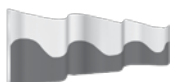




The SBCC Flagship *Haven*



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

2024 YEARBOOK

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COMMODORE'S MESSAGE

I am honored to have been elected as your Commodore as SBCC enters its 73rd year. I have come to accept that certain things in life happen for a reason and you don't always realize it at the time. My connection to SBCC goes back 42 years. When I was 12 my family moved into the house being sold by former Commodore Fred Eggerstedt; *Kailani* was docked in the same spot where Fred kept *Sumaka IV*, his Tartan 27. Furthermore, diagonally across the street lived Sheila Daytz, for whom our cruising award is named. It really is a small world!



Everyone has a path that has brought them to where they are in their sailing careers. We have members that have raced across oceans and others just starting their sailing adventures. I took a winding path getting here and was born into a family that fished for everything from flounders in the bay, to tuna at the Hudson Canyon. I was in a bassinet on my dad's 19' Mako named *Heidi*, which would have been my name if born a girl. That didn't happen, so the boat was purchased and appropriately named.

Growing up, my summers were spent on the GSB. I was that kid on a 13' Boston Whaler running all over the bay, clamming, crabbing and fishing. From an early age I had a desire to sail, and my newspaper route put a Sunfish in our backyard. I sailed from Easter to October and loved every minute of it. Fast forward to 2015 with Wendy and I seated in an intro to sailing course at the Annapolis Boat Show. If this was to be our future, then it had to be a team decision with Wendy fully onboard. We were immediately hooked and started down the path that saw us with our first cruising sailboat, a Catalina 250 named *Wild Blue*. Thanks to the knowledge gained from SBCC, we soon felt comfortable and upgraded to *Kailani*, a Catalina 30. We now have our "forever" boat, *Haven*, a Catalina 42.

Looking back at 2023, there were many success stories for SBCC. Our Thursday night races have seen an increase in participation, our rendezvous have been well attended and the one- and two-week cruises were both resounding successes. Our membership is growing, and we're seeing an increase in younger members being bit by the sailing bug and participating in our events.

Our incoming Flag Officers and Board members bring a wealth of knowledge and talent to keep our club running strong, and we're fortunate to have their backing. While races can be timed and rendezvous counted, the one thing you can't put a number on is the members. Your time spent volunteering, racing, cruising and supporting our social events makes us so more than just a sailing club. Camaraderie, making lifelong friendships, and trading sailing knowledge within SBCC is something I, for one, will always treasure.

I look forward to seeing you all out there on the bay and at our functions throughout the year.

Respectfully,

Scott Gesele

FLEET CAPTAIN'S MESSAGE



Welcome to the 2024 cruising season! I consider it an honor to have been entrusted to take on the position of Fleet Captain for the next two years, and I look forward to working with the rendezvous hosts to bring an exciting “event” to the Bay every weekend! I will do my absolute best to ensure we have sunny skies and fair winds throughout the summer.

The rendezvous schedule will feature many favorites from years past. The season kicks off on May 4th with what has become our traditional “New Members” rendezvous in Bellport. As this rendezvous is land-based, those not yet in the water are able to join in, and there is always a fantastic turnout. So, veterans, come on down to welcome our new members, and

new members, come on down to meet the friendly fun-loving gang!

Atlantique Marina will once again offer resident rates to SBCC Club members for our Spring and Fall Family Weekend rendezvous. These weekends will be in tandem with two of the bigger races of the season. It's a great opportunity for cruisers and racers to mix. So, load up the family and head out for what are always well-attended, fun weekends!

Other favorites on the docket are “Pirates of the Caribbean” and “Margaritaville.” I personally really look forward to those two! They are a great opportunity to immerse yourself in the theme of the rendezvous, not to mention all the free-flowing rum and tequila! We will be celebrating two holidays out of season: Christmas in July and Halloween in August. These are likely to be very well attended and I expect that they will feature the creativity of our members. So, dress up your boat for Christmas and dress up yourself for Halloween! A few new themes are on the calendar for this coming season as well, including “Saturday Night Fever,” “Sing Along,” and “Carnivale!”

We held our preliminary planning meeting for the Two-Week Cruise back in January and decided on basing the cruise in the Peconic Bay. Jay and Stephanie Pizer will be our Cruise Captains. Block Island and Mystic Seaport Museum Marina will also be destinations during the cruise. This is a great opportunity for any first-timers as we will travel mostly shorter distances and will work in an increased number of lay days!

The One-Week Bay Cruise is sure to be a big hit as it has been for the past few years. My goal is to see thirty or more boats attend. We've come close to that in the past two years, but I'm confident that this year it will happen!

I look forward to an awesome season and hope to see many of you out on the bay throughout the Spring, Summer, and Fall!

Joe Werkmeister

REGATTA CAPTAIN'S MESSAGE

Hello, fellow SBCC racers and members. We closed the 2023 season with our fun Racing Awards Party at the Seagull Restaurant—congratulations to all!

Building on our current successful program, we have made a few positive changes for 2024 which are outlined below. Interest in the SBCC racing program remains strong both within our membership and also with the other clubs on the bay. We work hard to provide a full PHRF race schedule and are happy to lead this effort each year.

For those members new to our racing program, the SBCC racing season is organized as follows:

WEEKLY TWILIGHT INVITATIONAL SERIES:

- Our Tuesday night BSIR series begins May 28th. The pursuit start format makes this the most popular PHRF racing series on the bay. We generally have ten to fourteen boats racing, and the post-race BBQ at Cook's yard is always well-attended and very enjoyable.
- The Thursday Babylon Twilight series starts June 6th this year. This is a traditional start series for our dedicated racers. Due to increased interest we have expanded the program this year to four series. We will race the first three Thursdays of each month with the last Thursday set aside for any make-up races. This is an exciting series and a great way to end the week.

WEEKEND RACES

- Our weekend race program includes nine exciting weekend races from May through October. These are designed for both cruisers and racers where friends and family can join as crew for an exciting day on the bay. We have destination races such as the Spring Race to Atlantique on May 18th and the Fall Discoverer's Race with the Bay Shore Yacht Club on October 12th. The West Island Race, on August 3rd, is our premier SBCC-sponsored event. Other yacht clubs' invitational races are also included in our schedule: The Mayor's Cup on September 7th is hosted by the Long Island Yacht Club, the Babylon Yacht Club has the Babylon Cup June 7th, the Babylon Yacht Club Invitational on July 6th and the Louis Orr Invitational on October 6th.

The full 2024 Racing Schedule, with both the SBCC-sponsored races and invitational races, is in this yearbook and posted on our racing website, SBCCracing.org. Please check our website for all our up-to-date racing information, including racing results throughout the season.

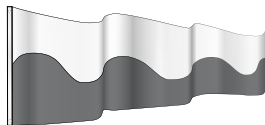
As Regatta Captain I'd like to thank the Regatta Committee for all their work. It takes dedication and we have a great group of volunteers committed to providing the best PHRF racing program on the bay. Our goal this year is to get more cruisers involved in our racing program. Put your name on our new crew list on the racing website or come out with your own boat. Our racing program provides something for everyone and there is no better way to develop your sailing skills and meet some great members. Come join the fun.

See you on the bay,



Charles Margeson





SOUTH BAY CRUISING CLUB
(SBCC)

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

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	<i>Sandy Carlberg, Peg Daisley, Jean & Jerry Holwell, Michele Jaeger, Adriana & Dennis Krug, Rich LaBella, Rich Mourino, Stephanie Pizer, Jim Reichel, Eric Winberry</i>		

2024 SOCIAL, CRUISE & RACE CALENDAR

CALENDAR

APRIL

13	Sat 1600	South Bay Cruising Club Spring Party & General Meeting Bay Shore Yacht Club
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MAY

4 5	Sat Sun	Rendezvous - "New Members" - Bellport Sandy Carlberg & Michele Jaeger
11 12	Sat Sun	Rendezvous - "Spring into the Season" - Hemlock Cove Wendy & Scott Gesele, <i>Haven</i>
18 19	Sat Sun	Spring Family Weekend - Atlantique Christine & Robert Smith, <i>Sailsmith</i>
18	Sat 1200	Spring Race to Atlantique Bay Shore RC Eric Winberry - Pursuit Start
25 26	Sat Sun	Rendezvous - "Picnic in the Park" Bellport Pam & Todd McCarthy, <i>Bleu Moon</i>
28	Tues 1900	Bay Shores Invitational Race (BSIR) Spring 1 - Pursuit Start

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



JUNE

2	Sun 1100	Creepstakes Single-Handed Race Bay Shore Yacht Club - SBCC skippers only - RC J Holst
2	Sun 1200	South Bay Cruising Club Commissioning Day & General Meeting Bay Shore Yacht Club
4	Tues 1900	Bay Shore Invitational Race (BSIR) Spring 2 - Pursuit Start
6	Thur 1930	Babylon Twilight Race Spring 1 - RC R LaTorre - Regular Start
7	Fri 1900	Babylon Cup Babylon Yacht Club RC Margesson/Andersen Regular Start
8 9	Sat Sun	Rendezvous - "Take Me Out to the Ballgame" - Great River Christina Pietras & Joe Werkmeister, <i>Aurora</i>
11	Tues 1900	Bay Shore Invitational Race (BSIR) Spring 3 - Pursuit Start
13	Thur 1930	Babylon Twilight Race Spring 2 - RC E Anderson - Regular Start
15 16	Sat Sun	Rendezvous - "Sing Along" - Hemlock Cove Gus Rappold, <i>Stray Cat</i>
18	Tues 1900	Bay Shore Invitational Race (BSIR) Spring 4 - Pursuit Start
20	Thur 1930	Babylon Twilight Race Spring 3 - RC K Padden - Regular Start
22 23	Sat Sun	Rendezvous - "Saturday Night Fever" - Coast Guard Cove Jean Sidebottom, <i>Esprit de Mer</i>
25	Tues 1900	Bay Shore Invitational Race (BSIR) Early Summer 1 - Pursuit Start
28	Fri	Start of the Two-Week Cruise
29 30	Sat Sun	Rendezvous - "Saturday in the Park" - Bellport DJ & Joe Greco, <i>Tanzanite</i>



JULY

2	Tues 1900	Bay Shore Invitational Race (BSIR) Early Summer 2 - Pursuit Start
6	Sat 1200	Babylon Yacht Club 4th of July Invitational Regatta Babylon Yacht Club
6 7	Sat Sun	Rendezvous - "Red White and Blue" - Great River Jackie Scogilo & Mike Quinn, <i>Other Plans</i>
9	Tues 1900	Bay Shore Invitational Race (BSIR) Early Summer 3 - Pursuit Start
11	Thur 1930	Babylon Twilight Race Early Summer 1 - RC J Holst - Regular Start
13 14	Sat Sun	Rendezvous - "Catalina Wine Mixer" - Hemlock Cove Ian Holzmacher & Chris DeMarco, <i>Wanderlust / Banshee</i>
14	Sun	End of the Two-Week Cruise
16	Tues 1900	Bay Shore Invitational Race (BSIR) Early Summer 4 - Pursuit Start
18	Thur 1930	Babylon Twilight Race Early Summer 2 - RC A Mirchel - Regular Start
20 21	Sat Sun	Rendezvous - "Christmas in July" - Great River Mary & Bob DeSimone, <i>Extravagant Promises</i>
21	Sun 1300	Commodore's Cup Babylon/Bay Shore - RC J Holst
23	Tues 1900	Bay Shes Invitational Race (BSIR) Mid Summer 1 - Pursuit Start
25	Thur 1930	Babylon Twilight Race Early Summer 3 - RC M O'Connell - Regular Start
25	Thur 1200	Around Long Island Race (ALIR) Sea Cliff Yacht Club - Ellis Island / New York Harbor
27 28	Sat Sun	Rendezvous - "Pirates of the Caribbean" - Hemlock Cove Jane & Charlie Margeson, <i>Shadow</i>
28	Sun	Champagne Breakfast - Hemlock Cove Fleet Captain Joe Werkmeister, <i>Aurora</i>
30	Tues 1900	Bay Shore Invitational Race (BSIR) Mid Summer 2 - Pursuit Start



AUGUST

3	Sat 1200	West Island Invitational Bay Shore - RC B Wheeler
3 4	Sat Sun	Rendezvous - Great River Jeff Mattera, <i>Eagle's Wings</i>
6	Tues 1900	Bay Shore Invitational Race (BSIR) Mid Summer 3 - Pursuit Start
8	Thur 1930	Babylon Twilight Race Late Summer 1 - RC W Reichel - Regular Start
10	Sat 1130	South Bay Cruising Club "The Blast" & General Meeting Captain Bill's, Bay Shore
11	Sun 1300	GSBYRA Invitational Regatta Bay Shore Yacht Club
13	Tues 1900	Bay Shore Invitational Race (BSIR) Mid Summer 4 - Pursuit Start
15	Thur 1900	Babylon Twilight Race Late Summer 2 - RC C Margeson - Regular Start
17 18	Sat Sun	Rendezvous - "Margaritaville" - Great River Wendy & Scott Gesele, <i>Haven</i>
18	Sun	Start of One-Week Cruise in the Bay
20	Tues 1830	Bay Shore Invitational Race (BSIR) Late Summer 1 - Pursuit Start
22	Thur 1900	Babylon Twilight Race Late Summer 3 - RC C Goodwin - Regular Start
24 25	Sat Sun	Rendezvous - "Halloween in August" - Hemlock Cove Elizabeth & Jeff Frederick, <i>Cambria</i>
25	Sun	End of the One-Week Cruise
27	Tues 1830	Bay Shore Invitational Race (BSIR) Late Summer 2 - Pursuit Start
31	Sat	Bellport Bay Yacht Club PHRF Lite Series RC BBYC (See www.bellportyc.com for NOR)
31 1	Sat Sun	Rendezvous - "Carnivale" - Coast Guard Cove Stephanie & Jay Pizer, <i>Rising Tide</i>



SEPTEMBER

1	Sun	Queen of the Bay Race Bellport Yacht Club - Start TBA
3	Tues 1830	Bay Shore Invitational Race (BSIR) Late Summer 3 - Pursuit Start
5	Thurs 1830	Babylon Twilight Race Fall 1 - RC J Davis - Regular Start
7	Sat 1200	Mayor's Cup Race Long Island Yacht Club RC Davis Regular Start
7 8	Sat Sun	Rendezvous - "Old Fashioned Picnic" - Bellport Irene & Larry Novak, <i>Summerhome II</i>
10	Tues 1830	Bay Shore Invitational Race (BSIR) Late Summer 4 - Pursuit Start
12	Thurs 1830	Babylon Twilight Race Fall 2 - RC A Mirchel - Regular Start
14 15	Sat Sun	Rendezvous - Unqua Heading Jane & Charlie Margeson, <i>Shadow</i>
17	Tues 1800	Bay Shore Invitational Race (BSIR) Fall 1 - Pursuit Start
19	Thurs 1830	Babylon Twilight Race Fall 3 - RC C DeMarco - Regular Start
21 22	Sat Sun	Rendezvous - "Crazy Hats" - Oak Island Lead Sue & Rich Troy, <i>Fun Sway</i>
24	Tues 1800	Bay Shore Invitational Race (BSIR) Fall 2 - Pursuit Start
28 29	Sat Sun	Rendezvous - "Cocktail Contest" - Coast Guard Cove Stephanie & Jay Pizer, <i>Rising Tide</i>



OCTOBER

1	Tues 1800	Bay Shore Invitational Race (BSIR) Fall 3 - Pursuit Start
5 6	Sat Sun	Rendezvous - "Roll Out Those Lazy, Hazy, Crazy Days of Summer"- Great River Peg & Bob Van Tassel/Flori & Claudio Grottoli, Margaret Gale/Floriana
6	Sun 1200	Louis Orr Invitational - After Party Babylon Yacht Club RC Babylon Yacht Club - Regular Start
8	Tues 1800	Bay Shore Invitational Race (BSIR) Fall 4 - Pursuit Start
12	Sat 1200	Discoverer's Race to Atlantique Bay Shore - RC E Winberry /M Rainis - Pursuit Start - Non-Spin
12 13	Sat Sun	Rendezvous - "Fall Family Weekend" - Atlantique Susan Moran, Whisper
19 20	Sat Sun	Rendezvous - "Oktoberfest" - Watch Hill Janice & Glen Bernichon, Windswept



NOVEMBER

2	Sat 1200	South Bay Cruising Club Boat Yard Party & General Meeting Coastal Yachting & Marine, Bay Shore
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DECEMBER

14	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 & Events Rendezvous



NEW MEMBERS & ASSOCIATES

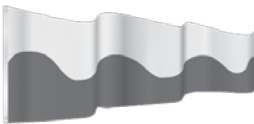
We welcome these new members to the South Bay Cruising Club. If you see them at an event, a rendezvous or a race, be sure to introduce yourself!

NEW MEMBERS



Andrew Aguire lives in East Patchogue and sails *Lady Day*, an O'Day 23, that is berthed at Sandspit Marina in Patchogue. He attended our Boatyard Party with former member Lynda Lane and was introduced to the club. Being new to the sport, he decided to join SBCC and get more involved. Andy has since been racing with Eddie Anderson on Tuesday nights.

Andrew was sponsored by Eddie & Beth Anderson and Farley Nachemin & Patricia Simpson.



Krzysztof (Chris) and Danuta Bogdan live in Bay Shore. Their Morgan 38, *Spirit*, is a very fast boat with its modifications. Chris has extensive experience sailing and racing offshore. They keep *Spirit* at Anchorage Yacht Club in Lindenhurst. They joined SBCC in 2001, eventually left the club and have now rejoined. Welcome back!

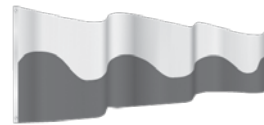
Chris is very interested in racing once again with SBCC and would like to cruise more with his wife. He absolutely loves the blue water of Bermuda!



Buddy Braile and Crista Mannino own a C&C 33 and enjoy racing and cruising on the Long Island Sound. Buddy grew up sailing, and his passion for the sport has continued to grow. He initially joined the club in 1999 while living in West Islip, sailing a Sea Sprite 23 and later moved onto a C&C 25 that he used to race Wednesday nights and weekends. He was a member for 12 years and is happy to be back after a long hiatus.

Crista grew up power boating on the Great South Bay, but quickly felt at home sailing. The couple have lived in Huntington Station for the past seven years, sailing on the North Shore, with their seventeen-year-old son, Max and their dog Tucker.

Currently, Buddy regularly crews on Tuesday nights in the BSIR aboard *Pandemonium*. The couple look forward to making new memories on the water. .



Jason and Angel Eidinoff live in Lindenhurst. They sail *Aqua Libra*, an O'Day 27 that is berthed at Lindenhurst Town Marina. Jason has plenty of offshore experience and has helped delivering boats to their new owners home from all different places. He plans on attending RV's and joining in with club events.

They have two adult sons, Max and Cal. Their sponsors were Scott & Wendy Gesele and Todd & Pam McCarthy.

New Members & Associates



Marie Lindell began sailing on a bare bones Grampian 30 in 2001, along with her young daughters, Julie, now 28 and Haley, now 25. The three are self taught sailors, who became known as “the all girl crew” at their beloved Sailors Haven. They have fond memories of the girls spending summers there growing up and then both becoming Dockmasters at Sailors Haven.

Marie now lives in Long Beach but docks at Weeks Yacht Yard in Patchogue. They upgraded to *Our Dreamliner*, a Catalina 320, in 2012. They were content with the tranquility and beauty of the Great South Bay and Fire Island which they have never left. Marie yearns to go to Block Island but has not ventured outside the GSB.

She first heard about the SBCC from her piano tuner, Jerry Gravina. He introduced her to other SBCC members at Sailors Haven and she met others over the last few years there.

As fortune would have it, the Geseles were the only other boat at Sailors Haven one fall day when her boat (she was solo) started rapidly taking on water. The Geseles were remarkable, with Wendy and Marie bailing while Scott made calls and stopped the leak!

Two years later, she ran into them again, along with Joe Werkmeister, on the Liesegang's boat, serendipitously docked next to hers at the Christmas Boat Parade. It was time! She joined that night!

The people she has met thus far in the SBCC are incredibly helpful and welcoming. She is terrified of venturing beyond the GSB alone, and listening to the members, with all of their knowledge, makes her feels like

a preschooler in graduate school. But she is excited to learn more, make new friendships with like-minded sailors and attempt to navigate the Two-Week Cruise.

She will be well out of her comfort zone, but she's been there before when she began sailing—stomach in a knot!

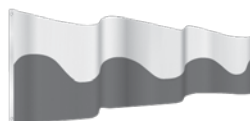
Marie was sponsord by Scott & Wendy Gesele and Joe Werkmeister & Christina Pietras.



Will Lovelock and Teynaum (Tey) Bowen Lorem live in Babylon. Their boat, *MariTime* is a Hunter 23. It is docked in the canal behind their house near Bergen Point, where Will has been working on it.

Fellow members Mike Quinn and Jackie Scoglio met them at Bergen Point Marina and told them about SBCC. They came to our Boatyard party and decided to join the club. They have been having a great time sailing around the bay with their boat and maybe one day will venture farther out.

Their sponsors are Mike Quinn & Jackie Scoglio and Scott & Wendy Gesele.



New Members & Associates



James and Eileen Mayor are long-term residents of Oakdale, enjoying life in their waterfront home for nearly 30 years. They've raised two children and are active in the local community.

Jim takes advantage of the waterfront with a variety of boat projects. A number of years ago he built on his passion for sailing by restoring a wooden Narrasketuck and learning to race her with the support of friends.

Eileen enjoys cooking and entertaining guests. They recently acquired a Beneteau First 38 for cruising and enjoyed sailing it to Block Island. They look forward to exploring other destinations in the future and are excited to meet other members while participating in club activities. The Mayors were sponsored by Todd & Pam McCarthy and Jamie & Karen Blumenthal.



Brian Mcloughlin and Caryn Valencia live in West Islip. Bryan originally joined SBCC in 1997 and spent many years racing his Ericson 32, *Windswept*. He left the club for a few years and has recently rejoined with his girlfriend Caryn who would like to learn more about boating. Welcome back.

Recently he purchased a Sabreline 34 Trawler and would like to cruise more with Caryn and his dog Remy. He keeps his boat at Cook's Yard.



James and Annmarie Mitchell live in Babylon. Their boat is *Sheaylin*, a Tanzer 25, that is berthed in Babylon Village. Fred Cornman, who also owns a Tanzer, spotted their boat and left a note on it. Jim called Fred and over lunch, Fred told Jim about the club. The Mitchells came to our Spring party and decided to join.

They have three adult children: Margaret, Keith and Daniel. Their sponsors are Fred Cornman and Ian Holzmacher.



Gus Rappold's father taught him to sail when he was 11 while living on a canal in Massapequa. When in his 30s, he bought an old Buccaneer 18 and began to learn racing.

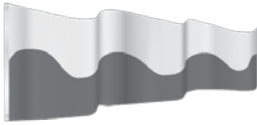
New Members & Associates

In 2008 Gus bought a new Buccaneer and was racing regularly at locations up and down the East Coast.

Shortly after, he joined Narrasketuck Yacht Club and raced regularly on the bay. Gus also volunteers on Race Committee at Oakcliff Sailing. After a few years he bought Narrasketuck #182 and raced that regularly on the bay.

Last spring Gus bought a 2019 Gemini Legacy 35 catamaran, *Stray Cat*, which he births in Amityville.

Gus was sponsored by Jay & Stephanie Pizer and Rob & Ruth Gutmann.



Norman Rubin lives in Shirley and sails *Fuzzy Logic*, a C&C 34. Norman is a local dentist who was introduced to the club by members Marty and Brenda Kelly. He came to our Spring Party and met member Lenny Feldman, who is also a dentist. Norman would like to join in racing currently, but would like to do more cruising as he reduces his work time in a few years. Norman was sponsored by Gary Sebouhian & Annie Falley and Lenny Feldman.



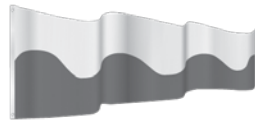
Brian and Dawn Ruggiero live in Nesconset. Brian fell in love with sailing and took lessons on the North Shore. They joined the club as Associates in early 2023 and began looking for a boat. In the meantime, both he and Dawn went on Fred Cornman's boat for sailing lessons.

Pam McCarthy introduced them to Chip and Cathleen Messina who were selling their Catalina 27, and after buying the boat, *Out of Bounds*, they moved up to full members. The boat is now berthed at Cook's Boatyard. Their sponsors were Todd & Pam McCarthy and Chris DeMarco.



Mike Saganic and Nicole Scala joined as Associates in 2023. Mike has had extensive experience sailing and racing offshore with Bob Forman. He was looking for a sailboat to purchase, so Pam McCarthy put him in contact with members Alex and Cathy Stephani, who had bought a larger boat and were selling theirs. Mike and Nicole soon bought *Luna Blu*, a 1969 Morgan 30.

They are looking forward to sailing it with their four sons. Their sponsors were Jeff Mattera and Bob Forman.



NEW ASSOCIATES



Scott and Jeanne Marie Flaughter joined as Associates in 2017. They left the club for a short while and have recently rejoined. Welcome back!

The Flaughers were sponsored by Andrew & Helaina Mirchel and Eddie & Beth Anderson.



Carrie Vasiluth wanted to learn how to sail and met Stephanie Pizer, who told her about the club. Carrie came to a new member rendezvous out in Bellport and really enjoyed it. She joined as an Associate and is hoping to broaden her horizons by being able to participate in the sport.

Carrie was sponsored by Stephanie and Jay Pizer and Sandy Carlberg.



John and Jackie Wolf picked up *Nauti Wolf*, a 2023 Cutwater 248C, from Point Pleasant, New Jersey, in April of 2023. John and his friend Scott cruised her across the Atlantic to her home port at Morgans Marina on the Swan River in Patchogue the following day.

They live in Medford, north of the marina, with their son Liam (22) and daughter Cierra (16). John's been fishing on his friend's twenty-one foot Parker Pilot House for years, waiting for the day to finally own their own vessel of freedom.

In their first year, they have spent many weekends at Watch Hill and Davis Park with friends and family, and the *Nauti Wolf* has traversed from Point Pleasant, New Jersey to Montauk, New York. They look forward to many more adventures to come.

The Wolfs were sponsored by Jeff & Elizabeth Frederick and Fred & Mara Liesegang.



