



2025 SOUTH BAY CRUISING CLUB



CRUISE SONG

(To the tune of the Whiffenpoof Song)

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

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

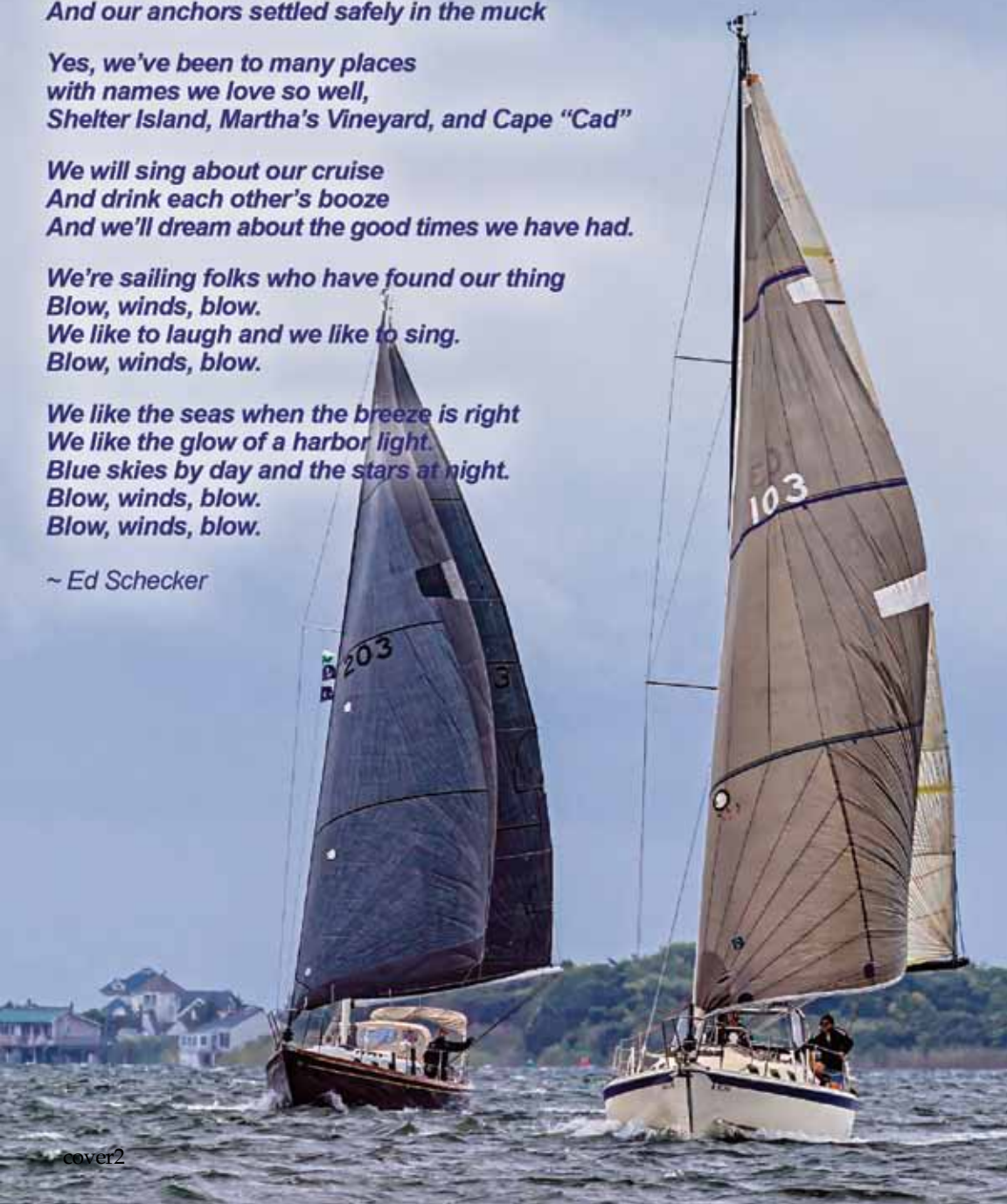
*Yes, we've been to many places
with names we love so well,
Shelter Island, Martha's Vineyard, and Cape "Cad"*

