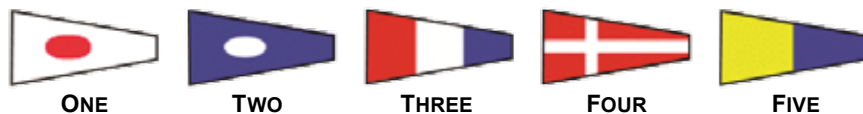
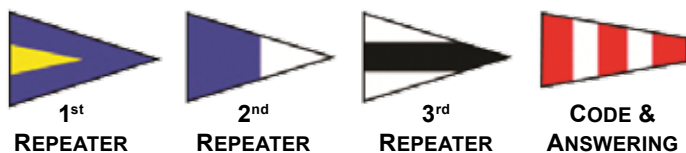
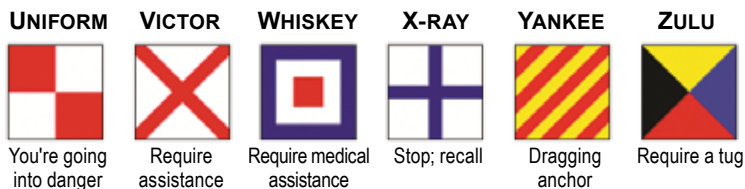
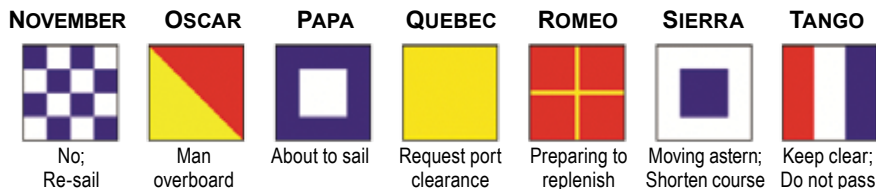
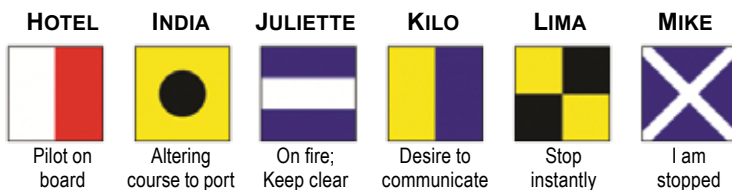
PROCEDURE FOR OBSERVING COLORS

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.