New members at The Blast (l to r): Jean & Peter Ehatt, Joe Nador, Pam McCarthy, Nick Loretta, Brian & Dawn Ruggiero, Farley & Patricia Nachemin, Scott Flaughter, Marty & Brenda Kelly

2023 COMMISSIONING DAY



2023 Commissioning Day



2024 OFFICER INSTALLATION LUNCH

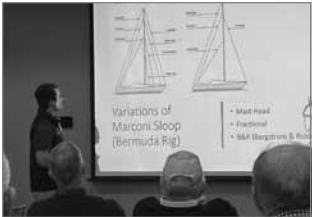


2024 Officer Installation Lunch



2024 PROGRAMS

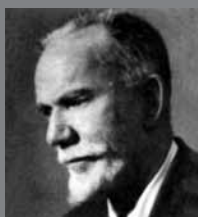




FOUNDING MEMBERS AND PAST COMMODORES

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



**Dr. Marston
Hamlin***



**Hervey
Smith***



**Frederick
Zimmerman***

SBCC PAST COMMODORES



William Carl, Jr.*
1951



James Swan, Jr.*
1952-1953



John Young*
1954-1955



Henry Post*
1956-1957



Merritt Smith*
1958-1959



Robert Patterson*
1960-1961



John Beinert*
1962-1963



Everett Seidenberg*
1964-1965



Roger Ramsdell, Jr.*
1966-1967



Alex Pearson*
1968-1969



Fred Eggerstedt*
1970-1971



William Bradt*
1972-1973

Founding Members and Past Commodores



M. Whiting Thayer*
1974-1975



Bud Rosenberg*
1976-1977



Richard Nehring*
1978-1979



William Dyer*
1980-1981



Kenneth Kondor*
1982-1983



Earl Murray, Jr.
1984-1985



Anton Davies*
1986-1987



Donald Zimmer*
1988-1989



Robert Sheppard
1990-1991



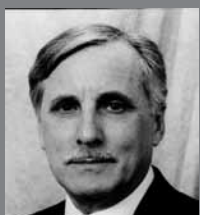
Michael Smith
1992-1993



Edward Petroske*
1994-1995



Barry Pittman*
1996-1997



Richard La Bella
1998-1999



Rich LaTorre
2000-2001



Sally Eilbeck
2002-2003



John Davis
2004-2005



Bob Van Tassel
2006-2007



Bill Grauer
2008-2009

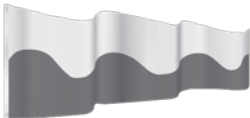
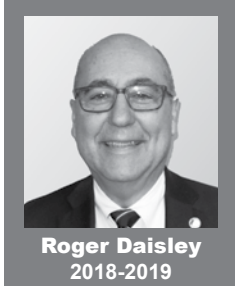
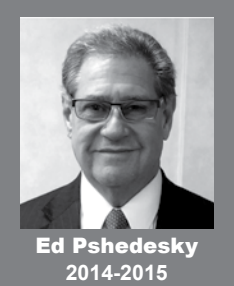


Matt DeMarco
2010-2011



Sue Montana
2012-2013

Founding Members and Past Commodores



Commodore Jeff Frederick with Past Commodores Rick LaTorre, Charlie Margeson, Dick LaBella and Bob Van Tassel

MEMBERS FOR 50 YEARS OR MORE

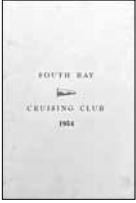


1954	Rita Seidenberg
1960	Mary Ann Cook
1961	Dever and Andrea Larmor
1969	Robert & Jacqueline Forman
1970	Marilyn Brous Earl Murray*
1972	Robert* & Carol Sheppard
1974	Richard* & Diane LaBella

* Past Commodore



LOOKING ASTERN: FROM THE YEARBOOK ARCHIVES



1954

Membership 140

COMMODORE'S MESSAGE

Formed in 1951 to fill a long-felt need for an organization of cruising sailormen in Great South Bay, Long Island, this Club is devoted to a program that will encourage and improve the joys of cruising and sailing craft.

CRUISING

The second annual cruise to Shelter Island started with a fleet of twelve yachts. Later in the week the attrition rate was high when a real "easter" whistled into Greenport. Some skippers rode it home via the Sound and N.Y. Harbor, while other more timid souls remained in port and later went via Shinnecock. Charter members of the first cruise that came back for more were *Katinka*, *Que Pasa* and *Macy II* and they received their fill—rain, fog and hangovers.

RACING

Fleets were somewhat smaller but it is felt this was due to handicapping.

SOCIAL

The year was started with a very successful dinner dance at Southward Ho Club for 180 members. The commissioning party held at the Babylon Yacht Club on Decoration Day and the Fall Cocktail party at Bill Carl's home were "staggering" successes. A new feature, Children's Day, was held at Captree and 34 future skippers had a great time. From the song that was new that year:

CONNETQUOT RIVER

Now South Bay gals have lovely gams

Heave away, heave away

They get that way from treadin' clams

O Connetquot River





1964

Membership 318

COMMODORE'S MESSAGE

Our club is a way and means that sailing people can get together for whatever kind of sailing they like—cruising, boozing, racing, and gunkholing—with a maximum of *gemutlichkeit* and a minimum of formality. Our clubhouse is wherever we get together—a raft of boats at a rendezvous or a shore side party or meeting.

COMMISSIONING DAY

More than 45 boats turned out for the ceremonies at the Babylon Yacht Club on June 2—one of the largest fleets in years for this occasion.

BAY SHORE INVITATIONAL

This event provided more wind than most yachts could handle comfortably—25 knots with gusts up to 40. Yet some twenty finished the course and, as far as we know, without serious damage.

LADIES' RACE

Major tragedy occurred on Committee Boat. Two full fifths tossed from *Lively Lady* missed the mark and went in the drink. One recovered by frogman Max, the other still nestling among the clams.

WEST ISLAND RACE

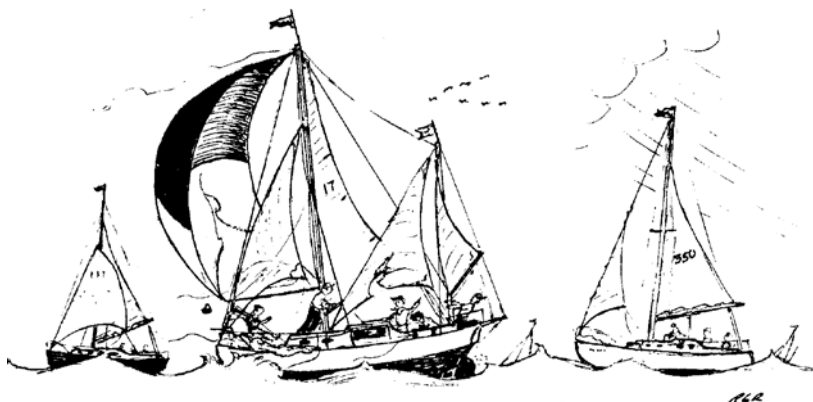
Most of the 42 starters finished and *Jeanne* won the new William Deale Trophy while *Errant* took the Schnurr Cup.

COMMODORE'S CUP RACE

Thirty-eight yachts started this race – an all time high.

CLAM BAKE A BIG SUCCESS - CREEPSTAKES, TOO

Over 300 SBCC and Babylon Yacht Club members and their guests enjoyed the biggest clambake of them all on a soft September afternoon.





1974

Membership 414

CHARACTER BOAT RACE AND BEAUTY CONTEST

Yachts eligible for these events will be sent invitations by the Selection Committee in accordance with the Deed of Gift of the Character Boat Perpetual Trophy, the "Cruising Club Crock."

AND IN OTHER NEWS

This year, for the first time, the Committee Boat will be easily recognized by the giant green and white SBCC BURGEE flown at the main truck.

In view of the energy crisis and possible fuel shortage, the annual cruise starting July 13 with a rendezvous at Cormorant Point will have emphasis on less distance and more social activities.

In reviewing the '73 activities, the most outstanding contribution to the Club was the new handicap system developed by Ed Miller. For the first time in the history of the club the racing skippers have completed a racing season as happy as a group of pigs playing in mud up to their bellies.

Sunday, August 12, perfect weather with about one hundred yachts anchored in Great River. Father Hal Langley, skipper of the *Quadrant*, had Sunday services on the lawn of Snapper Inn. (Please keep in mind for next year that automatic lawn sprinklers have no conscience.)

Communication devices used were CB, HAM, AM, VHF_AM radios. Skippers desiring to install VHF equipment should obtain a set having at least eight channel capacity.



1984

Membership 469

PROGRAM

On January 6th, a very informative diesel engine seminar was arranged by Education Chairman Bill Menger. This was conducted by Mack Boring in Farmingdale and was attended by 90 SBCC members.

EVENTS

A total of 172 people turned out for the Spring Cocktail Party at the Bay Shore Yacht Club and at last it appeared that the sailing season was at hand.

THE CRUISE

The fleet spent four delightful days exploring and enjoying all the sights of the beautiful Connecticut River, including a performance of "Miss Liberty" at the Goodspeed Opera House. We departed Essex on Saturday the 16th for West Harbor, Fisher's Island, where lobsters for \$3.00/lb are still available.

RENDEZVOUS

Each weekend became an event to those who participated in the rendezvous. Pancakes were served at one; snacks at another; mussels at another; a full course dinner at one rendezvous in Hemlock Cove, featuring bratwurst, sauerkraut and potato salad, and homemade ice cream at another. One hundred ninety-nine boats showed up at one or more rendezvous, making the task of determining who came the most (the Rosens) a monumental task for a Fleet Captain without a computer.

At Watch Hill the sand castles were works of art; Lois Spivak built William the Conqueror, the Petroske's the Love Castle with mirrored waterbed, the Krugs built a working model of the Guns of Navarone, Carole Sheppard's the Castle of Orvietto, Jennifer Sheppard the Fantasy Island, Bob Sheppard the Fort Ticonderoga, all the boys chip in to make All the Kings Men, all the girls chip in and build a Pleasure Palace. The awards were given to each for the works of silicon creativity. That night a scavenger hunt brought out the child in all of us.

Labor Day found our club's boats spread out from one end of the bay to the other. The two hot spots seemed to be at the Sayville Yacht Club, where over 45 SBCC boats raced, ate, and socialized with incredible fervor; and at Hemlock Cove, where many boats were to be seen rafted up and thoroughly enjoying themselves.

Quite a few SBCC racers journeyed to New York Harbor on September 25, the site of the annual Governor's Cup Race. And many of them did quite well, too—especially Doug Davies and Steve DeLisa, both of whom captured 1st in their classes.



1994

Membership 343

RACING

The 1993 racing year started at noon on January 1. Air temperature was in the lower 30s and the wind a steady 25 knots with gusts well over 30, not quite ideal conditions. Five brave (or crazy) boats made it to the starting line. Many others were either smart enough to stay home or were stuck in the mud because the northwesterly had blown all the water out of the bay. By the time the spray had frozen, *What Me Worry* came in first. *Huntress* was second, and *Ailanthus* third.

Looking Astern: From the Yearbook Archives

SHEILA DAYTZ AWARD

Tie for 1st Place with 20 rendezvous each:

Fenian - Ed and Kathleen Simmons

Salthearth - Joe McCormick

FOUR CRUISES THIS YEAR

Three-Week Nantucket Cruise, Two-Week Block Island / Long Island Sound Cruise, 10-Day Block Island Cruise, and the One-Week Bay Cruise



2004

Membership 223

FROM THE LOG OF THE THREE-WEEK CRUISE UP THE HUDSON RIVER

At the Poughkeepsie Yacht Club we encountered the worst thing about sailing on the Hudson. The river at that point is filled with floating debris and vegetation that fouls rudders and props. The slips were lined with logs, grass, tires etc. We didn't realize the consequences of the trash until we tried to leave. When it was time to leave the YC we had to be pulled out of the slips. We were plagued by garbage on props and rudders. We limped up the river in varying stages of discomfort until we reached Catskill and the Catskill Marina. The Gotards decided to call a diver and he arrived the next day. He eased into the chilly water and retrieved all sorts of trash from under five boats. We were all very happy until we got into the river and picked up the Water Chestnut grass on the props again.



2014

Membership 193

CRUISES

Our two-week cruise was fantastic. The Cruise Captain, Ed Pshedesky and his wonderful first mate Helen, of *Silent P*, led us on a great trip. There were ten boats with the group for more than half the cruise, and several others joined the fleet at various locations along the way, as we stopped at Cormorant Point in Shinnecock, Block Island, Cuttyhunk and Edgartown at Martha's Vineyard. Three boats took a sidetrip from Martha's Vineyard, sailing to Nantucket for a few days. And one boat headed to Mystic before heading home.

Our annual one-week cruise around the Bay had twice that many boats which spent at least half the week with the fleet, and this year there was only one day with light rain. We played croquet at Bellport, had games, a slide show, and pot luck dinner at Davis Park, and a dinghy ride to Captree Cove to hitch a ride by car to dinner. It was great that we had so many new members join us for the week's cruise, as well as many members who joined us for dinner in Bellport or Captree.

RENDEZVOUS

Attendance at rendezvous was tremendous, even though we weren't entirely sure at the beginning of the season which marinas and coves had sufficiently recovered from Superstorm Sandy to allow boat traffic again. Ultimately, there were seven rendezvous with 20 or more boats attending, and two rendezvous with 25 boats attending. We had more than 65 boats attending at least one rendezvous.

RACING

Our favorite race of all time, the West Island Race, had some really tricky situations. A dangerous starting line contested by four good skippers made for a controversial start. *Rettsie*, *JT9D*, *Hooch* and *Full Circle* arrived at the same spot within a second of each other and the gun. Our video replay showed it was too close to call. *Hooch* went on to win, but *DragonFly* in the non-spin division pulled off a decisive overall win by going the right way and beating Rich LaBella on *Blaze*. It was a long day, with not enough beer, and a brutal sail home, but winning this race meant more to us than any other race on the bay. In September, the shorter days marked the too-quick end of the Twilight Races, but we had the highest turnout of boats. *Dark Star* and *Chanson* went back and forth for 1st and 2nd place, while *Naughty Dog* held onto a 3rd against all the other C&Cs. It was a good way to wrap up the Twilights. October started with the Discoverer's Cup Race which coincides with the BSYC Ray Terry Race from Bay Shore to Atlantique. They had a great turnout, but it was an exceptionally windy day, and several boats ran aground as they tried to maneuver around Crazy Charlie at the same time.

SAILING 101 FOR WOMEN, BY WOMEN BY DELLA BUCHER

I love boating—and when I'm on della.calm, I'm proud to be able to handle the various challenges that may occur. Over the years, I've heard many women say they could never handle taking control of the helm. And so when the Program Chair, Bob Forman, asked for input for programs, I suggested a course on basic sailing for women, taught by women. And so, Sailing 101 for Women was launched. My first job was to get women who were very much at ease taking the helm to help teach and I was able to enlist the help of Adrienne Tesoro, Jane Glinski and Nancy Sherman. Our first meeting brought forth some great ideas as to what we hoped the course would cover. We wanted it geared for women who sailed with their mates and may have taken the helm while their mate anchored or had to make some kind of adjustment while under way or had no wish to be at the helm.

In the first session, we focused on parts of the boat and their functions, sailing terms, basic knots with practice, and life vests. In the second session, we focused on the dynamics of sailing and the dynamics of the wind and water, and anchoring and docking procedures. In May after the course was completed, I took some of the women out to practice the various procedures on my boat. I was proud that they were willing to try some of the procedures taught during the two evenings, and "they done good."





CRUISE 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 email.

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.



2023 CRUISE AND RENDEZVOUS PROGRAM

TWO-WEEK CRUISE

The two-week cruise took the fleet of roughly a dozen boats from Block Island, to Martha's Vineyard, to Nantucket and on to Cuttyhunk. We had atypical weather last summer thanks to El Niño and the massive Hunga Tonga volcanic eruption, both of which disrupted weather patterns around the world. We had to make some tough decisions based on weather forecasts and logistics, but nobody had to go it alone, and nobody was compelled to push beyond their comfort zone. The club sticks together, we help each other out and that ethos shone brightly on this cruise, even when the sun refused to do the same. SBCC burgees were flying in ports scattered across New England, and we converged and separated like a swarming flock of very slow fiberglass starlings! It might not have been "textbook," but it was beautiful.

ONE-WEEK CRUISE

Originally Joe Werkmeister planned the One-Week Cruise, but due to illness, could not attend. Scott and Wendy Gesele volunteered to lead the cruise with Todd and Pam McCarthy as co-captains. The cruise went from Great River to Bellport, to Sailor's Haven to Watch Hill, ending up in Hemlock Cove. There were a lot of activities held, including several nights of movies under the stars. A total of 27 boats participated in varying parts of the cruise.

RENDEZVOUS

A total of twenty-two rendezvous were scheduled for the 2023 sailing season. Due to inclement weather, only fourteen were held on the bay and six were land-based. The season started off with Sandy Carlberg and Michele Jaeger hosting the New Members rendezvous at Bellport Park. This was followed by rendezvous at Coast Guard Cove, Hemlock Cove, Great River, Oak Island Lead, and Sore Thumb.

One of the highlights last summer was the July 29th storm cell that hit during a seven-boat raft-up in Hemlock Cove. We all learned a lesson the hard way, a few boats were banged up, but luckily there wasn't any serious damage to boats or crew.

Another new RV location "Unqua Heading" was attempted, but it got rained out. New Member Joe Nador, hoping to host his first RV, ended up hosting at The Seagull Restaurant due to foul weather.

Thanks to all who participated and hosted, and to those who hosted on land during bad weather. The enthusiastic participation and camaraderie is what makes SBCC so great.

Looking forward to a great season in 2024!



2023 CRUISE AND RENDEZVOUS AWARDS

SHEILA DAYTZ AWARD

For the most rendezvous attended

Pam & Todd McCarthy on *Bleu Moon*

TWO-WEEK CRUISE CAPTAIN AWARD

Elizabeth & Jeff Frederick on *Cambria*

Stephanie & Jay Pizer on *Rising Tide*

ONE-WEEK CRUISE CAPTAIN AWARD

Christina & Joe Werkmeister on *Polaris*

Wendy & Scott Gesele on *Haven*

Pam & Todd McCarthy on *Bleu Moon*

KEN KONDOR AWARD

This year was a tie for the most rendezvous and races attended

Jay & Stephanie Pizer on *Rising Tide*

(Won for the fifth year in a row)

Charlie & Jane Margeson on *Shadow*



ATTENDED AT LEAST THREE RENDEZVOUS

<i>Alexa Grace</i>	4	<i>Esprit de Mer</i>	3
<i>Aquae Sulis</i>	10	<i>Fun Sway</i>	5
<i>Are We There Yet?</i>	3	<i>Haven</i>	10
<i>At Last</i>	3	<i>Margaret Gale</i>	7
<i>Bleu Moon</i>	11	<i>Polaris</i>	5
<i>Cambria</i>	5	<i>Rising Tide</i>	8
<i>Dust in the Wind</i>	4	<i>Shadow</i>	5
<i>Eagle's Wings</i>	5	<i>Whisper</i>	3

HOSTED AT LEAST ONE RENDEZVOUS

BY SEA	
<i>Bleu Moon</i>	<i>Shadow</i>
<i>Cambria</i>	<i>Whisper</i>
<i>Esprit de Mer</i>	<i>Windswept</i>
<i>Fun Sway</i>	BY LAND
<i>Haven</i>	Carlberg/Jaeger
<i>Mareva</i>	Irene & Larry Novak
<i>Margaret Gale</i>	Stephanie & Jay Pizer
<i>Other Plans</i>	Robert & Christine Smith
<i>Polaris</i>	Joe Nador
	Janice & Glen Bernichon

2023 Cruise and Rendezvous Awards



2023 Cruise and Rendezvous Awards



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 38 race events this year in its program. The races cover a variety of formats including many invitational races open to non-members 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 the first three Thursdays of each month this season.

BAY SHORE INVITATIONAL RACE (BSIR)

On Tuesday nights beginning in May, 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 EVENT RACES AND TROPHY RACES

The SBCC has a long history of trophy races and special event races. This year we will continue our Commodore's Cup for the winner of the Babylon/Bay Shore race. The Deale Trophy will be bestowed upon the winner of the West Island Race. The Creepstakes is traditionally a single-handed owner's race for SBCC members, 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. See the Notice of Race (NOR) at www.sbccracing.org/nors

- 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



2023 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. See the Notice of Race (NOR) at www.sbccracing.org/nors

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

2023 BAY SHORE INVITATIONAL RACE (BSIR) COURSES

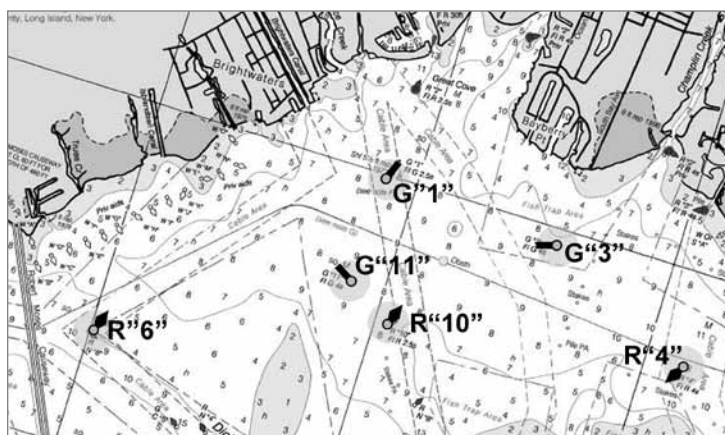
See the Notice of Race (NOR) at www.sbccracing.org/nors

RACE COURSES: BAY SHORE

COURSE 1 (NE, S, W wind)	COURSE 2 (N, E, SW wind)	COURSE 3 (N, S wind)
2.91nm	2.91nm	3.46nm
Start "1" (port)	Start "1" (starboard)	Start "1" (port)
"10" (port)	"3" (starboard)	"11" (port)
"3" (port)	"10" (starboard)	"10" (port)
Finish "1" (port)	Finish "1" (starboard)	"1" (port)
		"11" (port)
		"10" (port)
		Finish "1" (port)
COURSE 4 (N, NE,S, SW wind)	COURSE 5 (N, SE, W wind)	COURSE 6 (E, S, NW wind)
3.64nm	4.51nm	4.51nm
Start "1" (port)	Start "1" (starboard)	Start "1" (port)
"11" (port)	"4" (starboard)	"11" (port)
"3" (starboard)	"11" (starboard)	"4" (port)
"10" (starboard)	Finish "1" (starboard)	Finish "1" (port)
Finish "1" (starboard)		
COURSE 7 (N, E, SW, wind)	COURSE 8 (N, E, S, W wind)	COURSE 9 (NE, SE, S, NW wind)
4.52nm	4.54nm	4.82nm
Start "1" (port)	Start "1" (port)	Start "1" (port)
"6 " (port)	"11" (port)	"10" (port)
"11" (starboard)	"10" (port)	"3" (starboard)
"10" (port)	"1" (port)	"4" (starboard)
Finish "1" (port)	"11" (port)	Finish "1" (starboard)
	"3" (port)	
	Finish "1" (port)	



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)



"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

2024 RACE SCHEDULE

RACE SCHEDULE

DATE	RACE / EVENT	FIRST GUN	CLASSES	NOTES	RACE CHAIR	START LOCALE	COURSES
Sat May 18	Spring Race to Atlantique	1200	Pursuit	2, 3, 4, 8	E Winberry	Bay Shore	
Tues May 28	Bay Shore Invitational Race (BSIR) Spring 1	1900	Pursuit	2,4,6,8,11,13	Drossos/Sebouhian	Bay Shore	1 thru 15
Sun June 2	Creepstakes Single Handed Race	1100	Pursuit SBCC only	2, 4	J Holst	Bay Shore	1 thru 15
Tues June 4	Bay Shore Invitational Race (BSIR) Spring 2	1900	Pursuit	2,4,6,8,11,13	Drossos/Sebouhian	Bay Shore	1 thru 15
Thurs Jun 6	Babylon Twilight Race Spring 1	1930	Regular	2,9,11,13	R LaTorre	Babylon	1 thru 9
Fri June 7	Babylon Cup	1900	Regular	2, 9, 11	C Margeson/ E Anderson	Babylon	1 thru 9
Tues June 11	Bay Shore Invitational Race (BSIR) Spring 3	1900	Pursuit	2,4,6,8,11,13	Drossos/Sebouhian	Bay Shore	1 thru 15
Thurs Jun 13	Babylon Twilight Race Spring 2	1930	Regular	2,9,11,13	E Anderson	Babylon	1 thru 9
Tues June 18	Bay Shore Invitational Race (BSIR) Spring 4	1900	Pursuit	2,4,6,8,11,13	Drossos/Sebouhian	Bay Shore	1 thru 15
Thurs Jun 20	Babylon Twilight Race Spring 3	1930	Regular	2,9,11,13	K Padden	Babylon	1 thru 9
Tues June 25	Bay Shore Invitational Race (BSIR) Early Summer 1	1900	Pursuit	2,4,6,8,11,13	Drossos/Sebouhian	Bay Shore	1 thru 15
Tues July 2	Bay Shore Invitational Race (BSIR) Early Summer 2	1900	Pursuit	2,4,6,8,11,13	Drossos/Sebouhian	Bay Shore	1 thru 15
Sat July 6	Babylon Yacht Club July 4th Invitational		Regular	3	BYC	Babylon	1 thru 9
Tues July 9	Bay Shore Invitational Race (BSIR) Early Summer 3	1900	Pursuit	2,4,6,8,11,13	Drossos/Sebouhian	Bay Shore	1 thru 15
Thurs July 11	Babylon Twilight Race Early Summer 1	1930	Regular	2,9,11,13	J Holst	Babylon	1 thru 9
Tues July 16	Bay Shore Invitational Race (BSIR) Early Summer 4	1900	Pursuit	2,4,6,8,11,13	Drossos/Sebouhian	Bay Shore	1 thru 15
Thurs July 18	Babylon Twilight Race Early Summer 2	1930	Regular	2,9,11,13	A Mirchel	Babylon	1 thru 9



2024 Race Schedule

RACE SCHEDULE

DATE	RACE / EVENT	FIRST GUN	CLASSES	NOTES	RACE CHAIR	START LOCALE	COURSES
Sunday July 21	Commodore's Cup	1300	Pursuit	2,4,8,11,13	J Holst	Babylon/ Bay Shore	
Tues July 23	Bay Shore Invitational Race (BSIR) Mid Summer 1	1900	Pursuit	2,4,6,8,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs July 25	Babylon Twilight Race Early Summer 3	1930	Regular	2,9,11,13	M O'Connell	Babylon	1 Thru 9
Thurs July 25	Around Long Island Race ALIR	1200	Regular		Sea Cliff Yacht Club	Ellis Island/ NY Harbor	
Tues July 30	Bay Shore Invitational Race (BSIR) Mid Summer 2	1900	Pursuit	2,4,6,8,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sat Aug 3	West Island Race	1200	Regular	2,9,12	B Wheeler	Bay Shore	West Island
Tues Aug 6	Bay Shore Invitational Race (BSIR) Mid Summer 3	1900	Pursuit	2,4,6,8,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Aug 8	Babylon Twilight Race Late Summer 1	1930	Regular	2,9,11,13	W Reichel	Babylon	1 Thru 9
Sunday Aug 11	Bay Shore Yacht Club GSBYRA Invitational Regularatta- PHRF	1300	Pursuit	3,4,8	BSYC	Bay Shore	1 thru 15
Tues Aug 13	Bay Shore Invitational Race (BSIR) Mid Summer 4	1900	Pursuit	2,4,6,8,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Aug 15	Babylon Twilight Race Late Summer 2	1900	Regular	2,9,11,13	C Margeson	Babylon	1 thru 9
Tues Aug 20	Bay Shore Invitational Race (BSIR) Late Summer 1	1830	Pursuit	2,4,6,8,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Aug 22	Babylon Twilight Race Late Summer 3	1900	Regular	2,9,11,13	C Goodwin	Babylon	1 thru 9
Tues Aug 27	Bay Shore Invitational Race (BSIR) Late Summer 2	1830	Pursuit	2,4,6,8,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sat Aug 31	GSBYRA Bellport Invitational Race		Regular		Bellport Yacht Club	Bellport	
Sun Sept 1	GSBYRA Queen of the Bay Race		Regular		Bellport Yacht Club	Bellport	



2024 Race Schedule

DATE	RACE / EVENT	FIRST GUN	CLASSES	NOTES	RACE CHAIR	START LOCALE	COURSES
Tues Sept 3	Bay Shore Invitational Race (BSIR) Late Summer 3	1830	Pursuit	2,4,6,8,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Sept 5	Babylon Twilight Race Fall 1	1830	Regular	2,9,11,13	J Davis	Babylon	1 thru 9
Sat Sept 7	Mayor's Cup	1200	Regular	2	J Davis	Long Island Yacht Club	
Tues Sept 10	Bay Shore Invitational Race (BSIR) Late Summer 4	1830	Pursuit	2,4,6,8,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Sept 12	Babylon Twilight Race Fall 2	1830	Regular	2,9,11,13	A Mirchel	Babylon	1 thru 9
Tues Sept 17	Bay Shore Invitational Race (BSIR) Fall 1	1800	Pursuit	2,4,6,8,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Sept 19	Babylon Twilight Race Fall 3	1830	Regular	2,9,11,13	C DeMarco	Babylon	1 thru 9
Tues Sept 24	Bay Shore Invitational Race (BSIR) Fall 2	1800	Pursuit	2,4,6,8,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Tues Oct 1	Bay Shore Invitational Race (BSIR) Fall 3	1800	Pursuit	2,4,6,8,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sun Oct 6	Louis Orr Invitational	1200	Regular	2,9,11	BYC	Babylon	1 thru 9
Tues Oct 8	Bay Shore Invitational Race (BSIR) Fall 4	1800	Pursuit	2,4,6,8,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sat Oct 12	Discoverer's Race SBCC & BSYC	1200	Pursuit	2,4,5,8	E Winberry/ M Rainis	Bay Shore	



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. Register one week in advance. Please contact Ted Drossos or Gary Sebouhian for required SBCC PHRF Handicap.