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

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

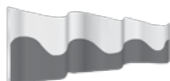
*We like the seas when the breeze is right
We like the glow of a harbor light.
Blue skies by day and the stars at night.
Blow, winds, blow.
Blow, winds, blow.*

~ Ed Schecker





The SBCC Flagship *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

2025 YEARBOOK

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COMMODORE'S MESSAGE

As we start the 2025 sailing season, SBCC is entering the 74th year of being the premier sailing club on the Great South Bay. This also marks my final year as your Commodore, a position for which I am still humbled and grateful to have been selected. While my position may be the most visible, the true leaders of SBCC are our officers, governors, and committee chairs as they continue to work tirelessly behind the scenes making SBCC the club it has become.



Looking back at 2024, we have so much to be proud of. Our two-week cruise had eleven boats in attendance. It was refreshing to see several of our members cast the lines for their first trip past the Great South Bay. Anytime our fleet goes on an extended cruise we have minor adjustments to make due to weather or maintenance. This corroborates my sailing mentor, Captain Ron, who so eloquently said, "If anything is going to happen, it's going to happen out there." In all seriousness, it's gratifying to see our fleet work together to ensure the safety and enjoyment of each member. Next came our one week cruise around the bay and it had the best attendance in years with thirty-one boats joining for at least one day of the trip.

2024 also provided SBCC with another successful race season. The Tuesday night BSIR series was well attended with a total of thirty boats participating. As a die-hard cruiser, it was uplifting to have been welcomed into the racing community as *Haven* and her crew experienced the exhilaration of speed, cooperation, and friendly competition. The post-race grilling at Long Island Yacht Sales is reminiscent of a typical cruising rendezvous showing that both racers and cruisers share a similar mindset: Sail, eat, have a beverage, repeat. Who can argue with that?

2025 is shaping up to be another great year. Fleet has a full schedule of rendezvous and both cruises are planned. Regatta has our races scheduled as we look forward to starting the Tuesday BSIR series, Thursday Babylon Twilight, and the assortment of weekend races. Hospitality has our parties planned and venues booked, and membership continues to work hard to add members to our club.

As the weather thaws and boats are launched, I hope you consider stepping outside your comfort zone to try something new this year. Racers, join us for a rendezvous. Cruisers, contact Regatta, get your PHRF rating and get out on the race course. Not sure? Don't be shy—ask one of our many members who are always willing to help. The past few years have seen racers start cruising and cruisers on the race course. Yours truly crossed the finish line for the first time with *Haven's* crew letting out a big cheer that was heard by many! We didn't win, but that didn't matter—I had no idea what I had been missing until that moment!

I'm looking forward to seeing everyone both on the water and at our land based events in 2025. Let's get this season underway!

A stylized, handwritten signature in black ink, which appears to read "Scott Gesele".

Scott Gesele

FLEET CAPTAIN'S MESSAGE



Welcome to the 2025 cruising season! Serving as your Fleet Captain for the 2024 cruising season was a lot of fun and it was great to be able to get out on the water frequently, enjoying the company of all of you that came out! The highlight of the season for me was the One-Week Cruise which had thirty-one boats participate. A very close second highlight was the rendezvous at Unqua Heading as we wound down the season. Thank you to our Regatta Captain, Charlie Margeson, for making this rendezvous come to fruition. I know many of us look forward to returning this year.

The 2025 rendezvous schedule kicks off on May 3rd. This year we moved the "New Members" rendezvous at Bellport to June 7th in the hopes that warmer

temperatures will encourage increased attendance. This rendezvous is a fantastic opportunity for new members to meet existing members and kindle new friendships. As it is land-based, the opportunity to come by car opens the rendezvous for those either not yet in the water or who are too distant to travel by boat.