BSIR—YOU GOTTA BE IN IT

by Gary Sebouhian & Ted Drossos

The Bay Shore Invitational Race (BSIR) venue is about to begin its eighth season. It has come a long way and matured into a really nice racing program that has made Tuesday evenings a lot of fun for so many of us and given us all something to look forward to every week.

During the 2023 season there were twenty-nine boats that raced at least one time.



These races quickly became the most well attended on the Great South Bay. It's not unusual to have between fifteen to twenty boats racing every Tuesday evening. Although the program has gone through some changes, it has always stayed true to the original intent—which is to be a fun, yet competitive evening on the bay.

There have not been many changes in the BSIR these past few years. However, there was one significant change in the method used to score the season champion for the 2023 season. The method used to calculate the season champion was changed in order to

allow some flexibility for skippers and crews to occasionally miss a race. From time to time, almost everyone has reasons to miss a race

because of personal or family obligations. The old method harshly penalized a boat for missing a race, and that would often eliminate any chance for that boat to become season champion.

When the season-champion scoring method was reviewed at the end of the 2022 season, it became obvious it needed to be changed.

Since 2012 the South Bay Cruising Club has been using the Low Point Scoring System for scoring the season championship. The US Sailing Racing Rules provide alternative methods for scoring a long series such as a season championship that spans months. The method that was adopted for the 2023 BSIR season and beyond is one that is based upon one of those suggestions.

The new season championship method is based on two factors. Obviously, performance is one of those. The other is participation. Instead of having to participate in every race or be severely penalized for every race





they miss, a boat can miss an occasional race and still have a shot to be season champion. A boat is only scored for the races that they participate in. The caveat, however, is that a boat needs to participate in 75% of the races actually run during the season in order to qualify for season champion. “You gotta be in it to win it,” but you don’t “gotta” be in every race. You can miss a few and still be season champion.

The 2023 season champion missed a few races and still became season champion as a result of performing very well and racing in 75% or more of the races that were run. A few boats might have scored as season champion had they competed in 75% of the races. However, they did not reach the quota.

Here is an explanation of the differences between the previously used Low Point Scoring System and the newly adopted Low Point Averaged Scoring System.

Common to both scoring systems: A score is given to each boat depending on their finish position. One point for first place, two points for second place, three points for third place and so on. The major difference between the two scoring systems is how a boat is scored when they miss a race.

The Low Point Scoring System: Under the old system, a race score is assigned to each boat for every race in the series, even if a boat is forced by circumstances beyond her control to miss one or more races. For example, let’s assume that there were twenty-nine different boats that raced in the entire



BSIR—You Gotta Be In It



BSIR season. If a boat misses a race, she is given a score of 30, which is equal to the total number of boats that raced in the entire series plus one ($29 + 1 = 30$).

The Low Point Averaged Scoring System:

Under this newly adopted scoring system, a boat can miss some of the races without penalty provided she sails in a sufficient number of races to qualify for the series. Therefore, she is not placed at a disadvantage if she cannot compete in all the races. You must race in at least 75% of the BSIR races run in order to qualify for the season championship. Once a boat reaches the quota, the average finishing position for the races competed in are calculated, less one throw-out race. The boat with the lowest average among those boats that qualify is the season champion. The advantage is that season champion scores are based only on the races in which boats compete, and

therefore boats that must miss some races are not placed at a disadvantage.



You can see how detrimental the old Low Point Scoring System can be if you receive a score of thirty points for a race that you missed. It will certainly hurt your chances of placing well in the season championship results. In the new Low Point Averaged Scoring System you would not be given any points for missing a race. Your chances of placing well in the season champion results are much better.





Additional information can be found on the sbccracing.org website. It's located in the Bay Shore Invitational Races Notice of Race and Sailing Instructions, section 17, Season Champion Scoring.

Now for the 2023 recap. It wasn't the best weather this past season. Fortunately, only three of the twenty scheduled races were cancelled.

During the 2023 season there were twenty-nine boats that raced at least one time in the BSIR. Out of seventeen races run, many boats finished in the top five positions. Seven different boats had at least one first place finish, nine boats finished second, seven finished third, seven finished fourth and nine finished in fifth place. The pursuit format and adjusting handicaps during the season continues to work to make it fun and to allow for many boats to be competitive.

It was a successful 2023 season. The racing was fun and competitive. The post race barbeque at Glenn LeMaitre/Mary Ann Cook's Coastal Yachting Center is always a highlight of Tuesday night. It isn't for those who are diet conscious, but the camaraderie among the racers is special. We were happy to see that some new boats joined the fleet. It is expected there may be a few more boats in 2024. The one boat that was missing was Bill Cook's boat *Merry Ann*. Bill's passing was a shock to us all. We miss racing against *Merry Ann* and Bill's colorful stories about racing on and off the Bay.

We hope to see a few more boats racing this season. If you would like to race this season, please contact Ted Drossos (replusted@aol.com) or Gary Sebouhian (gary.sebouhian@gmail.com) at least two weeks before your first race so we can get you registered.

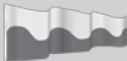


2023 MAJOR AWARDS



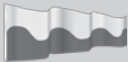
SHEILA DAYTZ AWARD

Todd & Pam McCarthy
Bleu Moon



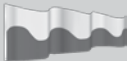
**BABYLON TWILIGHT
SEASON CHAMPION**

Rick LaTorre
Dark Star



**BAY SHORE BSIR
SEASON CHAMPION**

Gary Sebouhian
Pandemonium



DEALE TROPHY

Rick LaTorre
Dark Star



KEN KONDOR AWARD

Jay & Stephanie Pizer *Rising Tide*
Charlie & Jane Margeson *Shadow*



COMMODORE'S CUP

Charlie Margeson
Shadow



INVITATIONAL AND TROPHY RACES*

MAYOR'S CUP	
Spin	
<i>Hooch</i>	Bruce Kennedy
<i>Dark Star</i>	Rick LaTorre
<i>Naughty Dog</i>	Jim Reichel
Non Spin	
<i>Pandemonium</i>	Gary Sebouhian
<i>Shadow</i>	Charlie Margeson
<i>Moonrise</i>	Rob Gutmann
Cruising	
<i>Galatea</i>	Andy Mirchel
Multi-Hull	
NA	

LOUIS ORR INVITATIONAL	
Spin	
<i>Wind Bound</i>	Gallian - BYC
Non Spin	
<i>Vantage</i>	Dave Hyer
<i>Shadow</i>	Charlie Margeson
<i>Tangled Up in Blue</i>	Breuer - BYC

COMMODORE'S CUP	
<i>Shadow</i>	Charlie Margeson
<i>Lady in Red</i>	Ted Drossos
<i>Pandemonium</i>	Gary Sebouhian

DISCOVERER'S RACE	
Racing Class	
<i>Shadow</i>	Charlie Margeson
<i>Pandemonium</i>	Gary Sebouhian
<i>Moonrise</i>	Rob Gutmann
Cruising Class	
NA	

WEST ISLAND INVITATIONAL	
Non Spin	
<i>Dark Star</i>	Rick LaTorre
<i>Naughty Dog</i>	Will Reichel
<i>Shadow</i>	Charlie Margeson
Multi-Hull	
<i>Trillium</i>	K Schaefer
<i>Getting There</i>	K Sneddon
Deale Trophy	
<i>Dark Star</i>	Rick LaTorre

BABYLON CUP	
<i>Wild Blue II</i>	Joe Mulle
<i>Rettsie</i>	Kevin Padden
<i>Kickin' Back</i>	Marty O'Connell



2023 Race Awards

BABYLON EARLY SUMMER SERIES

<i>Dark Star</i>	Rick LaTorre
<i>Kickin' Back</i>	Marty O'Connell
<i>Bionator</i>	Mike Goodman
<i>At Last</i>	Ed Anderson
<i>Galatea</i>	Andy Mirchel
<i>Shadow</i>	Charlie Margeson

BABYLON LATE SUMMER SERIES

<i>Dark Star</i>	Rick LaTorre
<i>Banshee</i>	Chris DeMarco
<i>Naughty Dog</i>	Will Reichel
<i>Rettsie</i>	Kevin Padden
<i>Kickin' Back</i>	Marty O'Connell
<i>Halve Maen</i>	Walther Van Stipriaan



BSIR SPRING SERIES

<i>Lady in Red</i>	Ted Drossos
<i>Tortoise</i>	Bill Wheeler
<i>Pandemonium</i>	Gary Sebouhian
<i>Moonrise</i>	Robert Gutmann
<i>Mo'Sun</i>	Lenny Feldman
<i>Czech Mate</i>	Chris Dennerlein

BSIR LATE SUMMER SERIES

<i>Tortoise</i>	Bill Wheeler
<i>Naughty Dog</i>	Will Reichel
<i>Pandemonium</i>	Gary Sebouhian
<i>Aleboat II</i>	Eric Winberry
<i>Lady in Red</i>	Ted Drossos
<i>Moonrise</i>	Robert Gutmann

BSIR EARLY SUMMER SERIES

<i>Pandemonium</i>	Gary Sebouhian
<i>Lady in Red</i>	Ted Drossos
<i>Aleboat II</i>	Eric Winberry
<i>Mo'Sun</i>	Lenny Feldman
<i>Snoopy</i>	Dave DeRuvo
<i>Jubilee</i>	Rebecka Russo

BSIR FALL SERIES

<i>Lady in Red</i>	Ted Drossos
<i>Naughty Dog</i>	Will Reichel
<i>Aleboat II</i>	Eric Winberry
<i>Pandemonium</i>	Gary Sebouhian
<i>Moonrise</i>	Robert Gutmann
<i>Integrity</i>	Bob Figueroa

BSIR MID-SUMMER SERIES

<i>Naughty Dog</i>	Will Reichel
<i>Moonrise</i>	Robert Gutmann
<i>Mo'Sun</i>	Lenny Feldman
<i>Pandemonium</i>	Gary Sebouhian
<i>Lady in Red</i>	Ted Drossos
<i>Integrity</i>	Bob Figueroa



2023 RACE AWARDS CEREMONY



2023 Race Awards Ceremony



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 the Commodore's Cup will again be awarded to the best score in the single Babylon/Bay Shore race held on Sunday, July 21st.

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. This race is for SBCC members only.



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 ON AND OFF THE BAY

by Jim & Will Reichel

Ship's Log: *Scapegoat* - Jim

Sailing never stops in the Reichel household. You can't move around our house without stepping on, over, or around a piece of sailing equipment or some debris associated with one of our boats or even the boats themselves. All but two live in our backyard and are a topic of conversation every day, each with its problems and needs.

Our fleet of boats expanded again in 2023 with an acquisition of a Vanguard 15 to try out frostbite racing again, and we've needed to keep tabs on our adopted C&C 115 out east. Each boat, except one, got out to race a couple of times each week or just to cruise around for fun.

Racing went very well for us, both on the Great South Bay and Long Island Sound. The North Shore harbors are full, and we have even spotted more boats sailing on the bay with their mains up. It's always a good sight.



This year, we were fortunate that the boat prep was not so bad: the usual three coats of bottom paint, hull wax and bottom polish, and some electronics upgrades to make sailing easier. This year had some special

local events and races we talked about all winter, to try and find a way to do them all.

The sailing/racing season starts pretty early up on the North Shore. *Scapegoat*, our J 105, is always ready to take on a challenge.

Every spring in Huntington Bay the season starts out with a two-day regatta called "The Race for the Case", which is sort of the local "Daytona 500" of club racing with two days of racing and a party in between. Each boat starting gets a bottle of some kind of sponsor drink and crew hats when you check in before the start, and the winner gets a case of it as a trophy at the end—sounded worthwhile. Rum never goes to waste with sailors.

Day one varied from 5 kts of shifting breeze to a steady 25 kts for race two with four inches of rain. Sailing downwind with a spinnaker in shifting puffs and blinding rain brings your skill level up a notch. The boat speed hitting steady 12+ kts made these legs seem very short. Luckily, we were one of the only boats not to wipe out. Day two brought great sunny weather and had crazy variable winds all day. You need to be a crack weather forecaster to figure out these weather patterns, and this would be a sign of the weather to come this sailing season.

This race had a big turnout and a special division for eleven J 105s like ours, and it was nice to finally sail with the pack most of the time. It's definitely an improvement from last year. We were lucky to bring back our aging crew and quickly put them to the test. I mean our A-Team: Chris Sicignano, Mike Einsettler, Chris DeMarco, and my son Will! New SBCC member Walther Van Stipriaan came aboard for an introduction to real sailing, as crew and as help with navigation



and electronics (timer). Racing was intense with close tacking and close calls. We finished just below mid-fleet, but felt we were always in the hunt. Even a close call at the bar showed promise of a good season.

Ship's Log: *Naughty Dog* - Will

This past season was very eventful aboard the *Naughty Dog*, my forty-year-old C&C 25; almost twenty years older than me! I met a lot of new faces, made some new friends, and competed in many races. After a successful year on the race course last year, we wanted to improve. With that in mind, we decided to make some essential upgrades to the boat. Some of these included a new genoa, new B&G electronics, and the replacement of halyards, blocks and other equipment that had outlived its days of working correctly. I still have some improvements to make this off-season, regarding the lifelines and some other broken deck parts, with the help of my father.

The beginning of the season came up too quickly for us. Being in college and working, it was hard to find time to get the boat ready. We were about a month delayed from when we wanted to have her in, and this caused us to miss a few Tuesday and Thursday night races. Unfortunately, because of the missed races early in the season, we were unable to qualify for the overall series championship for the BSIR. After we finally got the boat in, our start to the season was great. We grabbed some first places in our start-up in the BSIR series, while also competing with the boats in the Babylon Twilight series. Unfortunately, we usually came up short behind Rick LaTorre of *Dark Star*.

Throughout the summer, our success in the BSIR continued, winning back-to-back series and competing with boats that are supposed to be much faster than we are. Our race performance caused our handicap to be adjusted downward and soon capped out to the max. We eventually had to owe time to the faster C&C 29s, and it's probably just a matter of time until we will owe *Lady in Red* time too. Lowering the handicap just made us sail harder and faster. And truth be told, it was more fun for us.

My crew changed a lot from last year's regular guys, and that proved to bring us more success and skill on the boat. My friends Chris DeMarco, Ian Holzmacher, Walther Van Stipriaan, Billy Spitz, and my father Jim Reichel were all regulars on the boat. It became a training boat for our North Shore group and a good way of getting rid of the leftover beer.



Racing On and Off the Bay



All in all, it was a good group of valuable and fun guys to have on the boat. We all learned new things and made sure that we always had a good time out there racing.

During some of the weekend races, we had some new SBCC members give it a go to crew, and some friends who had never sailed before joined us this year. Mike Quinn, who usually sails against us on Tuesday nights, decided to come see what we're all about. It sure opened his eyes up. A few more of Ian's friends, including his girlfriend Shannon Cronin, joined us and helped throughout the year on both the *Naughty Dog* and the *Scapegoat*.

Ship's Log: *Blu-By-U* - Jim & Will

For the past eight years, we have sailed in an event called the Off Soundings, a long-standing club, much like the SBCC, that handles the out-east sailing clubs. They have a close-knit sailing group that races two

events each year. The first race of the year is the Spring Series Race that starts off Watch Hill, Rhode Island, and is a navigator-style race from there, sailing to Block Island. The next day, they sail around Block Island. Combining the results of the two races, you get a winner. For the Fall Series, they sail from Point Judith, Rhode Island, to Gardiners Bay and then race in the Shelter Island area. They are pretty cool venues and have boats that range from a GP 42s and J 111s that rate -35 sec./nm, to a Pearson 26 and Catalina 30s at 231 sec./nm, which are split up into eleven divisions. There are even old wooden classic boats.

The start area can see upwards of a hundred boats weaving around, waiting their turn. The great twist to these series races is that the handicaps get adjusted from series to series, with your final results getting the burden of winning points. First place gets three points, second gets two points, and third, one point.





Each point is worth 3 sec./nm, and when the divisions are so tight in handicap range, every second counts. You carry these points from year to year until you sell your boat. This process started in the 1950s and seems to draw out all types of boats year after year.

Your yearly handicap is only reduced by winning, and you get the points when you pick up your trophy. Not too many excited people pick up their trophies. If you are a past winner and don't get up on the stage, you get your oldest penalty points eliminated.

This is where we use our adopted C&C 115, called *Blu-By-U*. The boat is berthed out in Greenport and has quite an excellent sailing reputation for a cruising boat. It has a dodger, bimini, AC/Heat, Dutchman system, RF Jib, and sleeps six in comfort, but it is tweaked like a racing boat. It always sails with a clean bottom, good sails and, most important of all, our crew. It is hard to beat. It sails straight upwind with its seven-foot keel and steers with two fingers no matter the wind speed. It's almost as good as *Scapegoat*.

It's hard to beat even when its handicap is reduced by almost 30 sec/nm. Our *Scapegoat* crew is always thrilled to take over sailing this boat and help host the After-Race Tent Party with bartending duties. This year was plagued with bad weather for both series. Our Block Island Race was shortened to one day only due to no wind on day one, but

it was a great day of sailing around Block Island on Day two. Sailing in a good breeze with waves and heavy currents, pretty close to the rocky shoreline in a deep draft boat, makes for some serious excitement. You can't believe how close we get in there to avoid the currents. All the boats seem to do it, but not all are always lucky enough to make it back out. The racing is pretty intense out there, but I have to mention the great after party each day, where the drinks, Dark & Stormies, are served from bottomless giant igloo containers and the only food provided is goldfish crackers.

The fall portion of the event this year was cancelled, due to hurricane storm warnings off-shore that shot the winds on the East end to near 50 kts. So, we get to try again next year with the same handicap and hopefully, next year will be better weather.

Ship's Log: *Scapegoat* - Jim

During the summer, we race *Scapegoat* on Friday nights around the Huntington Lighthouse in pursuit style. My wife, Allison skips the boat around the course pretty smoothly, and our family handles the crew work and strategy; (Only to be questioned by her last-minute review of what we do or need to do). The course is a fixed, near-perfect triangle in Huntington Bay and uses the GPS clock as the race timer with no committee boat, and it is extremely fun. Finishing position is self-reported. Here, all the boats pretty much rate the same or seconds apart in a few groups, much like our Bay races.

The summer-long thirteen-race series has a pretty good turnout with an average of ten to twelve boats, but it has a twist that makes this type of racing very popular and stressful. About three and a half miles long, these short races can be sailed in either direction like our "famous" West Island Race. However, the wind direction is not an easy guess most of the time. The wind speed changes at each mark, the current is not so easy to predict, and figuring how the wind is diverted by the shoreline bluffs can drive you nuts. Worst of all, because the course is short, it is sometimes hard to tell if you went the right way around until the last few

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yards. This year, we managed to put a good group of races together to get a few first-place finishes and finish first overall—certainly a highlight of the week for all.

Our favorite race every year is the Around Long Island Regatta. It is starting to show an increase in participation over the years and even saw another SBCC member, Mark Aiossa, bring his boat, *Resilience*, crewed with even more SBCC members. I met them in the morning at the Liberty Landings Marina as our crew arrived by ferry. I quickly got to hear their plans to get around the island and wished them good luck.

The ALIR race starts at the Statue of Liberty and heads out through New York Harbor. So the first part of the race requires some river knowledge with applied current awareness in order to pass by the anchored Ships and strong situational awareness of

how to handle the Staten Island Ferry and tugboats. (I may have forgotten to mention that to Mark.)

New York Harbor is always a rush, as there is no other place near us with so much going on all at once. This year was no exception either, but add to that a spectator boat, a fireboat spraying water, and helicopters in the start area. To add even more stress, our VHF radio was constantly going off with severe weather alerts from potential squalls, due to all the heat in the city passing through Staten Island. And, some touches of Canadian smoke.

To make matters worse, traffic in the harbor was backed up, so our instruments constantly went into warning modes from the AIS alarm radius of the anchored ships. This was a first time for that experience, so I guess that stuff really works. We



were constantly sailing into the less than recommended safety suggestions on these gigantic ships, but we had to always be on the windward sides of them. Pass on the wrong side, and you were easily five minutes behind the leaders. Weirdly enough, passing close tests your nerves as they look like they are moving when anchored in the current.

Once out in the ocean, things became normal and a fast-paced 9 to 10 kt spinnaker run put us off the Fire Island lighthouse just about the time the SBCC Thursday night races were starting. Hoping to touch base with them by radio, we soon got word that the weather was too bad for them to race.

We had perfect sailing conditions with nice four foot waves, and we even had time to cook a hot pasta dinner paired with our favorite beer. We could see on the race tracker that we were in a great position: top three in our division and pulling away from the fleet. Just before dark, the wind was slowly picking up again as the sea state also grew with bad thunder storms approaching us. So, we changed our spinnaker to a smaller code zero, picking up even more speed. This sail

is a spinnaker that deploys on a furler and can roll in fast when things go bad quickly.

During this sail change, our instruments alerted us to a boat with a man overboard a few miles in front of us. It was from the larger Naval Academy boat that had shot past us in the harbor. It's pretty cool to see that safety technology work. We later heard that all was well with them, but they were retiring from the race. Almost simultaneously while having a steady 10-12 kt thrill ride in the ocean, we got a surprise visit from Ian Holzmacher, who flew over us in his plane for a quick airshow and photo op.

From here, the race was on track to be fast and hopefully uneventful. True to form and expected, the race played out exactly like every year. Thunderstorms developed inland and moved down the coast and by the time we hit Shinnecock Inlet, we are out of wind in choppy three foot waves. Every year we were in this same spot with the same conditions in the very dark ocean: sails slapping back and forth so hard the boat sounds like it is coming apart. All we can do is wait for the seas to lay down and get just a little breeze around morning.

We were lucky to catch the mid-morning breeze finally and then managed to catch the changing current around Montauk and right through Plum Gut, something that rarely happens. We also noticed the vast majority of the fleet was trapped behind us over on the ocean, miles from Montauk in no wind. After drifting most of the day, many began to bail out. We took advantage of the remaining breeze and sailed down the Long Island Sound all the way past Port Jefferson Harbor and Eatons Neck before the winds began the evening die-off. We've never been that far along after twenty-four hours, but that luck did prove to be too good to last.

Nearing the final twenty miles to the finish, we were able to make slow progress. Shifting winds and bad current forced us up to the Connecticut shoreline. It was not the place to be and sometimes we had no control. Some of our division competitors were able to stay on the Long Island side and managed to pass us heading toward the finish.



Racing On and Off the Bay



Hours after midnight, we saw our thoughts of a podium finish were all but over. Fifteen miles to go, we had no wind and were heading the wrong way. Not giving up hope and giving all we had left, we noticed lightning in the distance of inland Connecticut and dark, low clouds covering the shoreline. Hard to see in the dark, but lights from the cities up there would come and go. Maybe thirty minutes later, we were hit with rain, 20 kts of wind out of the north, and we not only caught up with the boats in front of us, but passed by them on a reach to the finish while they were forced to tack upwind towards us. We did not catch the two lead boats in our division, but we finally got a third-place trophy in this race after many years of sailing in it.

In August, *Scapegoat* took part in the Centerport Yacht Club's SailAhead program, that takes veterans out for a fun day of sailing. We were joined by SBCC member Jim Westpfahl, an Army veteran with great stories of service, his grandson, and a few Maritime Cadets for a great sail. There was

plenty of action, with over thirty-five boats taking over the harbor and helicopters in the air taking pictures of the action. It is a truly worthwhile cause, and it was great to see the smiles of everyone taking the helm for the first time. It's wonderful to see some people who had been having a tough time just getting away from stress for a change. We will do this again next year.

Ship's Log: *Naughty Dog* - Will

It is hard to pick a favorite out of all the races we did this year. However, one in particular gave me an opportunity that I have not had before; a chance to compete against my father and Bruce Kennedy in *Hooch*, a Melges 24. My crew and I made it a goal to try to beat these guys who have had more success than anyone I know in racing. Unfortunately, we came up a little short.

Another great race we did this year was the West Island Race. On board, we had a new crew member, Quinn Brice. While the conditions were not great, (flakey wind and a really hot day), we did pretty well. Along



the way, we almost took out a police boat which was floating around the West Island channel watching a powerboat in someone's backyard. They were behind our genoa, so they were not visible to us, and they did not seem to have anyone paying much attention either. After our near hit, we sailed quite a ways with no one near us, even passing a few trimarans having trouble in the tight channels. This was my first time sailing as a skipper in this race, and I am pretty sure we went the best direction around. It was a good guess, as ultimately we finished the race in second place, a minute behind *Dark Star* and with *Shadow* less than a minute behind us. Not bad for a twenty-five foot boat.

Ship's Log: *Scapegoat* - Jim

If you believe the North Shore has light air, you are right. It happens, but not all the time. This year, out of forty-three races, we had two light-air races that actually started.

One that we did in late July was a light air drifter that was a fundraiser for the Save the Sound Organization. The Race Committee made the race go off, as they had to award the trophies for the post-race gathering. You need to have stories to tell about racing.

The Save the Sound group is the watchdog of the Long Island Sound and its waterways, and they have made amazing progress in improving the health of the Sound. The race was a pursuit race scheduled for 7-9 nm. Race time came, and 2-3 kts of wind came and lasted just enough time for thirty boats to clear the starting time. The race turned into a two-hour drifting match and the race was

shortened at the first mark, one mile away. Most boats hung in there as the party was not scheduled for three more hours, but the real reason was the race trophies at stake. The trophies were different-sized Yeti knock-off coolers packed with ice-cold beer. Last year, we won the event and got the thirty-six-can big cooler, so this year, we were shooting for a smaller one and hung in there for the third place twelve-can. We have plenty of coolers now.

We did a charity race for the Cold Spring Harbor Labs the following month. It was almost a complete replay—started with good breeze and began to die mid-sound. We went from a mid-pack position to last place in short order. Not to give up, Will took the helm and a determined crew perked up as we seemed to move forward in no wind. It was hot, but the beer was real cold, so "sail on" was the call.

The Race Committee decided to shorten the course at the first mark, maybe a mile away, as we noticed the boats ahead of us getting closer to us. Over the next hour or so, and many beers later, we emerged ahead of everyone and approached the new finish line with 2.9 kts of boat speed and only .3 kts of ground speed. Still struggling to finish, we managed to get to two boat lengths from the line when the race's time limit expired. This was the first time that had ever happened to us, but we were still the winners, as we were finally able to make it across the finishline thirty seconds later. We had bragging rights at the after-race party and found out we had the entire fleet rooting for us!



OUR FIRST RENDEZVOUS

by Jackie Scoglio

Our first SBCC rendezvous and overnight trip was at Great River and it went perfectly! This is surprising because we were also to be the rendezvous host.

We also took my sister along for her first sail on *Other Plans*, our Catalina 25. Considering the rainy season that we've had, we were lucky with the weather and the sail from Bergen Point went smoothly.

We were so thankful for club members, Jim and Trudy Persson, who were at anchor and assisted us with our first raft up.



Our Red, White and Blue themed RV was well-attended, and we had members come from both land and sea. Mike enjoyed being the dinghy taxi to and from Oakdale Yacht Club.

We flew the club burgee and ate some heroes and appetizers while having a relaxing Fourth of July weekend. Members of the club attending included Trudy and Jim Persson, Fred Cornman, Joe Nador, Ed and Beth Anderson, and Jean Sidebottom.



This was to be our first night sleeping on *Other Plans*. The day and night couldn't have gone smoother. After separating from the raft up, Mike went fishing off the boat, then we saw a beautiful sunset and then fireworks!

I will admit I was terrified of sleeping while anchored on the boat for the first time.

I will admit I was terrified of sleeping while anchored on the boat for the first time. Mike reassured me

with an anchor alarm he had on his phone and all went well!



The next morning, we woke up in time to prepare for our trip back to Bergen Point. Fortunately, Mike was ready with his foul weather gear for our first trip in the rain on *Other Plans*.



It was an experience of many firsts; our first overnight trip in our boat, our first time at an on-the-water RV, our first time hosting an RV, our first rainy trip on our boat, and the first time sailing for my sister.

The experience has become a wonderful indelible memory for the both of us; so much so that we plan to host the Red, White and Blue themed RV again in 2024! Thanks to all in the SBCC for the knowledge and friendship you impart.

THE UNFORGETTABLE PIRATES RENDEZVOUS

by Jeff Mattera

One of my favorite rendezvous is the Pirates rendezvous, where adults allow the child within to come out. When the pirate skull and cross-bone flag is raised we all appear in our costumes, not only adopting pirate's words and phrases, but sometimes behaving in that manner too. People were tied to the mast or told to walk the plank, all in fun.



As sun was setting it became a relaxing cocktail hour. There were seven boats on two anchors: Charlie Margeson on *Shadow*, Todd & Pam on *Bleu Moon*, Jeff Mattera on *Eagle's Wings*, the Fredricks on *Cambria*, Joe Werkmeister on *Polaris*, Jean Sidebottom on *Esprit de Mer* and Fred and Mara Liesgang on *Dust in the Wind*. As the weather forecast called for increased winds, *Esprit de Mer* and *Dust in the Wind* decided to breakoff.

With cell phone in hand, we checked the weather apps and felt the storm would move north of us. As the winds increased and skies darkened we took pictures and said to each other "wow the mainland was going to get hit hard." Within a few minutes we were hit with 50mph winds screaming through the riggings and the sounds of the burgees flapping! It made communication extremely difficult and caused the boats to rock and bang into each other. The combination of wind and wave action caused fenders to pop up, allowing rubrails to scratch neighboring boats. Engines were started and put in gear to help take the strain off the anchors.

The unthinkable happened next. During the heavy wind, driving rain and darkened skies, *Dust in the Wind* appeared in front of

the raft! Soon their boat was over our anchor line with the port side of their hull being raked by the bows of *Shadow* and *Bleu Moon*. Fortunately, using his engine at max RPM, Fred was able to maneuver his boat away.

Within a few minutes we were hit with 50mph winds screaming through the riggings...

When the rain stopped and wind subsided we noticed Jean Sidebottom's boat had drifted ashore. Sea Tow came to her aid. At this point

Joe decided to leave the raft and anchor separately, thereby reducing strain on the anchors. With four boats left on the raft what else could go wrong?

As night came, the wind shifted, causing the raft to drag their anchors. This wind shift also caused *Bleu Moon's* anchor line to now be under *Shadow's* anchor line. Before the raft could break apart, the anchor lines had to be untangled. Jeff Fredrick, using brute force, was able to grab and pull up *Bleu Moon's* anchor line which was under *Shadow's* line, allowing the boats to become untangled. Now in complete darkness, it became very difficult to find a place to anchor safely.

The next morning under clear skies and gentle breezes, we regrouped for the Champagne Breakfast. Still, to this day, we don't know how *Dust in the Wind* came to be in front of the raft.

Lessons to be learned:

1. Before rafting always check the weather.
2. Weather forecasts are not always accurate. Keep an eye out for changes.
3. After cocktail hour, consider unrafting for a quiet evening.



SAILING IN THE UK

by Heather Dawson Reed

Glenn and I left JFK the evening of April 15, 2021, headed for London for a 15-month stay in the United Kingdom. I had accepted a position at a US Air Force base, RAF Lakenheath, in Suffolk, near Cambridge.

We arrived vaxed, masked, PCR-tested, and quite sleepy after an overnight flight, and ready to begin our UK adventure with a mandatory 10-day quarantine. The plane was almost empty, with only a dozen people in economy and four passengers in business class.

Our cat, Charlie (so named because he is such a bonny prince), had met all the travel and entry requirements of the country and was safely traveling below us in his crate in the hold. We all arrived without incident and met our driver, who took us on a two-hour journey to our temporary residence in Beck Row, Suffolk.

CHARLIE THE CAT GETS LOST

Three days after arriving, our dear Charlie fell (or jumped) from the second story window and was lost. Due to the quarantine, we were not permitted outside to look for him, so our daughter, Mariel, and son-in-law, Rich, who live in London, volunteered to help. They arrived the next day with “Lost Cat” flyers and scoured the village, handing out and posting the flyers about our cat while

we remained inside, glued to the window in hopes of a lost cat sighting.

We did see many cats, as it is common there for people to let their cats roam outside, but not our boy. On their trip around the village, Mariel and Rich met a neighbor who, it turned out, was a cat rescuer. She lent us a cage to use to try to catch our cat.

We caught the same hedgehog twice and an injured cat, not ours, who looked very much like our missing scamp.

Our neighbor knew the area well and, ten days later, took me to the adjacent air force base and a local cat hang out, where we found our little fur ball, who seemed terrified and shocked to see us but was otherwise healthy. It was wonderful to see our little guy who had traveled so far from home and been through so much, but it certainly wasn’t the adventure we’d anticipated.



FINDING A WATERSIDE HOME

Some weeks later, we moved from the temporary residence to our more permanent abode at an inland marina along the River Lark, in Isleham (pronounced EYES-lum), Cambridgeshire. Our home was referred to as a “lodge,” what we would call an A-frame or ski chalet, situated on one of several canals, just twenty feet from the water, in the middle of farm country. In this quiet community of 150 similar lodges, we could see or hear nightingales, cuckoos, sheep, cattle, hogs, the constant cooing of pigeons and doves and, of course, ducks and a variety of other waterfowl. It seemed odd to see Canada geese on that side of the Atlantic.





The land in much of this region, East Anglia, also called “the Fens”, was formed from the drainage of fresh and saltwater wetlands beginning in the 1600s, much like the Netherlands. Many rivers remained, and canals and small lakes were formed. The drained soil is very rich and good for agriculture. Fields of rape seed growing for harvest bloomed a bright yellow in the rolling fields. The sky is wide and open, usually with low-lying cumulus clouds, and the roadsides were littered with bright orange poppies growing wild alongside.



On my drive to work, I passed fields of sheep, hogs, cattle, and a variety of crops. Pheasants often crossed in front of our car. At various points we drove along one-lane roads which a US friend there calls “pullover roads”—so narrow one car must pull over to let the other car pass. In true English courtesy, one driver

will typically flash the car lights to indicate they will give way; or the first car to come to a place where it can pull over will do that and let the other car pass. It was a little different from driving on the LIE.

LOCAL BOATING COMMUNITY

The East Anglian landscape is beautiful but does not look like a place for boating or sailing. We were pleasantly surprised to find that many Isleham Marina neighbors had motor boats tied up in front of their lodges. It's common to see those boats with many fenders hanging, even when underway, and with good reason. The canals and rivers are narrow, so there's a strong chance of bumping into something or being bumped.



Speaking of narrow, there were marina dwellers living in “narrowboats” at our marina and similar spots across the UK. The narrowboats were built to fit into the narrow locks of the canal system. Originally, these boats were used to transport goods inland during the Industrial Revolution, but their commercial use ended by the 1970s. Some 8,580 narrowboats have been converted into liveaboards and registered as “permanent homes” on the UK's extensive waterway





system. Typically, a narrowboat is no wider than six feet ten inches and no longer than seventy-two feet. They are often fully fitted out as houseboats, and are year-round liveaboards. Most are stationary, but others may be driven daily to explore the canals (at 4 mph), then docked at night.

At the more permanent narrowboat sites at our marina, residents had built docks leading to on-land barbeque sites, fully landscaped and ready for warmer weather activities. There was a shower/bathroom building, plus a porta potty dump well, leading to a water purification system, a mailroom and a community lawn where marina gatherings were held. An annual picnic got lodge dwellers mingling with the narrowboat folks. They were two different cultures living in close proximity, mingling at these events but maintaining a sense of separateness most other times. Throughout the country, vacationers can charter narrowboats for slow trips in the canal system.

Kayaking and canoeing are also popular canal sports. We got a couple of kayaks and had some memorable family trips along our local canals and the River Lark. Although we spotted one MacGregor in a neighbor's

driveway, there was only one other sailboat that we saw at our marina—Glenn's. He found himself a used Topper, an eleven foot polyethylene, roto-molded sailing dinghy with a scow bow, with a top hat logo on the sail (like in the 1950s TV show "Topper"). Glenn had lots of fun in the canals. He got in lots of tacking, as the wind would often funnel down the canal. A walking bridge over a part of the canal presented another challenge, and Glenn had to go onshore and tip the boat to get the mast under the bridge.

SESCA

Here we were in the English countryside looking for fellow sailors—and we found them all over! Nearest was a local club about forty minutes from home, St. Edmundsbury Sailing and Canoeing Association (SESCA). The club gave us both a chance to sail, race and be part of a sailing community as the UK emerged from Covid isolation. On little Lackford Lake in West Suffolk, near the city of Bury St. Edmunds, SESCO provided space for members to store their own dinghies or rent one of the club boats.

Glenn and I tried out a number of the sailing dinghies, including a Wanderer, a Firefly, a Pico and an Enterprise. Racing on the lake was very challenging. Lackford is a manmade lake, formerly a sandpit, less than a mile long. The wind there seemed to have no pattern and shifts were frequent. Sometimes the wind seemed to come from no identifiable direction and spun around.

The lake was in the middle of a nature preserve, so there were many ducks, geese and swans in and around the waterfront. We really had to watch where we stepped. Unlike in the US, where the end of a race signals the next liquid event, at SESCO members raced and ran—no one stuck





around for beers and burgers afterward. The club was quite proud it was not a “pink gin and yellow wellies” type of organization, which I think means it was very inclusive and down to earth. An active membership kept the buildings and grounds orderly. There were social/racing events, including the annual Antigua Sailing Day Regatta and party sponsored by the Antigua & Barbuda Tourism Authority, featuring three races and complete with a steel band during the barbeque. It’s not every day that you hear a steel band playing “One Love” at a little lake in Suffolk, England, in the middle of a wildlife preserve—and it was delightful.

SESCA has an active program for children. In the club races, some of the more confident (and competent) children opt to race in their own boats right along with the adults. The club also hosts the WASH Sailability program for people with disabilities. The Wash is another name for the bay and estuary area in north-west East Anglia. The program used nine Hansa 303w dinghies with water-filled keels for stability, designed for two-person sailing, each fitted with deckchair-type seating down in the hull, with the seating back right against the stern, and a joystick for steering. Flotation toward the top of the mast added extra buoyancy and safety should the boat capsize. One day each week during the warmer weather was dedicated to sailing for WASH Sailability.

COWES WEEK

One person we met at SESCO was asked to race in Cowes Week but had a schedule conflict, so asked Glenn if he’d like to go instead. Cowes Week has been held since

1826 and is one of the best known races in England. Set in the Solent, the strait between mainland England and the Isle of Wight, known for its double tides, Cowes Week holds about forty daily races and attracts around 500 boats and 2,500 competitors.

Glenn raced on a Sonar, a twenty-three foot boat. The skipper was a former UK Army tank commander who was quite memorable. Seeing so many boats at once, with so many races going on, was truly exciting. I remained on shore near the cannons of the Royal Yacht Squadron, which hosts the racing. The cannons, used to start each race, were very, very loud, so I didn’t stay there long after snapping a few photos.

We had a pretty memorable experience with our hotel arrangements the night before. It was a long trip from Isleham to London by train, then a long trip by car (with the whole family) to Southampton to our hotel. When we arrived, rather late in the evening, we were told they had no rooms for us despite our having booked well in advance. After a couple of stressful hours, the hotel found us



Sailing in the UK



rooms about an hour away. That distance wouldn't work for Glenn—he had to be on an 0500 ferry the next morning and needed to be within walking distance of the ferry dock, which this hotel was. So, the hotel put a cot in a conference room and that's where Glenn spent the night. Sailors can sleep anywhere, any time. The rest of us drove off to a beautiful but distant resort.

FROSTBITING IN THE UK

Glenn raced in two frostbite series, one an early season series at SESA and another that extended into a full-on Winter series at Hunt's Sailing Club, further west, in St. Ives. At Hunt's, he raced on a club-owned Pico. The members' boats were high tech and included Devoti D-Ones and D-Zeros. There were some very fine sailors at Hunt's, and the frostbite fleet was about 30 boats. I don't do frostbite sailing if it's cold enough to need a drysuit, so got to work in the kitchen once, selling "crisps" and coffees.

Making change in a foreign currency was my biggest challenge there (I think people must have thought I was a little "slow"—which I was, at making change), while Glenn sailed on the little Pico. It made me even more appreciative of the lady at the base canteen at work, who was from Spain, lived in the UK, and effortlessly made change in US currency



while simultaneously checking every bill and coin to be sure no one slipped in some UK money. When she found a one pound coin with Queen Elizabeth's likeness on it, she would jokingly say, "She's not welcome here."

SAILING IN THE SOLENT

In 2009, Glenn and I entered our names on a crew forum as available to crew in the Heineken Regatta in St. Martin. A group of amiable and quite skilled sailors from the UK responded. We sailed that race and a few more Heinekens (the race, not the beer. Well, maybe the beer, too) and one Granada Race Week with our new sailing friends. When these British friends learned we'd be in the UK for fifteen months, they again invited us to race with them, this time in a Fall series on their Sigma 38. We were excited to see our friends and to have a chance to race the big boats again—until we found out just how long a drive it was from Isleham to the Hamble area, near Southampton. We had to pass up that series, but nevertheless had one very fun day of racing and a full St. Martin crew reunion that afternoon.

SAILING THE NORFOLK BROADS

In the early Spring of 2022, we chartered a beautiful old wooden boat for a long weekend from Hunter's Yard in Ludham. The boat yard, built in 1932, houses numerous antique wooden sailboats, for charter. Ours was *Wood Sorrel*, a three-berth, fixed keel, gaff-rigged sloop with a pop top.

We loaded our provisions onto the boat and sailed out of the yard into the waters of the Norfolk Broads and almost immediately discovered ourselves in the middle of the Three Rivers Race, an annual event with



competitors from the area and as far away as the US and New Zealand. Three Rivers had over a hundred entries, ranging from one designs to a fifty-foot wooden scow that was about twenty feet wide (we're not sure it was racing). There were several Norfolk Punts, double-ended, very shallow draft wooden boats resembling lake-type scows, and many old wooden boats of all kinds, designed to sail in the canal environment, with long, narrow hulls and very high sails to catch the wind over the trees. Keeping clear of the trees was a challenge for us and the racers on the tidal rivers. The race course, and ours, took us past St. Benet's Abbey on the River Bure, the ruins of a medieval monastery of the Order of Saint Benedict, at Cow Holm, Horning. It's a wonderful thing to see just masts and sails rising up from across a grassy field as the boats sailed ahead of us and around a turn in the river.

The Three Rivers Race allows competitors choose which legs they want to do in the order of their choice, but they must cover fifty miles and return to the start within twenty-four hours (sounds a little like our West Island Race). There are several low-lying bridges en route, so boats lower their masts in order to pass under. It was fun sailing with and, at times, against the racers, while keeping out of their way. The rivers

were deep, and instead of oars the boatyard gave us poles. One night we tied up at a large dock where many boats were staying; the second night we sailed to the navigable end of a river, where there was a little shop where we got our coffee the next morning, then sailed back to Hunter's Yard to return the boat. Except for the excitement of the race, sailing The Norfolk Broads is a very peaceful experience we'd like to repeat in the future.

WE GO HOME

By July our UK adventure had come to an end and we packed up what the USPS could ship, and prepared to return home. Glenn tried a number of ways to ship the Pico but in the end it wasn't worth the expense. He gave the boat to a twelve-year old girl whose family were SESCA members. She was learning to sail and race, and now had herself a very nice first boat.

We hope to go back someday for more UK sailing. For any SBCC members interested in exploring some of the sailing resources for a Suffolk, Norfolk or Cambridgeshire experience here are some websites:

- For sailing the Norfolk Broads in an antique wooden sailboat: <https://huntersyard.co.uk>
- For short-term lodge rentals available in the Isleham Marina: <https://www.holidaylettings.co.uk>
- For narrow boat or canal boat rentals in the UK there are many websites. Here's one that's good to start with: greatbritishboating.com



HAVEN'S DELIVERY

by Scott Gesele

2023 was to be the year Wendy and I started looking for our final boat; one that can take us into retirement. We decided to get an early start and miraculously found *Haven*, a Catalina 42 located in Boston, shortly before Christmas of 2022.

December 26th found us driving north to see her in person, berthed in a marina in the Boston Inner Harbor right across from the US Lightship/LV-112, *Nantucket*. We found *Haven* was in excellent condition and soon after signed a contract pending survey.

ROUND 1 - MAKING HAVEN SEAWORTHY

Fast forward to March, 2023. The out-of-water survey had been successful and we took ownership with a holdback pending the sea trial. I suddenly felt like, "this is really happening." Charlie Margeson, Jay Pizer and Joe Werkmeister volunteered to be the delivery crew and I spent some time preparing for the trip; planning our route and organizing our provisions to include tools, spares, clothes and food. The day finally came and the plan was for Joe and me to drive up on Tuesday, April 18th, conduct the sea trial, organize our provisions, and get a feel for *Haven*. Charlie and Jay were to follow on Wednesday, drop off the rental car, and together we would depart for Long Island early on Thursday.

Everything was going as planned. The drive up was uneventful, the dockside in-water survey was complete, with the exception of

a broken fuel gauge, and we just had to run the engine. To quote Robert Burns, "The best laid plans of mice and men often go awry." Two major problems shortly became evident: the engine would only make 1800 RPM

and the temperature would not stop climbing when at full throttle. I asked the local mechanic if he thought *Haven* could make it to Long

Island, and he replied that she wouldn't make it out of Boston Harbor.

Although Jay and Charlie were already on their way to the Orient ferry, they were able to turn around once the delivery was called off. As they say, "Everything happens for a reason." Charlie's first granddaughter, Rose, whose birth was predicted to be two weeks away, arrived when we would have been underway. I now consider the failed sea trial a fortunate unfortunate experience as it prevented the logistical nightmare of getting Charlie back home for his once-in-a-lifetime experience.

Joe and I were preparing to overnight on the boat when we realized there was another hurdle. It was cold and we had no power. *Haven's* engine could not be run to charge the batteries, and her thirty amp power cords didn't fit the fifty amp service at the slip. The yard called all over and was finally able to find us the right adapter.

The electrical problem was solved but we still had the two engine issues. Joe and I spent the next day calling and Ubering all over the Boston area trying to find a diesel mechanic

We were soon safely tied to an end dock with only one popped fender as a casualty!





only to find none would be available for months. Things were not looking promising, so Joe took an Uber from Boston to the New London ferry on Thursday while I decided to keep boots on the ground and work the problem. Since I was out of options and *Haven* had to be out of the slip by May, I spoke with the yard about putting her on the hard until a mechanic could be found. The yard manager was able to provide two additional phone numbers for diesel mechanics. The first went to voicemail but the second one didn't—my luck was about to change.

That second number was answered by Chase, a diesel mechanic from Connecticut. He was currently driving up to work on the only boat he services in Massachusetts, which happened to be located in *Haven's* marina. After completing those repairs he would come look at my engine. Not only did it feel like the weight of the world was just lifted off my shoulders, but things were about to get even better!

Less than an hour passed before I received a text from Chase with a change in plans. He would look at *Haven* first, so if he needed to order parts, the order could be placed for delivery the next morning. All I could think of was the line from the closing scenes of *Top Gun: Maverick* when Hangman downs the last MIG and announces over the radio, "This is your savior speaking."

The verdict: the overheating was caused by an impeller disintegrating and the detached blades went through the cooling system and fouled the inlet to the heat exchanger. Microscopic mussels then passed through the sea strainer, attached to the blades, grew over the season, and died the next winter leaving the heat exchanger almost fully clogged. Chase gave me a two-hour diesel

lesson while cleaning the heat exchanger, checking the engine, and torquing all appropriate bolts and hose clamps. He concluded by saying *Haven* had a great engine and he wouldn't hesitate to take her on a long trip. He even encouraged me to call him in the future if I ever needed advice on the engine. I consider him the definition of a classy, nice and caring person. Considering the circumstances, I don't think I could have been put in touch with a better mechanic.

The main problem was now fixed, but I still had an inoperative fuel gauge and an engine that would not tach over 1800 RPM.

Fortunately, a multimeter was part of my delivery tool collection, so later on Thursday I diagnosed the fuel gauge as a failed sender and ordered one for delivery on Friday. Once again my luck continued as the sender was ordered from a California company that was able to get it on their last pickup for delivery in Boston on Friday.

Since *Haven's* delivery was postponed, Wendy drove up on Friday to bring me home. She brought additional tools, including a strobe tachometer, so that I could diagnose and fix the remaining issues.

Due to a UPS mistake, the fuel sender delivery didn't occur on Friday. I called their local office on Saturday and they had the package but wouldn't deliver it until Monday! I did not want to bring a



Haven's Delivery



boat that distance without a fuel quantity indicator. After patiently explaining the whole situation, the UPS manager offered to retrieve the package from their warehouse and hand it to me at their front door.

Now, that is customer service! Fortunately, I had our car that Wendy drove up so not only was I able to go pick up the sender, I was also able to visit a nearby West Marine to purchase a new bilge pump float switch to replace the old one that failed since the original survey on the hard. It would not be wise to leave *Haven* in the water without an automatic bilge pump. Things were now coming together!

The fuel gauge was fixed, the bilge pump float replaced, and engine strobed. It turns out *Haven* has an aftermarket high capacity alternator that doesn't match the Yanmar tachometers. The strobe revealed that 1800 full throttle indicated is actually 3200 engine RPM, which is the specification for full throttle. All issues have been resolved! It was then time to return home and regroup for the delivery.

ROUND 2 - DELIVERING *HAVEN*

Charlie, Jay and I drove up to Boston on Monday, May 1st, and met Charlie's son for dinner. Unfortunately for us, Joe was on a planned vacation and could not crew on the delivery.

We had an uneventful departure out of Boston Harbor, that is, until the radar failed. This would be another dark cloud with a silver lining as I had planned on upgrading the chart plotter and radar over the winter; now I had an excuse to scramble to get the upgrade done before the start of the 2023 Two-Week Cruise in late June. Again, "Everything happens for a reason." The improved radar was put to good use during SBCC's "year of the fog" Two-Week Cruise.

The weather from Boston to Sandwich, Massachusetts was strong winds with some heavy rain. The wind was on our bow and we motored the entire leg. There was a foul current entering the Cape Cod Canal but the marina is near the entrance.



We were soon safely tied to an end dock with only one popped fender as a casualty! In all fairness, the wind was howling and I wasn't familiar with *Haven*; I thanked the fender for having sacrificed itself to prevent any damage to the hull. We installed the headsail in sporty conditions and had a delicious seafood dinner before calling it a night in advance of our planned 24-hour leg back to Bay Shore.





Our departure on Wednesday was timed to coincide with slack water in the Cape Cod Canal. The views were impressive and I felt a disappointment when that part of the trip ended, but we still had a long way to go.

There was wind against the current in Buzzard's Bay but *Haven* took it on with confidence. The rest of the day was uneventful, mostly motoring with limited motor sailing. With our night watch established, we pushed through the night towards Fire Island Inlet.



Once the sun rose I made breakfast wraps for the crew. I had promised a hot meal but the bacon was still frozen! As I was kicking myself for such a simple mistake, I was staring at *Haven's* microwave. I then looked to my left at the inverter master switch and smiled. I can defrost in the microwave! *Haven* once again proved to be a wonderful upgrade from our Catalina 30.

We made it to Fire Island Inlet, followed Rick LaTorre's unmarked route through and arrived at Cook's yard earlier than planned. In true SBCC style, we were greeted by Todd McCarthy bearing a bottle of champagne.

We all toasted to celebrate *Haven's* arrival at her new home.



While there were so many things that went wrong, so much went right. The initial delay resulted in Charlie easily being there for Rose's birth. The marina was within walking distance to the Boston subway, so restaurants and services were available during the layover. I had enough basic tools to work out many of the problems and Wendy was able to drive up with the specialty tools needed to handle the rest. My last resort for fixing the overheating was the mechanic who just happened to be driving to *Haven's* marina when I called.

I can't wait to see what other sailing adventures await us aboard *Haven*!



BRINGING WINDSWEPT HOME

by Glen Bernichon

We purchased *Windswept* from Coneys Marine in Huntington. Having bought her in the dead of winter gave me ample time to plan our sail home. I knew I had two options: head around Montauk or sail the East River.

We even saw a seaplane land gracefully as we went down the river!



I hadn't traveled the ocean since '76 when the Cruising Club made its way to New York Harbor for the Bicentennial and never the East River by sail. Anxious to get her home, I chose the shortest and most scenic route. I was outwardly confident that it would be a simple trip while inwardly nervous about sailing the East River.

Fortunately, as a youth, I cruised with the SBCC many days. My parents joined the club before I was born. My dad was an avid sailor and taught me about navigation on the open waters surrounding Long Island. He taught me how to read charts and navigate fog with nothing more than a Radio Direction Finder. We didn't have a Loran, GPS, or other modern navigation aids available today.

In need of an upgrade, I purchased charts covering the Long Island Sound, NYC, and the Great South Bay. Using my dad's methodology, I determined the distances between major landmarks—from Huntington Harbor to the Throgs Neck, through Hell Gate, to the Verrazano, and lastly, to the Fire Island Inlet.

I referred to my Eldridge for the currents and tides timetables. I estimated how long each leg of the trip would take at various speeds over ground—knowing that I wanted to

avoid navigating the East River and the Fire Island Inlet in the dark. I soon discovered this would be a two-day trip.

I modeled a few scenarios regarding what day to depart Huntington and where to spend the night. It became apparent that Hell Gate needed to be reached that first afternoon and the overnight south of the Verrazano.

I began contacting club members for advice and a possible co-captain. I was immediately met with great ideas, suggestions and something the charts don't have, experience. The years of experience and knowledge this club has is incredible; Jan and I are so glad to be members of this family.

Dennis Krug suggested we spend the night at Great Kills Harbor on Staten Island and the added option of using the East Rockaway Inlet if we encountered rough seas. I learned Todd McCarthy made this trip a few times through club members. Todd graciously offered to make the trip. I also enlisted my son Chris to join us.

We settled on departing on the twenty-fifth of May. We were nervous about the weather that time of year. The gods favored us, and the weather was picture-perfect for the trip!



We departed Coneys Marine at 0920, headed into 15kt winds as we motored out of the harbor. Once we could turn west, we opened the head sail and motor-sailed towards the Throgs Neck. We were going to be early, so we cut the engine to enjoy the sound of the wind in our sails and good conversation. We



arrived right on time. Relieved, I thought, one landmark down, three to go.

Todd took point and guided our way; we took in the headsail and began motoring south on the East River through Hell Gate and onto the Hudson River, enjoying the view along the way. I've been to Manhattan countless times but never enjoyed seeing it like this. We traveled past the United Nations building, the Roosevelt Island tram, the East River bridges and of course the Empire State building and World Trade Center. We even saw a seaplane land gracefully as we went down the river!



This trip happened to be right before the start of Fleet Week. We motored north as we entered the Hudson, looking for Navy ships, but they had yet to arrive. Heading back toward the Verrazano, we took in the breathtaking sight of Lady Liberty; with the sun setting, we headed to Great Kills for the night. We feasted on Janice's homemade baked ziti, polished off a bottle of wine, and

crashed for the night. Jan stocked us with fresh homemade food; we were not going hungry.

The following day, we enjoyed a beautiful sunrise over a plate of eggs and bagels, then set sail at 0630. Todd spotted a deer swimming across the channel; we guessed she was heading to the beach for the day. We sailed across the lower bay past the Rockaway Inlet and headed east.

There wasn't a cloud in the sky. We passed Jones Beach the day before the Memorial Day Weekend Air Show and inadvertently had a front-row seat for the Air Force Thunderbirds practicing. The planes moved so fast that we could hardly get a picture. As the sound of their engines followed them, they buzzed over us. It was invigorating to be so close. It felt like we could reach up and touch them.

The wind turned south-southeast and picked up a bit, so we opened the sails and cruised to Fire Island Inlet. Following the route provided by Rich LaTorre, we entered the Inlet without issue. As we navigated the Great South Bay, it was clear that our careful planning had paid off. We had a great sail.

When we arrived at our home port in Bay Shore, Janice, Pam, Dennis, our daughter-in-law Katy, and our grandchildren were waiting for us on the dock. We tied up and popped open a bottle or two of wine with delicious snacks to enjoy our first sunset happy hour aboard *Windswept* in great company to celebrate a successful sail home.

Our thanks to all for assisting us in bringing *Windswept* home.



AURORA'S JOURNEY HOME

by Joe Werkmeister

Having purchased our Hunter 34, *Polaris* in 2016 and spending the following years upgrading her, I had declared her to be our “last boat.” Well, in the spirit of “never say never,” that all changed the moment I boarded *Windswept*, Glen and Janice Bernichon’s new to them Catalina 350! I had simply wished to view their new boat, but I quickly began to envision ownership of this exact model sailboat. I hoped that the upgrade that this boat could provide would enable me to LET GO OF *POLARIS*—the search was on!

The search began with online viewings to first determine what such a boat would set me back financially. My first inclination was that there was no way I was going to spend that kind of money on a boat, as I had never spent more than mid-twenties for any of my previous boats. With encouragement from my first mate, Christina, and my financial adviser, I quickly came to the realization that finances were not a problem and I should pursue this further.

My initial online search located three potential options within striking distance. One was located in Norwalk, CT and another was located in Ipswich, MA.

The one in Norwalk looked very promising, so we decided to take a road trip to see both of those boats. Our first stop was in Norwalk and this boat turned out to be even better than expected. It was pristine inside and out.

I became concerned with our ability to arrive before dark when we were faced with a two-knot current against us...

Resisting the urge to make an offer on the first boat we viewed, I decided to head up to Ipswich to check out boat number two. This proved to be a huge disappointment,

as the boat was not at all what it appeared to be in the advertisement. It had a lower price tag but had many needs!

As we headed back to Long Island, I decided to make an offer on the Norwalk boat. While waiting on the ferry line at New London, I contacted the selling broker and made an offer. He promised to submit the offer to the seller and get back to me ASAP. Fortunately, or unfortunately, he did call me the next day only to tell me that the seller had accepted a previously made offer. I was very disappointed but determined to continue my search.

Upon returning from our road trip, I once again scanned the ads online and discovered that a new listing had appeared for a boat located in Greenport. We had literally driven right through Greenport the previous day after departing the ferry but decided to take a ride back out to view this vessel. I felt this





boat was destined to be our new boat as her name was also *Polaris*! Well, that didn't pan out as the boat was just "Ok" and I felt the asking price was way too high.

This left one final listing within our boundaries. I initially shied away from the listing in Fairhaven, New Jersey, because the asking price was about ten thousand higher than most other boats of her vintage and she was not equipped with an autopilot. However, this boat did come equipped with a brand new Yanmar diesel. We decided to take a ride to view this boat. Our initial inspection found this boat to be very clean and well-maintained so I decided to make an offer on the spot. I offered ten thousand dollars below asking price and my offer was subsequently accepted. It was now on to obtaining a survey.

Locating a surveyor came with its own challenges, but we eventually were able to arrange for a survey several weeks later in late September. I made a reservation at a very quaint hotel in the middle of Hazlet, New Jersey, (definitely seemed pleasantly out of place for the area) so that I could meet the surveyor at the boat at 0900 the next morning. The survey brought to my attention a number of issues, mostly minor in nature.

However, three issues that could have been deal breakers also surfaced. The seller agreed to have all of the issues corrected professionally and we decided to move

forward with the deal. The first and most critical issue was that we were unable to fully unfurl the in-mast main while on the sea trial. The second was the non-functioning air conditioner and the third was what appeared to be a hitch in the steering.

I made an agreement to have all of the issues corrected within three weeks and set to arranging a date to take delivery. I kept in contact with the broker and he kept me updated on the progress of the punch list. As the date of delivery approached, I was assured that the punch list items had been completed with three exceptions. The steaming light was still in need of replacement, the hot water heater had to be tested after a repair to the water manifold, and the electrician was awaiting parts to



Aurora's Journey Home



repair the AC. I was also assured that all three issues would be taken care of by the time I came to bring her home.

Now it was time to make arrangements with my crew. Thankfully, Scott Gesele and Todd McCarthy offered to crew with me to bring *Aurora* home. We made final arrangements and set off with my wife Christina in my truck to Fairhaven, New Jersey for an overnight on *Aurora* and a “sail” home the next day. Christina dropped us off, we unloaded the truck and she made her way back home in an effort to beat the rush hour traffic. It was then that we discovered that the final repairs were still underway. We found two electricians working on the AC and another “electronics guy” preparing to go up the mast to install the new steaming light.

I decided to test the furling main to ensure that it was working properly—it was NOT! We were unable to unfurl the main more than a third of the way out. Shortly thereafter I was also given the news that the AC could not be repaired due to the inability to obtain parts!

Now, I had a decision to make. I had previously learned that these furling mains became problematic as the sail aged and became stretched out, and based upon our observations, it appeared that this was the problem. I had already decided that I would

be replacing the sails with new ones in the short term, so was not overly concerned with this development. After a discussion with the broker and seller, an agreement was reached that ultimately reduced the price of the boat enough for me to purchase a new AC and to have my mast un-stepped to fully examine the furling system. Un-stepping the mast was something I had already intended to do before hauling her for the winter. With all of that finalized, we set up the boat and ventured out for a nice dinner.

Expecting that the journey would take approximately ten and a half hours, we decided to depart at first light in order to arrive before dark, despite the tide being at dead low. We obtained local knowledge and felt comfortable with our departure plan.

I was concerned about one area of shallow water as we motored down the Navesink River and despite my efforts to avoid it, I didn't! We ran aground exactly where I had tried to NOT run aground. Fortunately, we were able to free ourselves quickly and made our way cleanly the rest of the way out of the river. I became concerned with our ability to arrive before dark when we were faced with a two-knot current against us and we were making far less way than I had expected. I began to be concerned that we might not make Fire Island Inlet before dark and considered looking into other entry points. Fortunately, once we rounded Sandy Hook,



conditions turned in our favor. The weather was perfect for an October sail and we were even able to motor sail with just the head sail for a good portion of the way down the coast of Long Island!

We entered Fire Island Inlet (at which point I was very happy to have Scott and Todd assist with navigation) and made our way into the Great South Bay. I was very tired at that point having been at the helm for much of the trip but was very excited to be in "home" waters.

We arrived at the entrance of Mud Creek in East Patchogue, where *Aurora* is berthed,

shortly after sunset and had her docked just as darkness set in. We were greeted at the dock by a welcoming crew consisting of the crews' wives (Christina, Pam, and Wendy), Charlie Margeson and my brother Rob!

It was a great feeling to experience this welcoming. I and my crew were very happy to have been provided a nice spread to fill our bellies by Pam! We all enjoyed a champagne toast as I enjoyed private thoughts of the many great times awaiting us on our new-to-us Catalina 350!



THE TWO-WEEK CRUISE

by Jeff Frederick

Our departure was a gray, overcast motor sail to Sore Thumb. I manned the helm while my crew entertained themselves with a playdough sculpture contest, an Oreos-eating competition and diving into the book selection, read aloud by mom.



When we got to anchor, the boys and I went for a dinghy ride to the other SBCC folks assembled here: *Bleu Moon*, *Eagle's Wings*, *Haven*, *Rising Tide*, and *Shadow*. The boys were nearly electric with excitement. They wanted to rowed everywhere and do everything! After chatting with several crews, we row home for a quiet dinner and an early night.

June 24 - Steady rain was falling at 0545 and has been since 0400. The pre-departure check-in, fifteen minutes prior to our scheduled 0600 departure, revealed that the fleet was in mutiny. There were splitters amongst us! We decided to postpone the decision until 0700. What followed was a flurry of texts and phone calls. Nobody WANTS to sail in the rain! By 0700 most of the fleet agreed to head out.

Bleu Moon and *Eagle's Wings* called it quits and said they are going to wait a week until the long-range forecast improves. *Resilience* and *Stowe Always* also decided not to depart on schedule due to weather and health issues and will join the cruise later. *Adventure Time*, *Aquae Sulis*, and *Polaris* were making their way through the inside route to meet us at Cormorant Point.

By 0715 we were underway out of Fire Island inlet and thanks to Rick LaTorre, we knew how to go through, verified by the commercial fishing boats throwing massive wakes! There was light rain for the first forty-five minutes and soon we were motor-sailing in a nice 8-12kt southerly. We had a typical summer run with steady southerly winds for a nice beam reach, reasonable seas and lots of dolphins. Aboard *Cambria*, sea naps, playdoh sculpting, snacks, and when finally at anchor a boom swing into the bay at Cormorant Point!



Around 1830, the fog started to roll in, but the boats on the inside passage had not arrived. A text message alert pinged from *Polaris*: "Tow Boat ETA 15 minutes." With *Polaris* firmly aground, *Adventure Time* went to work trying to free her, but they ended up grounded for their efforts. *Polaris* and *Adventure Time* joined us at Cormorant Point around 2030, exhausted from their foggy and stressful transit. *Aquae Sulis* navigated the sometimes shallow inside route without issue, and dropped anchor down by Soleau's Wharf, to join up with us on our way out in the morning.

June 25 - We awoke to thick fog—very thick. We formed a seven-boat conga line with *Haven* on point and we used radar and plotters to navigate the three miles through the bay, then out the inlet. The fog was so thick at the inlet we sailed right by *Aquae Sulis* and he never saw us! He was able to quickly catch up after a brief radio chat.

Right from the beginning, we had decent 5-10kt southerly winds. Visibility remained at about an eighth mile all morning. We



chatted on the radio to keep everyone together and newer cruisers and those without radar were directed to remain in sight of other boats. Dolphin and whale sightings were a welcome greeting in the morning calm.

When the sun finally burned off the fog, it felt like a new day! The boys seemed to have their sea legs and they read books, observed sea life, played eye-spy, Pictionary. We even hoisted the whomper for a quick burst of speed, before sailing back into a fog bank and losing all wind. As we approached Block Island, the fog lifted to reveal welcoming blue skies, and the native plants of Block Island scented the air with a sweet floral fragrance. We had our pick of town moorings.

Soon, we stormed to shore for some delicious seafood with a dozen or so SBCC cruisers at The Oar. The Bieselins aboard *Shaz* were already at Block and the Burnses aboard *Beaumaris* and the Woods on *Your Love*, sailing on the north shore of Long Island, soon joined as well. The SBCC fleet was now ten boats strong!

June 26 - Finally, a well-earned lay day at Block Island. We started the morning slowly aboard *Cambria*, with a coffee, bacon, and egg breakfast, but the Woods surprised us with a visit and fresh donuts! We enjoyed several swims in the crisp clear water before a cut-throat cannonball competition broke out between the boys and quickly escalated to include Elizabeth and me. Then it was off to Dead Eye Dicks for a late lunch with the whole SBCC Multi-Week Cruise gang, now twenty-five cruisers strong. We enjoyed a delicious meal and then convened a captain's meeting.

The weather forecast looked menacing and the forecast models were all over the place. One boat was experiencing autopilot issues and another had a fuel leak. We laid out the options: go as planned, or stay three more nights and then have to skip Nantucket. We agreed we would decide in the morning.

Though the skies stayed gray, the soft sand, crystal clear water and perfect boogie board surf at Crescent Beach made for a great afternoon.



The Two-Week Cruise



June 27 - The Odyssey Begins. Spectacularly energetic thunderstorms hit at 0100. One boat in the fleet reported gusts to 40kts. THUD! "What the *expletive* was that?" I shot out of bed and rushed to the starboard port to see the stern of the boat moored next to us way too close. The boat, aptly named *Pandemonium*, had bumped our hull without damaging it. I rushed onto the deck and spent the next two hours fending off in the last of the storm. The rain was cold and pelting, the wind was raging, and I was naked. Thankfully, Elizabeth tossed some clothes on deck and began brewing coffee. Spending two hours on deck in the cold drenching rains and high winds was exhausting. New protocol: when you pick up a mooring, look at the boats nearby. Is one neglected, have fenders out and hatches open, with nobody aboard? If yes, grab a different mooring!

When the time came, *Aquae Sulis*, *Beaumaris*, *Cambria*, *Rising Tide*, *Shadow* and *Your Love* decided to go, while *Adventure Time*, *Haven* and *Polaris* remained. As it turns out, they spent the next two days working together to diagnose and fix each other's issues in classic SBCC style. It is said that sailboat cruising is just fixing your boat in exotic locations!

We set off on our odyssey to Vineyard Haven with an iffy forecast. The winds were predicted to diminish early, but instead built after a brief lull. The seas, predicted to be either rough or small-craft-advisory rough, delivered on both. Thankfully, the wind and seas were mostly on the beam, except for an hour when the winds shifted east. The seas built to five to seven feet and began breaking over our dodger. The crew was getting doused despite being tucked in tight and their morale began to deteriorate. With the winds howling at 30kts gusting to 35kts and near constant spray, the boys began to waiver. Despite the rough conditions, Elizabeth and the boys remained strong, and weathered what I can confidently say was the roughest transit we'd ever had. Jamie Blumenthal radioed the group, "My sister says this is not what she signed up for." Laughing, I thought "None of us signed up for THIS!"



We were much more protected for the last two hours in the Sound, with calmer seas and a nice lift from the flood currents pushing us along at an incredible 8.5-10.5 knots! It was an exhilarating sail and provided a nice finish to the wet, boisterous day at sea.





The crew was near mutiny, but responding positively to the improved conditions, they negotiated ice cream for dinner! We hooked on to our mooring at Vineyard Haven, all of us exhausted and hungry. There was still an hour of boat chores before we can relax. Finally, we were ready to head to town for the much-anticipated Mad Martha's ice cream! It did not disappoint.



We roamed town with the boys, happy to be goofing with the other SBCC kids, while the adults shared wide eyed stares silently communicating our disbelief at what had just transpired. We had a lot of laughs and medicated our sore bodies and minds with red wine and Arnold Palmers. The Woods secured a dock for *Your Love*, and we spent a nice evening chatting with friends at the lovely Vineyard Haven Marina facility. Get this, sailors—the marina offers to guests free showers, laundry, and ice! Also, free use of kayaks, paddleboards and other water toys.

June 28 - Cruise Mode. A hard-earned and much needed lay day in Vineyard Haven meant a few chores for us and a bunch of

fun for the boys. Aboard *Cambria*, bacon-egg-fried potato breakfast was followed by a ride to shore for laundry. The marina's kayaks and paddleboards were there for the taking, so the crew took advantage and paddled about the bay filled with beautiful wooden boats of all sizes. Elias really enjoyed the autonomy of taking his own boat out and handled the kayak well.

Laundry is one of those chores that requires you to slip into cruising mode. Stress, weather and my responsibilities as Cruise Captain had prevented me from slowing down and becoming what my family calls "vacation dad," but doing laundry helped. While the laundry tumbled, I took a chair facing the beach and watched the action. The kids swam and paddled, mom went to the grocery, and folks stopped by to chat. Elias befriended a dog from the wooden boat building facilities next door, and mom spoiled him with a doggie treat from the Black Dog Bakery nearby.



Duncan Burns sat with me for a bit, beaming and animated, as he shared their story of the day before. With Barbara and his very experienced brother Chris aboard, they

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changed sails often and devoured the near-gale conditions. "It was the greatest sail of my life!" he exclaimed.

We watched as the dockmaster tried to accommodate an incoming 147' charter yacht which promptly got stuck in the sandy bottom. For some reason, they refused the obvious deep-water slip at the end of the dock and then steamed out of the harbor.

Showers and clean clothes, ice cream for lunch, and a trip to the toy store where Elizabeth saw an adorable stuffed sun that she kept pointing to. Joseph said, "You deserve a reward too, mom!" So now even on the gray days, we always have sun on the boat.

We dinked back to the boat to get ready for our group potluck dinner at the marina. At the RV there were BBQ ribs, grilled chicken kebabs, BBQ beef sliders, salads of all types, hot dogs and more. The boys played and made their own fun on the beach while we sat and told stories. A fun evening with friends, laughing and relaxing. There will be great sleep tonight and tomorrow the lead fleet will make way for Nantucket!

June 29 - The foul weather had begun to show signs of relenting, so *Bleu Moon* and *Eagle's Wings* headed out of the inlet in the early morning and set course for Block Island. Later this day, *Resilience* and *Stowe Aways* would arrive at Sore Thumb in preparation for their transit to Block. Further to the east, *Adventure Time*, *Haven* and *Polaris* departed Block Island and set a course for Vineyard Haven. They encountered much calmer conditions and enjoyed a nice motor-sail in occasional dense fog, with rolling seas that settled down a few hours into the trip.

Nantucket Sound can be treacherous. Shoals and rocky reefs rise up from the depths like mountains. In addition, the wind and weather can be rough as you leave the protected waters of the Vineyard Sound for open ocean. This day was a perfect day though, and we enjoyed every bit of it! The boys played with their Legos, Elizabeth read a book aloud and we enjoyed the quiet simplicity of being underway without the motor!

We happily rolled into harbor and picked up an escort to our mooring. We zipped over





to the town dock and wandered into town. Our first ever visit to Nantucket, we were both struck by how big it was. Elizabeth had always thought of Nantucket as the lesser cousin to Martha's Vineyard, thinking it would be quite small and quaint. It certainly is quaint—however, the harbor almost feels as big and bustling as Newport. Mega-yachts aplenty, we even saw a Hinckley or two and a collection of Oysters that made me question my life choices. We roamed a little bit, taking in the cobblestone streets and Elizabeth gawked at the stunning window boxes, "Nobody does flower boxes as well as New Englanders!" The boys declared themselves "staaarving", as only kids can, so we grabbed dinner and root beers. We soon retreated to *Cambria* to read from our books, and sleep in a peaceful, protected harbor.

June 30 - Early morning fog and then brilliant sun and blue skies. The church bell tolled on the hour, and I stopped and listened every time; a brief moment of silent meditation. I think about how old this harbor is, once a bustling commercial port for whaling ships and commerce, it is now a playground for sailors and yachtsmen. I think about how many men heard those very same tolling bells, and how many would never return to hear them again.

The boys wake and we played with Legos, Joseph read and played a little Minecraft and mom slept. Later, mom broke out a new toy of her own—the cast-iron stove top waffle iron and the results were amazing!

Off to town early to pick up our scooters for the day, with Mom and Joseph on one, Elias and I on the other. We cruised the island with Charlie Margeson, the Pizers and the O'Connells. Stephanie Pizer and Marceil O'Connell had joined the group via air. We explored the west end of the island, named Madaket, hitting the beach before heading to Millie's for lunch. It must be THE spot, because we ended up having a coincidental group lunch with the Woods arriving by bike, and the Burnses by bus—seventeen of us in all, for a nice impromptu get together.

After lunch we scooted all the way to the east end village of Siasconset. Elias was particularly excited about the mopeds. He was so pumped he kept throwing up different hand signs for his mom and Joseph: rock on, hang ten, I love you, peace. Then to see if he could get away with it, he sheepishly raised his middle finger. He didn't. We enjoyed ice cream in Siasconset, and then the long trip home.

We went back to *Cambria* and swam in the afternoon sun; Elias made a breakthrough and did a cannonball off the deck of *Cambria*



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for the first time! Joseph said, "This should be the first week of the two-week cruise every year!" I guess the memories of the rough passage have faded, and they have had the time of their lives.

Back at Sore Thumb, it was anchors up at 0530 for *Resilience* and *Stowe Aways*. The two were underway for a fifteen-hour cruise directly to Block Island. This was an ambitious day with children aboard, but the weather and sea cooperated, and they arrived at 2030 and grabbed a pair of private moorings just as the sun set. SBCC now had four boats at Block Island, but not for long. *Bleu Moon* and *Eagle's Wings* had spent a lay day at Block but planned to depart for Vineyard Haven in the morning. They would meet *Adventure Time*, *Haven* and *Polaris* who had just enjoyed their first lay day there sipping tropical drinks on the waterfront porch and enjoying the view.



July 1 - At long last, the trailing fleet had converged at Vineyard Haven, and would have a quiet lay day tomorrow. We now had five boats there, and six boats here in Nantucket. Two boats were at Block Island and the captains intended to stay there for the week.

We made plans to meet up with some SBCCers to explore the Nantucket Whaling Museum. It was an absolutely fabulous museum that kept us all engaged for hours! The exhibits were fascinating, from the story of the Essex to the art of scrimshaw and the business of making whale oil, there was something for everyone. The live whaling presentation was captivating and the kids got to handle a real harpoon.



After a quiet lunch on the boat, we were off to Jetties Beach with the Woods for some fun in the sun. The kids loved playing in the long, shallow surf zone that went out a couple hundred yards with only three feet of water at low tide. The boys loved watching the sea life crawling along the ocean floor.

Quick showers at the dinghy dock for the crew and then off to dinner with the Woods. The five boys really enjoyed "being kids" and we watched as they happily goofed around throughout the day. Post-dinner the dads took the five rambunctious boys down to the docks to look at mega-yachts so the moms could window shop in peace for an hour. Then the moms took the boys for ice cream at the juice bar, reportedly right up there with Mad Martha's! The dads went to

the Brotherhood of Thieves for a nightcap, where we met up with a few other thieves from the cruise. Exhausted, Elizabeth and the boys left me ashore and dinghied back to the boat, and Elias proclaimed, "I am so excited for bed." A sure sign of a grand day.

July 2 - Marty and Marceil O'Connell departed yesterday, as did Chris Burns. It was great having them on the cruise with us. Both Marty and Chris were experienced sailors, and I really enjoyed their beaming smiles after our day in full conditions in Rhode Island Sound. Jay and Stephanie would complete the cruise together on *Rising Tide*, and *Beaumaris* now only had two avid sailors aboard instead of three.



Elizabeth took the dinghy to shore for a quick grocery run before we set sail for Edgartown later this morning. Enjoying the alone time, she happened upon Wicked Island Bakery; unbeknownst to us it is apparently THE bakery on Nantucket!

We had an incredible stay and the sailboats were gearing up for our Nantucket sleigh ride to Edgartown while the Woods departed for Chatham where they visited friends. A Nantucket sleigh ride is what the whalers in small skiffs coined to describe having harpooned a whale, only to have it drag them out to sea at high speed.



Our whale on this day was the nice southerly breeze, and we had a ride! Dead downwind out of the harbor, it felt reasonable and easy. We raise the asymmetrical spinnaker, aka The Whomper, before going wing on wing trying to make speed and keep them full. About six miles out of the harbor, we turned to port, into the wind a little, putting it on the beam. Within twenty minutes, we were overpowered. Instead, we went with a full main and double-reefed genoa to balance the rig. Now *Cambria* was making 7kts plus under sail alone, touching 8.5kts more than once. What a ride! The sailing was fantastic! Elizabeth sat quietly and enjoyed the sail, Joseph read three books, and Elias napped.

The fleet from Vineyard Haven beat us to Edgartown by a few hours, and we are happy to be joining up with them at long last. *Beaumaris* reported an engine problem a few miles from the harbor entrance. Apparently, their engine wasn't pushing as much sea water as it should. They sail *Beaumaris* into port and *Rising Tide* scouted out their mooring location and then they both rafted on the same ball.

We gladly accepted an offer to raft up with *Adventure Time*—first-time cruisers, long-time SBCC members—and then spent the afternoon chatting with the Davisons and sharing appetizers.



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Late in the afternoon, Scott and Wendy swung by in their dinghy. Scott's mother had passed away, and they needed to go home—devastating. We wished them fair winds for a safe voyage, and the strength to endure their loss. The following morning, they would depart to do the trip in a single overnight run to arrive home on July 4th. The fleet felt a little empty without them.

July 3 - We swam in the morning sun, which was welcome after a nice line of thunderstorms overnight. Elizabeth prepared a big bacon and eggs breakfast with sweet potato hash! We did a little shopping in town and then we had the Pig's Delight at Mad Martha's, which you order by going up to the counter and saying, "Oink"—12 scoops of ice cream, 6 toppings, hot fudge, whipped cream, and lots of cherries. One of the other SBCCers saw us in the ice cream shop AGAIN and said, "We are going to report you to the parent police!" Next, we walked to Lighthouse Beach for a nice afternoon of sun and fun. We played football in the warm



surf until late afternoon, then over to the Harbormaster's Dock for hot showers.

Ten of us gathered at the Edgartown Yacht Club for dinner and drinks, and afterward the launch driver invited Joseph to the helm to drive, giving him pointers on the subtle art of wheel steering a launch. An excellent experience to cap an excellent day!



July 4 - Happy 4th of July! Our cruise companions Duncan and Barbara had noticed a sudden lack of water in their exhaust leaving Nantucket. We all descended on their boat at 0830 to troubleshoot. The raw water impeller was our main suspect. Duncan had spent the evening before disassembling his galley for access, and still, it was very tight. I pulled the water pump, opened it up, the impeller was perfect.

Next, opened the seacock to check flow. Nothing. Working backwards now to the raw water strainer—seaweed but not enough to cause the problem. I tried blowing the line out the old-fashioned way—lips and lungs! Nothing. Next, Charlie dove on the fitting with a screwdriver and pulled out a clump of weeds. Still very little flow, but another attempt to blow it out sent a slug of weeds

into the harbor. They need a "South Bay Strainer" on that freshwater inlet! Problem solved, time for a swim!

Back at *Cambria*, silence. Elizabeth and the boys were off to ride bikes, so I finally had some quiet time. I capitalized on my day of freedom by swimming in the harbor with Pam, Todd, and Joe, drinking a beer with pool noodles tucked under my arms until my teeth chattered. To warm back up, I returned to *Cambria* to mix up some epoxy to fix a failing hatch/hinge attachment on one of our stern lazarettes.

Meanwhile, Elizabeth said the lady at the bike rental place had told her that the ride to Jaws Bridge was easy, flat and safe. She suggested they continue on to Oak Bluff to see the flying horses, the oldest carousel in America! By the time they got to Jaws Bridge they were hot and ready for a swim. Joseph immediately jumped off the bridge without hesitation!



Afterwards, they continued on to Oak Bluffs. Realizing she had turned their "calm day" into a huge bike ride day, Elizabeth hoped a nice restful lunch and carousel ride would renew their energy. Lunch was delightful, they rode the carousel, and the boys learned how to grab for the gold ring.

The family returned to the boat tired, the boys napped, and the adults had quiet time. They slept through the 4th of July parade in town, which worked out nicely with the rain shower that hit the assembled masses.

Apparently, the show goes on in Edgartown, and the drenched parade and spectators held fast. Many of our SBCC clan enjoyed the parade from a covered porch thanks to Jeff Mattera's local knowledge. After sunset, we joined the crew aboard the *Rising Tide/Beaumaris* raft to watch fireworks. It was



another great day, and tomorrow most of us will make for Cuttyhunk. *Bleu Moon* and *Eagle's Wings* will remain and see where the wind takes them.

July 5 - Edgartown to Cuttyhunk. How it ended: We had an amazing group dinner on Cuttyhunk Island at the brick oven pizza joint Sopranos! You eat at picnic tables in his back yard, next to a picturesque bullfrog pond. My God the pizza was incredibly unique and delicious, many with seafood toppings. My crew gave it a ten out of ten and we may return just for this pizza! I think the bacon-scallop pie we ordered took the blue ribbon. This guy is an artist, and we told him as much.



How it started: I got on the pump-out list at 0900, as did *Shadow*, as our scheduled departure was 1100. Foul currents in Vineyard Sound would make it difficult all morning, so we planned a shorter hop to Cuttyhunk in the slack to fair currents of the afternoon. At the radio check-in I advised the fleet to head out without us, and we would catch up once pumped out. At 1145 *Shadow* and *Cambria* finally exited the harbor.

The left turn at Vineyard Haven went straight to fog, and I regretted letting the fleet get out ahead of us. I radioed the fleet and advised all boats without radar to pair up with radar equipped vessels and maintain visual contact. At first, it was just bands of fog with 1/8nm visibility, but rather

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quickly it became less than a hundred-foot visibility! We have radar, AIS, and GPS of course, but no equipment can easily replace being able to see.

The radio traffic was constant as *Polaris* worked to identify and reel in the other boats that had strayed too far off on their own. My stress heightened in the reduced visibility. I asked Elizabeth to stop reading to the boys and she told them to play quietly together because she needed to help Dad navigate. Shockingly, they listened!

I saw a large radar target and AIS tagged it as "passenger." It seemed to divert in order to avoid us, but I hit the air horn just to be sure. What came back was a double bass blast from the air horn of a 150-foot ferry boat going 15kts a couple of hundred yards to starboard!

As we approached Quicks Hole, I still had not made visual contact with *Aquae Sulis*. The remainder of the fleet had already gone through and reported clear skies on the north side of the Elizabeth Islands. Trying to figure out where *Aquae Sulis* was, I realized they had sailed right past Quicks Hole! Jamie had auto-plotted a course taking him through Canapitsit Channel—rocky, shallow, and mostly unpassable. We advised him to meet us at the entrance to Quicks.

While we waited, Charlie shouted to me that the battery in his handheld was dying, so we answered that we would give him our spare. Not a single word was spoken as we circled the buoy in the thick fog, synchronizing our laps and then, as we neared, Charlie set his autopilot and walked up to his shrouds as Elizabeth walked to our shrouds, radio in hand. A moment of panic shot through me, we were closing at almost 8kts and I judged us to be too close! Hard to port for one beat,

then hard to starboard to straighten out. As our rails slipped by, Charlie and Elizabeth burst out laughing at how smooth it was as they easily passed the radio hand-to-hand. Next time I'll throw one of the boys in the water and have him swim it over!

Aquae Sulis arrived out of the fog, and we made our way together through Quicks Hole, then the crowded anchorage and into Cuttyhunk Harbor. Once moored, we let the stress of the voyage melt away with an icy dark and stormy. Then it was off to a sandy beach at the inlet to reunite with the Woods and let the boys play together in the water before many of us headed to Sopranos for dinner. Tomorrow the fleet splits, with four boats headed to Block Island, while we continue to Newport with *Aquae Sulis*, *Beaumaris*, and *Your Love* for a continuing adventure.

July 6 - Crazy-thick fog again this morning. At check-in I gave a short farewell address to the Two-Week Cruise fleet and handed the briefing over to Jay, the cruise co-captain, who will lead the pack back home and finish this story:

THE END OF THE TWO-WEEK CRUISE

Adventure Time, *Polaris*, *Rising Tide* and *Shadow* departed ahead of the remaining fleet and made their way through the fog towards Block Island. Fortunately, the fog lifted mid-voyage, making for a pleasant gentle sail into Great Salt Pond.

July 7 - Having missed the opportunity on our first stop at Block, I wanted to continue the long standing SBCC tradition of having a beer at the National Hotel overlooking Old Harbor. I have always been one for tradition, especially if it involves drinking beer!



Later we arranged for the group to meet with the Roigs, who were still moored at Block, for dinner at Dead Eye Dick's. On arrival, we were told that we would have to wait about an hour for a table, so some of us wandered off to the bar at Payne's Dock next door. While there, I was telling Brandon Roig about how all of the amenities provided with the moorings at Vineyard Haven, made it well worth the higher price over the moorings at Block. A fellow standing next to us chimed in with how bad the moorings at Block were, having to dink a quarter mile and then walk another quarter mile just to get a shower. Wondering why he was so outraged about it, I found out that he was the owner of Payne's!

July 8 - Block to Shinnecock

The returning fleet, *Adventure Time*, *Polaris*, *Rising Tide*, *Shadow* and *Stowe Aways*, left Block Island for Cormorant Point in dense fog. The fog finally lifted well after we passed Montauk and we got to watch dolphins play in the sunlight.

Safely tucked in at Cormorant Point, we hosted a final RV celebrating the end of the Two-Week Cruise.

July 9 - *Adventure Time* and *Polaris* will take the inside route home, while the others would take the ocean route from Shinnecock to Fire Island Inlet. The ocean was calm with light winds, necessitating a long motorsail. As the day progressed the wind picked up to about 15kts, facilitating an exhilarating final sail for our journey.

When we arrived at the Inlet, Charlie went to take *Shadow's* main down and was shocked to see his boom on the deck with the gooseneck broken right off! Fortunately, it turned out to be just a large bronze bolt that had broken, rather than the gooseneck itself. He was able to tie it back up.



This year's Two-Week Cruise was quite an adventure. We travelled a long distance and encountered some challenging weather conditions from wind, wave and fog, but the avid SBCCers were all up to the task and all are eagerly awaiting the 2024 cruise!



THE ENDLESS SUMMER CRUISE OF 2023

by Jeff Frederick

July 6 - I lead the Newport-bound fleet through the dense fog, maintaining visual close contact until it finally lifted. Thankfully, there was almost no boat traffic that morning, and it was so calm the radar was picking up single birds taking flight. When the fog did lift about 15 nm from Newport, the southerly wind filled in and we had a fantastic sail into Newport Harbor.

Once settled in at the Ida Lewis Yacht Club in Newport, the boys swam and then Elizabeth ran to town with Elias to do some much-needed laundry. I had gremlins to deal with!



After running "smoothly" all summer (quotes because she'd been stalling a bit, which is uncharacteristic), the outboard was suddenly non-responsive. It was hot there, and I am at a loss after rowing back to *Cambria* from ILYC. Good times. But at the top of the day's list was a non-functioning head! This is a cruising favorite, but to make matters worse this was the result of a five-year-old flushing wet wipes. He knows better but he finally came clean, sheepishly admitting to flushing "one."

Sure. After his confession, he and Elizabeth hopped on the launch to go do more laundry and left me with our troubles; Joseph grabbed a book and hid in his cabin.

In line with ancient marine tradition, I poured a stiff drink to prepare myself for what was to come. I thought briefly that our cruise was over, no head and no dinghy in-harbor? A showstopper. A few days ago, I was a diesel mechanic. Today, I'll be a plumber. I started with the easy stuff first, and planned to work my way into the more horrendous aspects of the investigation once this drink took effect. I disassembled the pump and inspected it and the joker valve; seawater spilled back from the line and made a mess that I was prepared for. I thought of that scene in *Jaws* when Brody and Hopper get drunk and open the shark, its stomach's milky white contents spilling across the floor. License plate? I was overwhelmed by frustration and fatigue and the foulness of the task.

I was demoralized and struggling, Duncan and Barbara swung by just to say hello on their way back from town. Clearly dejected, I explained to them what I was dealing with, and they offered their help. I thought hard for a second, and replied, "Pray for me." An hour later, and three stiff drinks into the ordeal, the ten-wet-wipe culprit was located at the three-way valve. I am glad Elizabeth and Elias weren't here, but I think Joseph might have learned some new words he isn't allowed to use until college. Later I asked, and he replied, "No, I knew all those words." Ha!





July 7 - My early morning reading took me to outboard chat rooms, assorted manufacturer sites, and the troubleshooting guide at the back of instruction manuals. According to the internet, the outboard seems to have become vapor-locked yesterday in the heat. Hmmm, this will be easy to test! I climbed into Ivy in the cool morning light and gave her a pull. Yesterday, I pulled so many times I got a red-hot blister. This morning, she started on the second pull, and ran smoothly. Now I noticed that the cooling water outlet was partially blocked by the lifting straps. Oh my! Feeling a little stupid, I am relieved the issue is not worse. Problem solved; thanks internet mechanics! Now Joseph adds to his dinghy driving pre-game checklist "check for raw water flow," Elias simply asks, "Is the dinghy taking a pee?"

Newport Harbor is a great harbor for mariners, offering laundry and showers right at the dinghy dock. The energy of the city is always bustling, and it's a favorite of ours. Joseph and I went to do more laundry at the Maritime Center while Mom and Elias reprovisioned. After the wash cycle, Joseph asked if we could check out the Maritime Museum, upstairs from the visiting sailor Welcome Center. I was blown away at how awesome this museum is! He and I spent an hour-plus completely immersed in the interactive exhibits—boat design, ocean sailing, racing. A cutaway J24 allowed Joseph to inspect the cross-sections and structure of a racing boat, and the "Sail Dorade" interactive exhibit put the mighty tiller of this classic in your hand for a realistic sailing experience. Joseph and I went head-

to-head on the two-handed grinder winches, and Dad raised the simulated mainsail in museum-record time! I'm sure the boy was impressed.

July 8 - A slow morning aboard *Cambria* - Elizabeth made a simple breakfast (this is not the norm) and we swam in the cool harbor. Clouds early, then sun later. We dinked over to Fort Adams and saw a fleet of IC37s preparing to race. Joseph had questions, a lot of them, so I prodded him to ask one of the crew. Two minutes later the boys were aboard a Canadian boat with permission to check her out! Joseph popped out of the companionway, "It's just a huge sail locker!" We laughed, the boys thanked them, and we headed to the fort.

Exploring Fort Adams, Elias straddled every cannon while Joseph read every display about war weaponry. The sun broke through before the wind had a chance to build, and it was sweltering. Dry, continental air at long last, but we were not acclimatized to it. The boys were flushed and sweaty, asking for water and shade. By noon I made an



The Endless Summer Cruise of 2023



executive decision—back to the boat for swimming and a day of (almost) nothing. Captain's orders!

All of us in desperate need of a fresh-water scrub, we hit the showers at ILYC before enjoying an early dinner at Ida Lewis with Jamie and Polly. During dinner, a thick fog rolled into the harbor. We haven't had real fog since we got here, but a local ILYC member shook his head as he stared over the harbor and said, "What a weird summer (weather-wise) it's been!"

July 9 - We decided to expand our Newport world and walk farther east than we have trekked in the past. We took the boys over to Easton Beach, and they were both thrilled to see a beach with surf. It's been a while. We quickly changed into our suits using the beach-towel cabana method, and we drew applause from the other beachgoers. This isn't our first rodeo! The boys were happily playing "under doggie, over doggie" in the breaking waves of the long, shallow beach. Joseph taught Elias how to read the breaking waves, and when to jump over them or dunk

under them. This feat seems momentous for a five-year-old who wasn't jumping off the boat or even venturing into the surf up to his waist at the beginning of the season. He has grown up a lot over the past few weeks, and we cherish these moments when they are best friends out there in the surf, giggling and wrestling and having a perfect day.

With bellies grumbling, it was time to check off one of mom's bucket list items: SUSHI! We grabbed a quick Uber back up the hill (I have a finely tuned sense to detect when the walking needs to stop for a while). The sushi was on-point, and Elizabeth and I ordered the perfect amount of fish.

Then, it was back to the boat to tidy up and prepare for the last RV with the other Three-Week Cruisers. *Beaumaris* and *Aquae Sulis* (rafted up) in attendance, it was a nice relaxing evening, sharing snacks, giving cruising advice and swapping racing stories. Polly will be leaving the cruise tomorrow. We'll miss her lighthearted humor and warm smile; she was a joy to have on the cruise.





July 10 - The weather looked iffy for our planned crossing from Newport, Rhode Island to Block Island. This same system dropped over 8" of rain yesterday in New York and parts of Connecticut. In the Hudson Valley, it killed people. The images of the damage and flooding are hard to believe. As such, we wanted to give it a wide berth. We had the option of staying put until late afternoon after it passed or even staying another night, but we reviewed the radar and forecast and saw a window. Block Island is only about four hours away, so I developed a plan. We could do this.

Up since 0300, reviewing the weather info, currents, and winds. I suggested to the other boats (only three of us now) that we make a run this morning, watching the radar as we go. If the front materialized as the forecasts suggested, we could bail into Point Judith, a port of refuge in Narragansett, RI and ride it out there. It took us only ninety minutes with east winds on the beam at 15kts and a particularly lumpy 3-4 foot swell. Two weeks ago, the boys would have been wide-eyed at the sea state. Now they joked, and Elias went below to watch cartoons.

The weather materialized on the radar, it looked like heavy rain, but no thunderstorms. We anchored in 18 feet of water at Pt. Judith and weathered the bands of squalls. Mom and the boys watched *Pirates of the Caribbean*, and I sat under the dodger eating tortilla chips and stood watch. After our Block Island experience, I worried about other boats dragging down on us. Better safe than sorry. We were underway again two

and a half hours later. *Beaumaris* turned her bow west and they began their solo journey to Mystic Seaport, and after that home to Centerport. We'll miss them and their energy and enthusiasm for sailing and cruising.

We had a lovely sail south to Block Island, meeting up with *Eagle's Wings* once more. The Aldo's boat swings by, and we picked up a dozen fresh shrimp for us and a big chocolate chip cookie for the boy's dessert. They've really earned it. My heart swells when I think about all they've endured this trip, how well they suffered the worst of it, and how happy they are for every minute of this experience.



July 11 - Absolutely gorgeous weather: 82 degrees, cloudless, with a steady 10-15kt westerly! A perfect beach day, and we have been waiting for a perfect beach day at Block for a very long time!

I did some early chores: a dumpster run, gas for the dinghy, and a quick milk and egg run at The Oar's shop. I returned to the boys swimming off the stern in bright morning sun, while Elizabeth made hot coffee, waffles, eggs, and fruit for breakfast! Nice.

The Endless Summer Cruise of 2023



We loaded the dinghy with our beach kit (chairs, umbrella, yeti, and a shower kit for all of us) and dragged behind the surfboard and two boogie boards which are bungee tied together. This is Joseph's idea, as I will sometimes veto extra beach toys because we run out of room in the dink. His system works perfectly, and he is proud of his problem-solving skills. I am, too.

We all showered at the beach, then a trip back to *Cambria* for naps and dinner of pasta carbonara, which shockingly Joseph ate despite the presence of peas. Later, we head back to the beach and met up with Jamie and Jeff for an outdoor showing of *Top Gun Maverick!* Back home aboard *Cambria*, it was a brilliant night with the milky way blotted across the sky; Mom and Joseph saw a shooting star, his first. Another long and perfect day, punctuated by grace.

July 12 - Yet another perfect day on Block Island—the weather was almost a little too hot, but the breeze kept it merciful. This is

a complaint that seemed impossible a few weeks ago. We enjoyed donuts and an egg & cheese sandwich delivered by Aldo's for breakfast!

We'd been watching the weather and trying to decide when and how we'd get home. I was not seeing a good two-day window, with the exception being—leave today, like in two hours, to make Shinnecock today and Fire Island tomorrow. I discussed this with Jamie and Jeff—but this was a complete non-starter for us. My crew would mutiny. Jeff decided to head out today, Jamie and I decided to do the long transit back to Fire Island Inlet tomorrow, in one long day. With a little luck we should make it in less than fourteen hours and planned to get underway at 0500.

That evening, off to The National where we met Jamie for a customary SBCC cocktail, and then up the hill to sit on the lawn at Spring House. A truly beautiful spot looking east, out over the Atlantic, and we now have a new "must do" to add to our list for next





time! We got home for an early sleep, and I finished packing up the toys and securing the boat for a long day tomorrow.

July 13 - "Life is all about choices." This is a saying my mentor and friend The Chief (TC) used to say to me. It sounds trite, but it is a fundamental truth. When you make a choice, you forsake other options, for better or for worse.

This day we made a choice to run 93nm straight through from Block Island to Fire Island Inlet in fair weather but predicted building conditions. We made this choice for a number of reasons, including a high chance of energetic thunderstorms on Friday and raucous five-foot-plus seas on Saturday and Sunday. I can deal with a lot, the boys and Elizabeth can too, but I don't want to expose them to that kind of risk or suffering if I can avoid it. I wanted us to be done with "epic" days. I truly wanted a boring, windless passage.

By noon the wind had shifted south to sou' by sou'west (good for us) and we were now cruising at 7.1 kts on a close reach in 10-12 kts of breeze. I silently prayed for these conditions to persist, just six more hours. *Aquae Sulis* opted to enter the shallow and treacherous Moriches Inlet in his Southerly 110 (~2ft draft with board up) around 1400, allowing us to throttle up and add half a knot for the last four hours of the trip. But it was too late. The wind had been steadily building from 10-15 to 20, then 25, with puffs to 30kts. The skies were blue with some high clouds, but the green-gray seas were responding

to all this pressure just as they do. Flat seas became two-foot, then three, four—by the end of the day five-foot seas. Uncomfortable and a little wet, but nothing we couldn't deal with. The real problem was that we'd been out there for twelve hours, and we were getting tired and cranky. If there had been a way out of this, I would've taken it. Now doing 7.5 kts plus under a double-reefed mainsail and a triple-reefed headsail, we just wanted to be done.

Joseph was sick. He refused Dramamine six hours earlier and has visited the rail for his mistake. I held his harness the whole time because we are heeled twenty-plus degrees and pitching and rolling in the growing waves. Jacklines are added to my mental list of must-haves. Until now, these are conditions I would have never taken the boys (or my wife) into, therefore jacklines seemed like overkill, a useless piece of kit. But things have changed this year, and I plan to make a few changes to the safety gear aboard *Cambria*. Elias is rambunctious and goofy - he accepted mom's treatment earlier in the day, and after a good two-hour nap was ready for anything!



The Endless Summer Cruise of 2023



Finally, we turned into the inlet and began our downwind approach. The channel has been remarked and was now around 20 feet deep the whole way in. It's a comfort to know as we surfed down the face of the first big breaking set, and *Cambria's* paddlewheel speedometer hit 9.3 kts! That is a new ship record and I hope it stands forever!

We turned in to Sore Thumb and dropped anchor in the smooth, protected water. Everyone is happy again. That is the magic of seasickness; it stops when the boat stops! Time to clean up the boat while mom started churning out snacks and mandatory hydration from the galley (quesadillas, hummus, pasta carbonara) which evolved quickly into a dinner of mac n cheese & hot dogs. While she cooked, the boys were rewarded with the last rainy-day toy... new Lego sets to build!

Straight to bed for everyone. We now had options to discuss in the am, and we'd decide as a team if we go home or stay out for a few more days.

July 14 - The final lay day at Sore Thumb.

Early and impressive, the thunderstorms were energetic. The worst of it passed to the south, offshore, but I experienced rolling thunder for the first time. It was continuous for minutes. Despite the difficulties of yesterday, I was thankful we weren't out there in it today.

Joseph is such a resilient kid. He laughed off his sea sickness from Thursday, referring to himself as a "sea cucumber." The sea

cucumber will expel the contents of its gut to cloud the waters and escape its predators. Joseph did the same Thursday, but his "predator" was the wind and wild, boisterous sea from which there was no escape.

After breakfast we headed to the sand bar where the boys discovered clams, jellies, gulls, spider crabs and horseshoe crabs in abundance. Back to *Cambria* for some gear, and off to the beach! Elizabeth watercolored and dad napped, a golden afternoon. The sun broke to blue skies and the SE wind whipped sand in our faces. We found refuge behind a dune and watched the boys play in the waves and sand just inside the jetty of the Thumb.

We returned to *Cambria* for some swimming, showers, and appetizers. Elizabeth cranked out some salmon croquettes - amazing! This is an idea she picked up from an SBCCer who shared her classic "only on the boat"





recipe with her via the SBCC Facebook page. Being low on provisions was really paying off today! That evening we loaded *Captain Ron* and watched the first half with the boys before bedtime, then we sat in the cockpit and enjoyed the evening breeze. Just a short 18 nm run home in the morning; we crawled in and sleep quickly. It's been quite a ride.



July 15 - On the morning of our return home, we awoke to another beautiful sunrise, but my God, the heat and humidity were stifling. I swam in the ripping tidal currents for a few minutes at 0600 to cool off, and at 0700 we raised anchor and got underway. The still-ripping flood current hurried us under the Robert Moses Bridge, and two hours and fifteen minutes later we had clocked the over 18 nm back across the bay.

A few hours of boat chores: cleaning, fueling up, water tank filling, deck washing, laundry hauling, etc. and the car was loaded up and we were ready to get home. It was hot and sweaty work, and Joseph said, "Man, it's

humid. I feel like I'm in somebody's mouth!" Haha.

The 2023 Multi-Week Cruise is in the books. We did about 425 miles over twenty-three days, with twelve lay days and eleven travel days. Our shortest sail was 24 nm, the longest 93 nm. We had serious ups and downs, some truly trying and difficult conditions at sea, but *Cambria* shouldered it all with ease and delivered her cargo time and time again. Did I mention Elizabeth and the boys being tough as nails? I think Joseph grew a couple of inches on this trip—and it was the first thing our neighbor asked, "Did Joseph get taller?" Yes, yes he did.

We are already scheming and planning in our heads and at the dinner table. What will it be next time? We can't wait to find out! Working title: The Endless Summer Cruise of 2024.



THE ONE-WEEK CRUISE ON THE BAY

by Scott Gesele

The One-Week Cruise unofficially started on Great River with five boats staying overnight after the Blast (*Alexa Grace II*, *Aquae Sulis*, *Cambria*, *Haven*, and *Rising Tide*.) After the party we shanghaied Charlie Margeson and several of us gathered on *Haven* for some post party food, drinks, and camaraderie.



Some of the boats overnighted in Bellport on Sunday and *Alexa Grace II* ventured out to make an early arrival at Watch Hill.

On Monday, 20 boats settled at Watch Hill Marina and the occupants enjoyed full island-time mode. We were joined by Dave and June Tedesco via ferry for the RV-style get together of food and drinks. There was a Caribbean Cocktail contest and we all sampled delicious drinks.



After sunset the big screen was set up for a showing of *True Spirit*, the Netflix original about Jessica Watson, the Australian 16-year old who circumnavigated in 2009 on an S&S 34.

We spent a lay day at Watch Hill on Tuesday where twenty boats spent the night in anticipation of our run to Sailors Haven on Wednesday. There was a corn hole contest in the morning with Steve and Diane Morgan as champions. We had a sand sculpture contest in the afternoon and the winning team, with their sea turtle, was the Woods family—Matty, James, Melissa and Ryan. An RV style get together was then enjoyed by all.

The Tuesday night movie under the stars was *Miracle*, the Disney film about the 1980



The One-Week Cruise on the Bay



underdog US Olympic Hockey team that took gold in Lake Placid with a stunning defeat of the Soviet team.

On Wednesday twenty boats descended on Sailors Haven, with *Summer Home II* opting to overnight in Atlantique. The arrival was uneventful and the local knowledge provided by the dockmaster kept us all in "deep" water. The water balloon toss contest was a big hit with Diane and Steve Morgan coming out on top. Shout out to Brenda and Marty Kelly for bringing the balloons!

We had another RV on the dock, followed by *Top Gun*, *Maverick* as the nightly movie. Scott

and Maggie Jacobitti graciously provided popcorn for all. For those who haven't experienced it yet, watching a movie under the stars, with our boats in the background, flashing entrance buoys, stars, and a partial moon makes for a special night amongst friends!

Thursday was a quiet day with some going to the beach, others walking through the Sunken Forest or working on their boats. We all gathered for another RV-style get together. At the start of the cruise, the 1600 RV started close to 1600, on Thursday, the 1600 RV started sometime around 1730ish,



The One-Week Cruise on the Bay



maybe a little later. It's safe to say we're on "Island Time."

Since we had some weather moving in on Friday, many captains made the decision to make their way home over the course of the day. Nine boats stayed at Sailors Haven Thursday night. Several of us delayed our trip to Hemlock Cove until Saturday morning and were rewarded with the rainy weather passing by midday. The four remaining boats departed Sailors Haven at 0730 on Saturday to keep on the high tide. There was some rain on the run to Hemlock Cove, but the weather soon cleared for a beautiful final night of the cruise.



The 2023 one-week cruise is in the books! We had a total of twenty-seven boats participate for at least one day, with twenty one boats spending the overnight at Sailors Haven on Wednesday. It was great to see so many new members mingling with the veteran participants at the daily pot luck get-together as well as the increase in "next generation" members frolicking at the beach and participating in the balloon toss and sand sculpture competitions.



The One-Week Cruise on the Bay



2023 ONE-WEEK CRUISE PARTICIPANTS (STAYED AT LEAST 3 NIGHTS)

Alexa Grace II

Amparo

Aquae Sulis

At Last

Are We There Yet?

Banshee

Bleu Moon

Cambria

Compass Rosie

Eagle's Wings

Esprit de Mer

For Sail

Haven

Kickin' Back

Mareva

Margaret Gale

On the Green

Salt Shaker

Shadow

Soliel

Summer Home II

Surfin' Safari

Windswept

Your Love



THE SPRING COCKTAIL PARTY





The Blast



BOAT YARD PARTY



THE HOLIDAY & COOKIE PARTIES



The Holiday & Cookie Parties



SBCC MEMBER LISTINGS

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Aguirre, Andrew	2023	97 Andreano Ave, East Patchogue, NY 11772 C(M):631-241-0547 E(M):badajja2003@yahoo.com	Lady Day	25052
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 E(S):vanessa.rodriguez710@gmail.com	Resilience	10357
Anderson, Edward & Beth	2013	139 Litchfield Avenue, Babylon, NY 11702 H:631-275-1312 C(M):631-275-1312 C(S):631-514-5472 E(M):eander1958@gmail.com E(S):eander1959@gmail.com	At Last	101
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	411 First Ave, North #805, St. Petersburg, Florida 33701 H:941-264-7841 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):bobecker12@verizon.net E(S):bbbecker2003@yahoo.com		
Becker, Dorothy & Joel	1977	355 Blackstone Blvd Apt 437, Providence, RI 02906 H:401-443-4354 C(M):631-766-4189 C(S):516-639-1806 E(M):dibecker138@gmail.com E(S):becker.joel.e@gmail.com		
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	Windswept	261
Bieselin, Jeffrey & Sharon	2000	25 S. 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
Blumenthal, Jamie & Karen	2021	38 Circuit Rd, Bellport, NY 11713 H:631-286-6454 C(M):631-372-2000 E(M):captppan@gmail.com E(S):kalaray4@gmail.com	Aquae Sulis	
Bogdan, Krzysztof & Danuta	2003	1339 Pine Drive, Bay Shore, NY 11706 B:631-492-2110 C(M):631-662-3754 C(S):631-336-9414 E(M):kris@-tran.com	Spirit	76
Bopp, John & Alice	2016	232 North 8th Street, Lindenhurst, NY 11757 C(M):631-972-8396 E(M):john.bopp@hotmail.com	Yemanja	300
Boyle, Ken & Sharon	2003	27 Macon Ave., Sayville, NY 11782 H:631-589-7131 C(M):631-834-3407 C(S):631-834-3495 E(M):kb4221@gmail.com E(S):gosail1@verizon.net	Akimbo	33978
Braille, Buddy & Crista	1999	64 North Street, Huntington Station, NY 11746 B:631-643-0707 C(M):631-245-5724 C(S):631-455-2636 E(M):buddybraile@gmail.com E(S):cristamannino@gmail.com	Hydra	51558
Brice, Stephen & Cathy	1975	144 Ocean Ave., Amityville, NY 11701 C(M):631-495-9632 E(M):stevensail@hotmail.com	Busman's Holiday	732
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				

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Brous, Marilyn	1970	6 Central Avenue, Amityville, NY 11701 H:631-264-3861 E(M):mbrouse6@gmail.com		
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 B:631-427-1752 C(M):845-271-9134 C(S):845-269-7148 E(M):dbu632@gmail.com E(S):burnsbjm@gmail.com	Beaumaris	42249
Carlberg, Sandy	2003	4 Prospect Avenue, Bay Shore, NY 11706 H:631-838-1476 B:631-838-1476 C(M):631-838-1476 E(M):sandccands@aol.com		
Chambers, Tim & Phyllis	1991	61 Cedar Point Dr., West Islip, NY 11795 H:631-893-3416 C(M):631-988-3112 E(M):tim_356@msn.com	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):lchris11185@aol.com	Maggie Lee	11185
Cook, Mary Ann	1960	203 Somersby Blvd, Pooler, Ga 31322 B:631-665-5144 C(M):631-786-6155 E(M):careyfound2@yahoo.com	Merry Ann	220
Comman, Fred	1983	12 Larkspur Drive, West Islip, NY 11795 H:631-669-6628 C(M):631-358-4077 E(M):fredrickcomman@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):dmcroc@optonline.net E(S):kathybc@mac.com		
Daisley, Roger & Peg	2004	4199 38th Ave South, 65e, Saint Petersburg, FL 33711 C(M):917-692-6955C(S):917-847-7445 E(M):hrdaisley@gmail.com E(S):mdaisley@msn.com		
Danilczyk, William & Maureen	2004	41 Irving Avenue, North Babylon, NY 11703 B:631-242-0044 C(M):631-682-8647 C(S):631-682-8414 E(M):wjdanilczyk@gmail.com E(S):mdanilczyk@gmail.com	Runaway	47
Davies, Douglas & Barbara	1980	18 Midfield Street, Stony Brook, NY 11790 H:631-689-7467 B:631-751-4300 x102 C(M):631-882-1228 E(M):doug@thedavies.us	Gypsy Moon	141
Davis, John & Kathryn	1983	503 Avon Place, West Islip, NY 11795 H:631-987-4753 B:631-669-0005 C(M):631-987-4753 E(M):jdavisfly@aol.com		
Davison, Thomas & Susan	2010	42 Hamilton St., Sayville, NY 11782 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 Ave, Amityville, NY 11701-3706 H:347-331-8141 C(M):347-331-8141 E(M):garveyboy12@aol.com	Banshee	68
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 #
DeMarco, Jennifer	1999	191 Grand Central Ave., Amityville, NY 11701 H:516-428-6628 C(M):516-428-6628 E(M):demarcojen@aol.com		
DeMarco, Matthew	1999	10207 Trevor Creek Dr E, Jacksonville, FL 32257 C(M):516-652-4446 E(M):mdemarco39@aol.com	Grace	156
DeMarco, Nicolas & Eniko	2003	58 Ocean Avenue, Amityville, NY 11701 B:516-754-2256 C(M):516-754-2256 C(S):516-818-9656 E(M):sailvela@optonline.net E(S):eniko1@optonline.net	Boston Whaler Rover Tuesday's Child	1848 25007
DeSimone, Robert & Mary	2003	90 Freeman Ave, Islip, NY 11751 H:631-968-8838 B:516-759-0174 C(M):516-592-7780 C(S):631-897-9355 E(M):radesimone1@aol.com E(S):mrg0211@aol.com	Extravagant Promises	902
Drossos, Ted & Terri	1990	47 Division Ave., East Islip, NY 11730 H:631-277-2038 C(M):631-894-2760 C(S):631-882-6952 E(M):replusted@aol.com E(S):terrid53@aol.com	Lady in Red	11047
Duffy, Michael	2002	121 Mourning Dove Trail, New Bern, NC 28560 C(M):631-258-1254 E(M):mtduffy51@msn.com	Last Call	136
Dunnells, Jerry	1986	27 Sequams Lane, West Islip, NY 11795 H:631-661-8345 B:631-226-5912 C(M):516-402-8262 E(M):jcdunnells@outlook.com		
Ehatt, Jean & Peter	2023	45 Lyndale Ct, Shirley, NY 11967 H:631-513-3586 C(M):631-513-3586 E(M):jean@ehatt.com E(S):peter@ehatt.com	For Sail	395
Eidinoff, Jason & Angel	2023	791 Pecan Street, Lindenhurst, NY 11757 C(M):516-316-3580 E(M):jeidinoff@gmail.com	Aqua Libra	25051
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
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):thejmferguson@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	Further	30
Folcarelli, Guy & Terry	2019	48 Orchard St, Lindenhurst, NY 11757 C(M):516-991-6370 C(S):516-991-6373 E(M):guyfolk55@gmail.com E(S):teresazamiat@aol.com	Angler	
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):jjforman1@aol.com		
Key Code - H:Home Phone ♦ B:Business Phone/Ext ♦ C(M): Cell(Member) ♦ C(S):Cell(Spouse) ♦ E(M):Email(Member) ♦ E(S):Email(Spouse) ♦ Honorary				

SBCC Member Listings

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Frederick, Jeff & Elizabeth	2016	118 North Cliff Avenue, Sayville, NY 11782 B:914-798-3768 C(M):541-517-8774 C(S):631-235-0103 E(M):jfred55@gmail.com E(S):ewidmeyer@gmail.com	Cambria	25004
Ganzi, Victor & Patricia	2014	57 Lawrence Lane, Bay Shore, NY 11706 H:631-665-2395 B:212-752-0626 C(M):646-287-1638 C(S):646-346-4860 E(M):vfganzi@gmail.com E(S):pmganzi@gmail.com	Gulf Rascal Radio Flyer Shadow	14364
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	Haven	944
Glinski, Daniel & Jane	2004	1028 Martinstein Avenue, Bay Shore, NY 11706 H:631-242-2841 E(M):jada57441@gmail.com	Midnight Sun	33
Golder, Fred & Betty	2007	7 Abrew St, Bay Shore, NY 11706 H:631-968-8463 C(M):516-524-7455 C(S):516-313-4480 E(M):f.golder@verizon.net E(S):em.golder@verizon.net	Heart of Gold	15
Goodman, Michael & Gail	1979	158 Sequams Lane, West Islip, NY 11795 H:631-587-2550 E(M):mikegoodma@aol.com	Bionator	395
Goodwin, Christopher & Vanessa	2016	2146 Crescent St., Apt D8, Astoria, NY 11105 C(M):631-617-0010 C(S):908-659-6470 E(M):chrisgoodwin90@yahoo.com E(S):vanessasalado@gmail.com	Intrepid	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 Ave., Islip Terrace, NY 11752 H:631-277-6212 E(M):william.grauer@gmail.com		
Gravina, Gerard & Nancy	2009	221 Cadman Ave, Babylon, NY 11702 H:516-650-3836 B:631-968-8863 E(M):jerryg@planomastersllc.com	Compass Rosie	738
Greco, DJ & Joe	2008	39 W. Lake Dr., Patchogue, NY 11772 C(M):631-312-7485 C(S):631-790-1440 E(M):dijnjoe79@yahoo.com E(S):joendj@yahoo.com	Tanzanite	295
Grottoli, Flori & Claudio	2000	14 Sequams Lane West, West Islip, NY 11795 C(M):631-789-0555 C(S):631-836-1836 E(M):anaforli@icloud.com E(S):cavalieri@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	Cherokee Rose Moonrise Wild Card	160 446 1628
Hackett, James	2020	59 Bay Ave, Bayport, NY 11705 C(M):631-901-6809 E(M):james.j.hackett@gmail.com	Are We There Yet?	4760
Halpin, Patrick & Ana	1990	4436 Oak Beach Assn., Oak Beach, NY 11702 C(M):516-848-0444 C(S):631-559-3095 E(M):phalpin55@gmail.com E(S):amruallano@gmail.com	Ana Maria	101
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 #
Hito, Bill & Qudsia Osmani	2021	44 Haynes Ave., West Islip, NY 11795 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, 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	13642
Holzmacher, Ian & Shannon Cronin	2018	26 Wilson Drive, Babylon, NY 11702 H:631-661-0294 C(M):631-983-7376 E(M):ian@performanceetworks.com	Wanderlust	115
Hyer, David & Joann	1992	Po Box 466, West Islip, NY 11795 H:631-669-4819 B:516-358-3524 E(M):els1ins@aol.com	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):bmschilt@gmail.com	Vantage	913
Jacobitti, Scott & Maggie	2023	371 Foster Ave., Sayville, NY 11782 H:631-256-5189 C(M):631-831-7392 C(S):917-301-1734 E(M):scott@snaketray.com E(S):goodearthgoodies@gmail.com	Amparo	25048
Jaeger, Michele	2010	55 Harbor Drive, Blue Point, NY 11715 H:631-363-6092 C(M):631-741-2079 E(M):mjaeger01@optonline.net		
Jeshiva, Michael & Pamela	2018	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
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):labellarij@gmail.com E(S):labellad725@gmail.com	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):charles@lappandlapp.com	Clas Sea M	1053
Larmor, Dever & Andrea	1961	11 Lawrence Lane, Bay Shore, NY 11706 B:631-859-5244 x1005 C(M):631-905-7967 C(S):631-383-4655 E(M):dever.larmor@gmail.com E(S):andreatheartist2004@yahoo.com	Incredible	305
LaTorre, Richard & Ginny	1981	11 Cutter Place, West Babylon, NY 11704 H:631-321-7311 E(M):crrf1855@optonline.net	Gracie Rose	
LaTorre, Rick & Laura	2004	4101 Gilgo Beach, Gilgo Beach, NY 11702 C(M):631-901-8263 C(S):631-901-8264 E(M):captainwhittaker@gmail.com E(S):74latorre@gmail.com	Dark Star	7700
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				

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Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
LaValle, Cynthia & Michael	2000	11 Fairharbor Drive, Patchogue, NY 11772 C(M):631-431-4264 C(S):631-786-5609 E(M):cynthia.lavalle@gmail.com E(S):janosmike@aol.com	.	
Levitsky, Barbara	1993	150 Scarlett Drive, Commack, NY 11725 H:631-724-5855 C(M):631-786-0053 E(M):barblev13@yahoo.com		
Liesegang, Fred & Mara	2014	c/o Meizner, 10 Meadow Ave., Medford, NY 11763 C(M):516-567-3567 C(S):516-817-8778 E(M):fred4936@yahoo.com E(S):mizzmara@aol.com	<i>Dust in the Wind</i>	10
Lindahl, Kenneth	2021	30 Lawrence Drive, Brightwaters, NY 11718 C(M):631-560-2159 E(M):capt11079@yahoo.com	<i>Cur Non</i>	354
Lindell, Marie	2023	534 E. Hudson Street, Long Beach, NY 11561 C(M):631-523-7478 E(M):marie.s.lindell@gmail.com	<i>Our Dreamliner</i>	25054
Ljungqvist, Peter & Kathy	1986	306 S. Country Road, Brookhaven, NY 11719 H:631-286-4840 E(M):ljungqvistp@gmail.com E(S):churchlady321@gmail.com	<i>Passando Vento</i>	145
Loretta, Nicholas	2013	58 Karis Ct, Bay Shore, NY 11706 C(M):631-495-3545 E(M):nicholasloretta@gmail.com	<i>Papillon</i>	166
Lovelock, Will & Teynaum	2023	120 Mayhew Ave, Babylon, NY 11702 C(M):702-321-6637 C(S):702-696-8631 E(M):seekanti@gmail.com E(S):teynaum@gmail.com	<i>Maritime</i>	23
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	<i>Ranger</i>	1442
Margeson, Charles & Jane	1988	6 Braham Ave, Amityville, NY 11701 H:631-691-5569 C(M):631-235-2965 C(S):631-235-2966 E(M):cdmargeson1@gmail.com E(S):jmarg0618@aol.com	<i>Shadow</i>	203
Marinaccio, Pat	1984	43 Chapel Hill Drive, Brentwood, NY 11717 H:631-231-6457 B:631-632-7890 C(M):631-523-8386 E(M):patricia.marinaccio@stonybrook.edu	.	
Marko, Matt & Debra	2018	42 Kirby Lane, Ronkonkoma, NY 11779 H:631-471-9760 C(M):631-560-2790 C(S):631-560-6314 E(M):mattmarko125@gmail.com	<i>Derailed</i>	217
Marlorana, 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 St., Franklin Square, NY 11010 C(M):516-322-0548 E(M):info@ddmrealestate.com	<i>Adelina Rose</i>	97834
Mattera, Jeff	1981	485 North Windsor Ave., Brightwaters, NY 11718 C(M):631-431-1350 E(M):jmmattera@yahoo.com	<i>Eagle's Wings</i>	4201
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 #
Mayor, James & Eileen	2024	48 Tide Ct, Oakdale, NY 11769 C(M):646-772-6399 C(S):631-223-5589 E(M):jmayor167@gmail.com E(S):eileen.mayor@gmail.com	Jessica Lynn	669140
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
McKenna, John	2022	25 Roe Ct., Islip, NY 11751 C(M):631-681-1767 E(M):mcke01@gmail.com	Cat 25	25046
McLoughlin, Bryan & Caryn	1997	116 Paris Court, West Islip, NY 11795 B:631-661-4761 C(M):516-768-5221 C(S):631-553-9652 E(M):bmattack@yahoo.com E(S):cecrn212@gmail.com	Windswept	62
Messina, Chip & Cathleen	2014	239 Kellum 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		
Messina, Gaspare & Laurie	1994	13090 Brookshire Lake Blvd, Fort Myers, FL 33966 C(M):631-707-1576 C(S):516-848-6785 E(M):axxel276@gmail.com E(S):gaxelash@aol.com		
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):amblinmike@gmail.com	Breakers	
Mirchel, Andrew & Helaina	2018	36 Sequams Lane East, West Islip, NY 11795 H:631-587-3687 C(M):631-902-3848 C(S):631-245-0603 E(M):amirchel36@optonline.net E(S):hmirchel@optonline.net	Galatea	177
Mitchell, James & Annmarie	2023	37 Cedar St., Babylon, New York 11702 H:631-661-8429 C(M):631-872-2875 C(S):631-872-2877 E(M):thejimster520@live.com E(S):schoolbusanne@aol.com	Sheaylin	25050
Montana, Susan & Robert	1999	35 Maple Ridge Lane, Asheville, North Carolina 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
Morgan, Jack & Kathleen	1997	531 Pine Acres Blvd., Brightwaters, NY 11718 H:631-665-1646 C(M):631-786-7562 E(M):jpmorgan531@verizon.net E(S):farrek01@verizon.net	Mystic	42740
Morgan, Steve & Diane	2015	149 Durkee Lane, East Patchogue, NY 11772 H:631-472-4643 C(M):516-680-5829 C(S):631-220-4349 E(M):smorgan5@optonline.net E(S):dmorgan5866@gmail.com	Salt Shaker	221
Mourino, Richard & Ann	1985	150 Rollstone Ave, West Sayville, NY 11796 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	Lady Ann	
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 #
Murphy, Dennis & Brianne	2021	7 Southview Court, Yaphank, NY 11980 C(M):631-252-0699 E(M):dennis@southshoresurf.com E(S):briame.ny@gmail.com	<i>Caguama Gidget</i>	52
Murray, Earl W., Jr	1970	4953 Bacopa Lane #605, St. Petersburg, FL 33715 H:727-864-2572 C(M):727-599-7765 E(M):waterloo9e@gmail.com		
Murray, William & Connie	1983	5940 Pelican Bay Plaza S, Unit 801, Gulfport, Florida 33707 H:516-658-6084 B:516-635-8975 E(M):wtm1251@gmail.com E(S):murray2857@gmail.com		
Nachemin, Farley & Patricia	2022	55 The Crescent, Babylon, NY 11702 C(M):516-446-2994 C(S):631-897-5993 E(M):farley55@icloud.com E(S):patriciasimpson@optonline.net	<i>Silver Pearl</i>	5583
Nador, Joseph	2023	311 Windsor Ave., Brightwaters, NY 11718 H:631-433-6702 C(M):631-433-6702 E(M):jmsnadorjr@gmail.com	<i>Respite</i>	25049
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):laryniren34@gmail.com	<i>H2O Buggy Summerhome II</i>	46
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 Tahluh Lane, West Islip, NY 11795 H:631-422-2216 C(M):516-901-5994 E(M):martoon@kb5gang.com E(S):marcell@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>Refitsie</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
Piazza, Vincent & Colleen	2007	142 E. Melrose St., Valley Stream, NY 11580 H:516-596-1015 C(M):516-668-6763 E(M):vpiazza0@optonline.net	<i>Fox</i>	150
Pittman, Michelle	1983	419 Potter Blvd., Brightwaters, NY 11718 H:631-666-3032 C(M):631-235-0334 E(M):mjnpadpit@gmail.com	<i>Drumshanbo</i>	10987
Pizer, Jay & Stephanie	2012	318 Clocks Blvd., Massapequa, NY 11758 C(M):914-715-2410 C(S):917-690-0422 E(M):jay@imaxproductions.com E(S):stephanie@imaxproductions.com	<i>Rising Tide</i>	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 Ave., Bayport, NY 11705 H:631-472-9199 C(M):631-807-1383 C(S):631-278-0623 E(M):dpurnhag@gmail.com E(S):pattipurn@gmail.com	<i>Thistle</i>	134
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				

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Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Quigley, Michael & Ronnie	2023	309 Arcadia Drive, West Islip, NY 11795 H:631-422-8068 C(M):631-889-9900 C(S):631-291-3296 E(M):mq@qrinc.com E(S):ronnieq942@gmail.com	Spare Change	717
Quinn, Michael & Jackie	2022	17 Adobe Drive, Shirley, NY 11967 C(M):631-603-1121 E(M):michaelquinn8188@gmail.com E(S):sunny22477@gmail.com	Other Plans	25045
Rappold, Gus	2023	5 Salem St., Hicksville, NY 11801 H:516-935-2253 C(M):516-468-9539 E(M):ironfistbrewery@yahoo.com	Lunatic Stray Cat Witchdoctor	5264 1227 182
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	2014	123 John's Neck Rd, Shirley, NY 11967 C(M):917-214-3577 C(S):917-214-3588 E(M):gr1r@yahoo.com E(S):drhjd@yahoo.com	Allison Rose Intruder	251 25003
Reichel, James & Allison	1977	1165 Patricia Avenue, West Islip, NY 11795 H:631-482-8120 B:631-264-2279 C(M):516-473-3095 E(M):sailorchce@aol.com E(S):allisonreichel@aol.com	Dark Side Hooch Scapegoat Silver Bullet	329 619 42370
Reichel, Will	2023	1165 Patricia Ave, West Islip, NY 11795 H:516-473-4976 C(M):516-473-4976 E(M):willreichel26@gmail.com	Naughty Dog	42371
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):ds11220@yahoo.com	Lettuce Buy	57
Rubin, Norman	2023	174 Northern Blvd, Shirley, NY 11967 H:631-724-3399 C(M):631-741-8494 E(M):nmrdds1@msn.com	Fuzzy Logic	340980
Ruggiero, Brian & Dawn	2023	152 Alexander Ave, Nesconset, NY 11767 H:631-979-0556 C(M):631-672-7307 C(S):631-672-6983 E(M):brianruggiero@yahoo.com E(S):ruggiero29@yahoo.com	Out of Bounds	6623
Saganic, Michael & Nicole	2024	34 Ocean Ave, Bay Shore, NY 11706 C(M):631-255-2520 E(M):mikesag@gmail.com E(S):nicolescala12@gmail.com	Luna Blu	145
Seboughian, Gary & Annie Falley	2010	5011 199th Street, Flushing, NY 11365 H:718-225-0791 C(M):516-551-4399 E(M):gary.seboughian@gmail.com	Pandemonium	2224
Seidenberg, Rita Ann	1954	2950 S.E.ocean Blvd.#53-3, Stuart, FL 34996 H:772-221-1507		
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 #
Sheppard, Robert & Carole	1972	167 Paulanna Ave., Bayport, NY 11705 H:631-472-0099 C(M):631-219-4699 C(S):631-379-1100 E(M):captmrshp@aol.com	No Teak Aah	
Sidebottom, Jean	2020	2309 First Ave, Ronkonkoma, NY 11779 C(M):631-774-3548 E(M):jeansidebottom@yahoo.com	Esprit de Mer	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	Last Laugh	
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):cscalzo7@aol.com	Sailsmith	684
Soloff, Susan	2008	5231 Beardsall Street, Unit 102, Raleigh, North Carolina 27616 C(M):516-849-9557 E(M):s52yarm@gmail.com	Solitude Stealingtime	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	Soleil	321
Tedesco, Dave & June	1998	178 Clintonville Rd., Cooperstown, NY 13326 H:516-398-2777 C(M):516-398-2777 C(S):516-398-1630 E(M):captm5538@gmail.com E(S):junebug5538@gmail.com	Phoebe Rose	5538
Tieniber, Vincent	2016	703 Densfield Road, West Babylon, NY 11704 H:631-487-2354 E(M):vtieniber@outlook.com	Pelagic	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):johntrotta@msn.com	On the Green	
Troy, Rich & Sue	2003	1 Stymsus Ave., Bethpage, NY 11714 H:516-935-5367 C(M):516-455-0028 C(S):516-380-2694 E(M):t4oyman@gmail.com E(S):t4oyasu@gmail.com	Fun Sway	60
Van Nostrand, David & Jeanne	1979	14 Christopher Court, Babylon, NY 11702 H:631-669-8862 B:631-264-0031 C(M):631-994-9283 E(M):dvncpa@aol.com	Lorna Doone	120
Van Stipriaan, Walther & Katelyn	2023	42 South Bay Ave, Amityville, NY 11701 C(M):860-829-7928 E(M):walther@vanstipriaan.com E(S):katelynyoung11@gmail.com	Halve Maen	75
Van Tassel, Robert & Peggy	1977	3 Sumpwams Ave, Babylon, NY 11702 C(M):516-551-4712 C(S):631-278-0188 E(M):sailwindquest@hotmail.com E(S):peggy.pvt@gmail.com	Blue Eyes Margaret Gale	614 2267
Vetter, Robert & Joann	1989	75 Bayview Drive, Oakdale, NY 11769 H:631-589-8209 E(M):bobvetter@optonline.net	Dragon's Power	
Wagner, Barry & Aura	2023	49 Gladstone Ave, West Islip, NY 11795 C(M):516-407-0255 C(S):516-407-0260 E(M):fixerguy2012@gmail.com E(S):myaurabyaura@gmail.com	My Aura	29
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 #
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):mvarsaw@yahoo.com		
Werkmeister, Joe & Christina	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	Aurora Polaris	141 531
Westpfahl, James & Donna	2002	404 South Second Street, Lindenhurst, NY 11757 H:631-226-2376 C(M):516-810-0547 E(M):jameswestpfahl@gmail.com E(S):grandmadmw3@aol.com	Meander	
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 S. Penataquit Ave., Bay Shore, NY 11706 H:631-357-3956 B:631-587-2424 C(M):516-578-0909 E(M):douglaswilliamson@gmail.com	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
Wiss, Jeremy	2022	3 Cape Rd., Amityville, NY 11701 H:516-795-7486 C(M):516-320-4222 E(M):jdwiss@888gothurt.com	Sailaway	25044
Woodrick, Scott	2002	3 Railroad Plaza, Bay Shore, NY 11706 H:631-969-7974 B:631-665-8913 E(M):scott@uniquetements.com	Bb14	25040
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				



ASSOCIATE LISTINGS



Name	Joined	Address, Phone Numbers, & E-mail	Boat Name
Brooks, Ward & Laura	1990	11 Ocean Ave., Blue Point, NY 11715 H:631-363-3179 E(M):wardbrooks0@gmail.com	
Donatelli, Lisa & Daniel	2011	50 Bogart Avenue, Port Washington, NY 11050 C(M):516-987-2542 C(S):516-987-2670 E(M):pommier50lad@aol.com	Moondance
Flaughter, Scott & Jeanne Marie	2017	8 Wigwam Path, Babylon, NY 11702 C(M):646-522-8434 C(S):526-313-6856 E(M):sflaughter11@gmail.com E(S):jmflaughter@yahoo.com	
Gilberti, Gina & Tom	2015	42 Alan Street, East Islip, NY 11730 H:631-277-9694 C(M):631-882-2674 C(S):631-383-1196 E(M):giltenfrwd@aol.com	It's Now or Never
Holwell, Gerard & Jean Ann	2003	78 Locust Ave., Islip, NY 11751 H:631-581-1823 C(M):631-813-7359 C(S):631-413-6166 E(M):capt.seaweed@verizon.net E(S):mrs.seaweed@yahoo.com	Galatea
Kelly, Martin & Brenda	2022	68 S Bay Ave., Massapequa, NY 11758 C(M):347-865-5790 C(S):516-263-7097 E(M):e920dhs@gmail.com E(S):brendalissettelly@gmail.com	Surfin' Safari
Persson, Jim & Trudy	2012	20 Meier Place, Bay Shore, NY 11706 H:631-560-0520 C(M):631-560-0520 C(S):631-560-1229 E(M):jprohan1@yahoo.com	Alexa Grace II
Sweeney, Don & Ellen	2016	3 Oyster Cove Lane, Blue Point, NY 11715 C(M):516-660-0079 C(S):516-318-1183 E(M):silmaril1067@yahoo.com E(S):keameysweeney@yahoo.com	Sweet Lorraine
Vasiluth, Carrie	2023	92 Bryan Ave, Amityville, NY 11701 C(M):631-901-5163 E(M):cvasiluth@nsls.legal	
Wolf, John & Jackie	2023	38 Matsunaye Drive, Medford, New York 11763 C(M):631-805-5934 C(S):631-806-5935 E(M):jewolftg@yahoo.com E(S):jackiewolf@yahoo.com	Nauti Wolf
Wood, Ryan & Melissa	2022	26 Sampson Street, Sayville, NY 11782 C(M):929-428-3231 C(S):516-880-2702 E(M):rywood2002@yahoo.com E(S):woodmelissam@gmail.com	Your Love
Yovino, Michael & Korin	2023	205 Sayville Blvd, Sayville, NY 11782 H:631-563-1152 C(M):917-685-1495 C(S):631-513-8666 E(M):mvyovino73@gmail.com E(S):ourcastle1@verizon.net	It's Never Too Late
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)			

FLEET SAILING AUXILIARIES

Sail #	Boat Name	Name	Rig	LOA	Draft	Model
	<i>Aquae Sulis</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
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
23	<i>MariTime</i>	W. Lovelock	sloop	23`	2` 5``	Hunter H23
29	<i>My Aura</i>	B. Wagner	sloop	25`	2` 9``	Irwin 10/4
30	<i>Further</i>	J. Fifield	sloop	34`	4` 6``	1986 Tartan 34-2
33	<i>Midnight Sun</i>	D. Glinski	ketch	33` 2``	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. Daniilczyk	catamaran	50`	4`	Conser 47
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
62	<i>Windswept</i>	B. McLoughlin	sloop	32`	4` 6``	Ericson 32-3 SD
68	<i>Banshee</i>	C. DeMarco	sloop	36` 6``	4` 3``	Pearson 36-2
75	<i>Halve Maen</i>	W. Van Stipriaan	sloop	33` 7``	4` 5``	Tartan 33
76	<i>Spirit</i>	K. Bogdan	sloop	38`	4` 4``	Morgan 38
101	<i>At Last</i>	E. Anderson	sloop	36`	4` 3``	Sabre
101	<i>Ana Maria</i>	P. Halpin	sloop	42`	5`	Catalina 425
103	<i>Rettsie</i>	K. Padden	sloop	38`	4` 11``	Ericson 38-1 SD
115	<i>Wanderlust</i>	I. Holzmacher	sloop	35`	3` 9``	Pearson
120	<i>Lorna Doone</i>	D. Van Nostrand	sloop	33`	3`	S&S
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 35ft
141	<i>Gypsy Moon</i>	D. Davies	sloop	33`	4` 8``	Cal 33-2
141	<i>Aurora</i>	J. Werkmeister	sloop	35`	4` 6``	Catalina 350
144	<i>Njord</i>	S. Eilbeck	sloop	37`	4` 3``	Tartan 37-1 CB
145	<i>Luna Blu</i>	M. Saganic	sloop	30`	3` 5``	Morgan 30
145	<i>Passando Vento</i>	P. Ljungqvist	sloop	40` 1``	5` 5``	Beneteau Oceanis 40.1
149	<i>Noddy</i>	J. Papa	sloop	22`	2` 5`	Sailmaster 22
150	<i>Fox</i>	V. Piazza	sloop	30`	3` 6``	Pearson Wanderer



Fleet Sailing Auxiliaries

Sail #	Boat Name	Name	Rig	LOA	Draft	Model
156	<i>Grace</i>	M. DeMarco	sloop	39'	4' 6"	Irwin Citation 39
160	<i>Cherokee Rose</i>	R. Gutmann	sloop	36'	6'	Catalina 36
166	<i>Papillion</i>	N. Loretta	sloop	30'	4'	Laguna 30
177	<i>Galatea</i>	A. Mirchel	sloop	30' 3"	3' 6"	Pearson Wanderer
182	<i>Witchdoctor</i>	G. Rappold	sloop	20' 4"	3'	Narrasketuck Sloop
185	<i>Intrepid</i>	C. Goodwin	sloop	28'	3' 11"	Tartan
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
221	<i>Salt Shaker</i>	S. Morgan	sloop	32' 5"	4' 3"	Catalina 320
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
261	<i>Windswept</i>	G. Bernichon	sloop	35'	4' 6"	Catalina 350
295	<i>Tanzanite</i>	J. Greco	sloop	29' 6"	4'	Hunter 295
300	<i>Yemanja</i>	J. Bopp	sloop	35'	4' 5"	Catalina 350
305	<i>Incredible</i>	D. Larmor	sloop	26'	2' 4"	Bombay Express
321	<i>Soleil</i>	A. Stephani	sloop	32' 1"	4' 3"	Beneteau Oceanis 321
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 MKII SD
395	<i>For Sail</i>	J. Ehatt	sloop	27'	3'	272 O'day
410	<i>Shaz</i>	J. Bieselin	sloop	41'	5' 3"	Jeanneau Sun Odyssey 410
432	<i>Solitude</i>	S. Soloff	sloop	30'	5' 5"	Irwin
439	<i>Bleu Moon</i>	T. McCarthy	sloop	37' 3"	4' 2"	Tartan 37
446	<i>Moonrise</i>	R. Gutmann	sloop	27'	1' 6"	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
655	<i>Glenbeigh</i>	T. Burke	sloop	25' 2"	4' 3"	C&C 25 MKII
684	<i>Sailsmith</i>	R. Smith	sloop	27'	3' 2"	Tartan 27
717	<i>Spare Change</i>	M. Quigley	sloop	24' 6"	4'	Tanzer T7.5
725	<i>Blaze</i>	R. LaBella	sloop	30'	4' 6"	C&C 30 MKI SD
732	<i>Busman's Holiday</i>	S. Brice	sloop	40'	4' 11"	O'Day 40 SD



Fleet Sailing Auxiliaries

Sail #	Boat Name	Name	Rig	LOA	Draft	Model
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' 5"	Pearson 27
902	<i>Extravagant Promises</i>	R. DeSimone	sloop	32' 6"	4' 8"	Catalina 320
913	<i>Vantage</i>	D. Hyer	sloop	22'	3' 8"	J-22 ODR
944	<i>Haven</i>	S. Gesele	sloop	42'	4' 10"	Catalina 42
1053	<i>Clas Sea M</i>	C. Lapp	sloop	36'	4' 5"	Catalina 36
1227	<i>Stray Cat</i>	G. Rappold	catamaran	35'	3'	Gemini Legacy 35
1227	<i>Kickin` Back</i>	M. O'Connell	sloop	34'	4' 6"	Tartan 34-2
1288	<i>Sweet Lorraine</i>	D. Sweeney	sloop	37'	4' 7"	Beneteau 37
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
1628	<i>Wild Card</i>	R. Gutmann	sloop	19'	4'	Flying Scot
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
2267	<i>Margaret Gale</i>	R. Van Tassel	sloop	36' 4"	4' 5"	Catalina 36 MKII
2273	<i>Ra`iatea</i>	S. Odland	sloop	36'	4' 6"	Catalina 36 MKII
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
4760	<i>Are We There Yet?</i>	J. Hackett	sloop	27'	4'	Catalina 27
5264	<i>Lunatic</i>	G. Rappold	sloop	18'	3' 10"	2008 Buccaneer 18
5538	<i>Phoebe Rose</i>	D. Tedesco	sloop	30'	4'	Catalina 30 MKII
5583	<i>Silver Pearl</i>	F. Nachemin	sloop	25'	3'	Catalina 25
6623	<i>Out of Bounds</i>	B. Ruggiero	sloop	27'	3' 5"	Catalina 27
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 MKIII
10357	<i>Resilience</i>	M. Aiossa	sloop	42'	6'	Morgan 42 MKII
10987	<i>Drumshanbo</i>	M. Pittman	sloop	35'	4' 11"	Ericson 35-1
11047	<i>Lady in Red</i>	T. Drossos	sloop	36' 4"	4' 10"	C&C 110



Fleet Sailing Auxiliaries

Sail #	Boat Name	Name	Rig	LOA	Draft	Model
11185	<i>Maggie Lee</i>	L. Christiansen	sloop	34' 8"	4' 2"	C&C 35 MKIII
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
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
25037	<i>Jumbo Shrimp</i>	B. Hito	sloop	18'	2' 3"	Catalina Capri 18
25038	<i>Calico</i>	T. Chambers	cat	18' 6"	1' 7"	Marshall Sanderling Catboat
25040	<i>Bb14</i>	S. Woodrick	sloop	17' 3"	2' 6"	BB14
25044	<i>Sailaway</i>	J. Wiss	sloop	29' 9"	4' 3"	Hunter 306
25045	<i>Other Plans</i>	M. Quinn	sloop	25'	4'	Catalina 25
25046	<i>Cat 25</i>	J. McKenna	sloop	25'	2' 5"	Catalina 25
25048	<i>Amparo</i>	S. Jacobitti	sloop	35' 5"	4'	Bristol 35.5
25049	<i>Respite</i>	J. Nador	sloop	22'	1' 8"	Rhodes Continental
25050	<i>Sheaylin</i>	J. Mitchell	sloop	25'	3'	Tanzer 25
25051	<i>Aqua Libra</i>	J. Eidinoff	sloop	27'	2' 11"	O'Day 27-2
25052	<i>Lady Day</i>	A. Aquirre	sloop	23'	2' 6"	O'Day 23
25054	<i>Our Dreamliner</i>	M. Lindell	sloop	32'	5'	Catalina 320
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
42249	<i>Beaumaris</i>	D. Burns	sloop	37' 2"	4' 9"	Tartan 372
42370	<i>Silver Bullet</i>	J. Reichel	sloop	27' 6"	5'	J-27 ODR
42371	<i>Naughty Dog</i>	W. Reichel	sloop	25'	4' 4"	C&C MKII
42380	<i>Kariana</i>	D. Krug	sloop	38'	4' 3"	Sabre 38 MKII
42740	<i>Mystic</i>	J. Morgan	sloop	34'	4' 6"	Sabre 34
50110	<i>Rising Tide</i>	S. Pizer	sloop	38'	4' 3"	Sabre 38 MKII
51558	<i>Hydra</i>	B. Braile	sloop	33'	6' 5"	C&C 33 MKII
60007	<i>Moondance</i>	L. Donatelli	sloop	38'	5'	2002 Catalina 380
97834	<i>Adelina Rose</i>	D. Marzocco	sloop	34'	4' 6"	Hunter 340
340980	<i>Fuzzy Logic</i>	N. Rubin	sloop	34'	6'	C & C
669141	<i>Jessica Lynn</i>	J. Mayor	sloop	38'	6' 4"	Beneteau First 38



YACHTS BY NAME

Yacht	Sail#	Owner
<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>Amparo</i>	25048	S. Jacobitti
<i>Ana Maria</i>	101	P. Halpin
<i>Aqua Libra</i>	25051	J. Eidinoff
<i>Aquae Sulis</i>		J. Blumenthal
<i>Are We There Yet?</i>	4760	J. Hackett
<i>At Last</i>	101	E. Anderson
<i>Aurora</i>	141	J. Werkmeister
<i>Banshee</i>	68	C. DeMarco
<i>Bb14</i>	25040	S. Woodrick
<i>Beumaris</i>	42249	D. Burns
<i>Bionator</i>	395	M. Goodman
<i>Blaze</i>	725	R. LaBella
<i>Bleu Moon</i>	439	T. McCarthy
<i>Blue Eyes</i>	614	R. Van Tassel
<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>Cat 25</i>	25046	J. McKenna
<i>Cherokee Rose</i>	160	R. Gutmann
<i>Clas Sea 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	M. 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>Extravagant Promises</i>	902	R. DeSimone
<i>Filibuster</i>	12	D. Hyer
<i>Floriana</i>	242	C. Grottoli
<i>For Sail</i>	395	J. Ehatt
<i>Fox</i>	150	V. Piazza
<i>Fun Sway</i>	60	R. Troy
<i>Further</i>	30	J. Fifield
<i>Fuzzy Logic</i>	340980	N. Rubin
<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

Yacht	Sail#	Owner
<i>Halve Maen</i>	75	W. Van Stipriaan
<i>Haven</i>	944	S. Gesele
<i>Heart of Gold</i>	15	F. Golder
<i>Hooch</i>	329	Kennedy/Reichel
<i>Hydra</i>	51558	B. Braile
<i>Incredible</i>	305	D. Larmor
<i>Intrepid</i>	185	C. Goodwin
<i>Intruder</i>	25003	G. Reed
<i>Jessica Lynn</i>	669141	J. Mayor
<i>Jumbo Shrimp</i>	25037	B. Hito
<i>Kariana</i>	42380	D. Krug
<i>Kickin` Back</i>	1227	M. O'Connell
<i>Lady Day</i>	25052	A. Acuirre
<i>Lady in Red</i>	11047	T. Drossos
<i>Last Call</i>	136	M. Duffy
<i>Lettuce Buy</i>	57	M. Romaine
<i>Lorna Doone</i>	120	D. Van Nostrand
<i>Luna Blu</i>	145	M. Saganic
<i>Lunatic</i>	5264	G. Rappold
<i>Maggie Lee</i>	11185	L. Christiansen
<i>Magic</i>	3123	B. Baldwin
<i>Margaret Gale</i>	2267	R. Van Tassel
<i>MariTime</i>	23	W. Lovelock
<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>My Aura</i>	29	B. Wagner
<i>Mystic</i>	42740	J. Morgan
<i>Naughty Dog</i>	42371	W. Reichel
<i>Njord</i>	144	S. Eilbeck
<i>Noddy</i>	149	J. Papa
<i>Other Plans</i>	25045	M. Quinn
<i>Our Dreamliner</i>	25054	M. Lindell
<i>Out of Bounds</i>	6623	B. Ruggiero
<i>Pandemonium</i>	2224	G. Sebouhian
<i>Papillion</i>	166	N. Loretta
<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>Radio Flyer</i>	14364	V. Ganzi
<i>Ranger</i>	1442	R. Malinka
<i>Ra`iatea</i>	2273	S. Odland
<i>Resilience</i>	10357	M. Aiossa
<i>Respite</i>	25049	J. Nador
<i>Rettsie</i>	103	K. Padden



Yachts by Name

Yacht	Sail#	Owner
<i>Ripple</i>	18	M. Jeshiva
<i>Rising Tide</i>	50110	S. Pizer
<i>Rover</i>	1848	N. DeMarco
<i>Runaway</i>	47	W. Danilczyk
<i>Sailaway</i>	25044	J. Wiss
<i>Sailsmith</i>	684	R. Smith
<i>Salt Shaker</i>	221	S. Morgan
<i>Scapegoat</i>	619	J. Reichel
<i>Sea Reed</i>	802	B. Reed
<i>Shadow</i>	203	C. Margeson
<i>Shaz</i>	410	J. Bieselin
<i>Sheaylin</i>	25050	J. Mitchell
<i>Silver Bullet</i>	42370	J. Reichel
<i>Silver Pearl</i>	5583	F. Nachemin
<i>Soleil</i>	321	A. Stephani
<i>Solitude</i>	432	S. Soloff
<i>Spare Change</i>	717	M. Quigley
<i>Spirit</i>	76	K. Bogdan
<i>Stealingtime</i>	8754	S. Soloff

Yacht	Sail#	Owner
<i>Stowe Aways</i>	3781	B. Roig
<i>Stray Cat</i>	1227	G. Rappold
<i>Summerhome II</i>	46	L. Novak
<i>Sweet Lorraine</i>	1288	D. Sweeney
<i>Tandem</i>	1515	D. Williamson
<i>Tanzanite</i>	295	J. Greco
<i>Thistle</i>	134	D. Purnhagen
<i>Thriller</i>	2261	T. Miano
<i>Tortoise</i>	40014	W. Wheeler
<i>Tuesday's Child</i>	25007	N. DeMarco
<i>Vantage</i>	913	D. Hyer
<i>Wanderlust</i>	115	I. Holzmacher
<i>Whisper</i>	25012	S. Moran
<i>Whitecap</i>	13642	J. Holst
<i>Wild Card</i>	1628	R. Gutmann
<i>Windswept</i>	62	B. Mcloughlin
<i>Windswept</i>	261	G. Bernichon
<i>Witchdoctor</i>	182	G. Rappold
<i>Yemanja</i>	300	J. Bopp

FLEET POWER VESSELS

Boat Name	Owner	LOA	Draft	Model
<i>Alexa Grace II</i>	J. Persson	30'		Mainship Pilot
<i>Angler</i>	G. Folcarelli	18'	2'	Angler 18'
<i>Boston Whaler</i>	N. DeMarco	17'		Boston Whaler Outrage
<i>Breakers</i>	M. Miligi	23'		Caravelle
<i>Dark Side</i>	J. Reichel	22'	2' 2"	Key Largo
<i>Dragon's Power</i>	R. Vetter	36' 7"	3' 1"	Carver/Mariner
<i>Galatea</i>	G. Holwell	32'	4'	Grand Banks
<i>Gidget</i>	D. Murphy	23'	1' 6"	Steiger Craft
<i>Gracie Rose</i>	R. LaTorre	28'	3' 6"	Flyepoint/BHM
<i>Gulf Rascal</i>	V. Ganzi	68'		Hatteras Convertible
<i>H2O Buggy</i>	L. Novak	20'		Proline
<i>It's Never Too Late</i>	M. Yovino	29'	2'	Sea Ray Amberjack 290
<i>It's Now or Never</i>	G. Gilberti	46'		Post Sportfishing Yacht
<i>Lady Ann</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>Nauti Wolf</i>	J. Wolf	31'	2' 5"	Cutwater 248c
<i>No Teak Aah</i>	R. Sheppard	28'	2' 6"	Pursuit Denali
<i>On the Green</i>	J. Trotta	34'	3' 3"	Mainship Pilot
<i>Point of View</i>	J. Holst	32'	1' 10"	Boston Whaler 320 Outrage
<i>Powerboat</i>	D. Crocker	25'	3'	Steiger Craft
<i>Shadow</i>	V. Ganzi	36'		Albemarle 36 Express
<i>Surfin' Safari</i>	M. Kelly	33'	3' 3"	Rinker Fiesta Vee
<i>Your Love</i>	R. Wood	33'	3' 2"	Cabo 31 Express



In Memoriam

“

*Sun will warm the daylight hours;
The lighthouse illumine the night.
Waves provide rhythm and gulls give voice—
Music to ease my flight.*

*Eternal rocks will form my tomb,
Sand my quilt shall be,
Protecting from shipwreck and raging storms,
And I'll become one with the sea.*

”

— Mary Oliver-Rotman



**Eric Forsyth
Jack Levitsky
Heidi Lockett
Barry Pittman**



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.

Barbara Burns	Mara Liesegang	Jay Pizer
Susan Davison	Charlie Margeson	Stephanie Pizer
Elizabeth Frederick	Pam McCarthy	Heather Reed
Jeff Frederick	Todd McCarthy	Jim Reichel
Scott Gesele	Diane Morgan	Rich Troy
Wendy Gesele	Rich Mourino	Eric Winberry
Ruth Gutmann	Irene Novak	
Richard LaBella	Larry Novak	

Some photos courtesy of Chris Burns, Duncan Burns' brother

Cover photo of *Aquae Sulis* on the One-Week Cruise courtesy of Scott Gesele

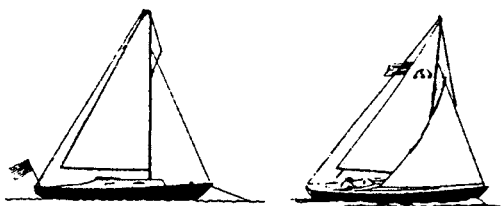
Back cover photo of *Lady in Red* racing in the BSIR by Charlie Margeson

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.

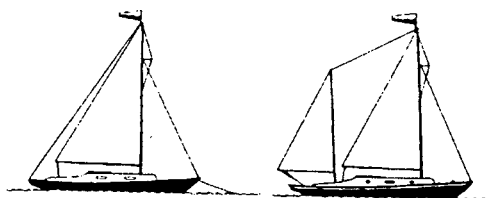


THE ENSIGN

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.

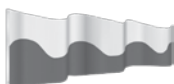
When not under way, the ensign is flown from the stern staff. When under way, power boats fly the ensign from the stern staff. Sailboats have several choices: all sailboats may fly the ensign from the stern staff; gaff-rigged yachts may fly the ensign from the peak; marconi-rigged yachts may fly the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

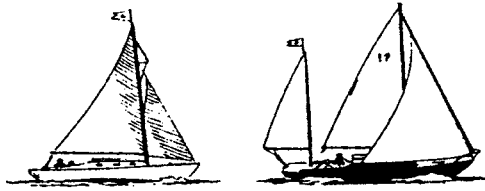
The ensign may be flown from morning (8:00 a.m.) to evening colors (sunset) whether the boat is at rest, under sail, or under power. The ensign shall not be flown by a sailboat that is in a race. At morning colors, the ensign is hoisted smartly before other flags. At evening colors, the ensign is lowered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

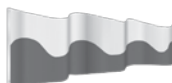
ENSIGN:	On the fly, the ensign should be a minimum of one inch for every one foot of the boat's overall length.
BURGEE:	The burgee's dimensions for sailboats are, on the fly, approximately $\frac{1}{2}$ inch for each foot of distance between the water and the top of the tallest mast; and for power boats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

PROCEDURE FOR OBSERVING COLORS

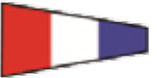
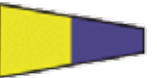
It shall be the responsibility of each skipper attached to a fleet or attending a rendezvous to perform the ceremony of colors aboard his or her yacht. However, only the rendezvous host or fleet captain shall issue sound signals during evening colors.

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

ALPHA  Diver down; Keep clear	BRAVO  Dangerous cargo	CHARLIE  Yes	DELTA  Keep clear	ECHO  Altering course to starboard	FOXTROT  Disabled	GOLF  Require a pilot
HOTEL  Pilot on board	INDIA  Altering course to port	JULIETTE  On fire; Keep clear	KILO  Desire to communicate	LIMA  Stop instantly	MIKE  I am stopped	
NOVEMBER  No; Re-sail	OSCAR  Man overboard	PAPA  About to sail	QUEBEC  Request port clearance	ROMEO  Preparing to replenish	SIERRA  Moving astern; Shorten course	TANGO  Keep clear; Do not pass
UNIFORM  You're going into danger	VICTOR  Require assistance	WHISKEY  Require medical assistance	X-RAY  Stop; recall	YANKEE  Dragging anchor	ZULU  Require a tug	
 1st REPEATER	 2nd REPEATER	 3rd REPEATER	 CODE & ANSWERING			
 ONE	 TWO	 THREE	 FOUR	 FIVE		
 SIX	 SEVEN	 EIGHT	 NINE	 ZERO		