Our Spring and Fall Family Weekend Rendezvous at Atlantique will be hosted by the Geseles on *Haven* and Susan Moran on *Whisper*, respectively. Atlantique offers resident rates to SBCC Club members for these events. It's a terrific opportunity for those enjoying marina docking! They really enjoy hosting SBCC, and we plan to include them again as one of our stops on the One-Week cruise.

As of this writing, the rendezvous schedule still has an opening needing a host. I really encourage new members to take advantage of the opportunity to host as it is a wonderful way to meet and enjoy the camaraderie of other members. After all, that is why you joined, right? This year, anyone wishing to host for the first time will be paired up with an experienced co-host if desired. It's easy and it doesn't matter how big your boat is! We always make it work no matter what the circumstances!

Planning for the Two-Week cruise is well under way with a chosen destination of Narragansett Bay. I will be this year's cruise captain and will lead us to Block Island, Newport, Battleship Cove, Bristol and Wickford. As of this writing we have twelve boats planning to participate and we are thrilled to welcome three "racers" who have decided to get involved with cruising.

The One-Week Bay cruise will immediately follow "The Blast" which will be returning to the Snapper Inn on August 16th. The cruise will unofficially kick off with the Margaritaville rendezvous hosted by the Geseles immediately following the Blast and will officially begin on Sunday, August 17th.

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

The Regatta program has always been an important part of the South Bay Cruising Club's season. From our club's beginning, it has been integral to our activities on the bay. We began with the early destination races to Fire Island RVs in the 50s & 60s, to the big weekend Great River and Sayville regattas in the 80s and the defined trophy races—remember the Leukemia Cup and the Broadside Race? Racing has always been a part of our club's legacy.



It's important to note that our Regatta program has evolved as times and our membership's needs have changed. This is due to the dedication of the many past Regatta Captains in our club. Yes, gone are the days of whole weekends devoted to big boat racing at the yacht clubs around the bay, but today we have our Tuesday and Thursday Twilight series races, with fifteen to twenty boats participating in the BSIR races. The SBCC has also revised a few weekend races and recently added one to our weekend trophy race lineup. We have seen renewed interest in PHRF cruising boat racing, the primary focus of our regatta program, which continues to evolve as the best PHRF racing program on the bay. Our Regatta Committee is happy to present the most recent updates for the 2025 racing season:

WEEKLY TWILIGHT INVITATIONAL SERIES

- The Tuesday night Bay Shore BSIR series begins May 27th. Ted & Gary continue to fine-tune this very popular pursuit start race series. The course listing has been updated this year. We generally have ten to fifteen boats each week and the post-race BBQ at Cook's yard is very enjoyable.
- The Thursday Babylon Twilight series has been restructured this year to a four race series, one race each month beginning June 19th. Chris DeMarco will run this series for 2025. It is an exciting regular start series and a great way to end the week.

WEEKEND RACES

- Our weekend race schedule includes ten exciting races from May through October. The SBCC provides six of these including the Mayor's Cup which we took over in 2024. There are destination races to Atlantique (the Spring race & the Fall Discoverer's race), the West Island and Mayor's Cup trophy races and the yacht club races such as the BYC July 4th race, SBCC Commodore's Cup, BSYC Invitational, the Bellport Yacht Club Queen of the Bay race and the BYC Louis Orr race.

Please check your yearbook schedule or the SBCC Racing website at SBCCracing.org for all our racing information. We also include up to date racing results throughout the season.

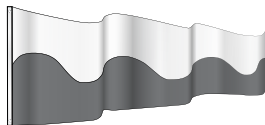
From Hervey Smith's first SBCC race in 1951 (the West Island Race) to the hard work and dedication of all the past Regatta Captains, your current Regatta Committee members are proud to continue the tradition of providing the best regatta program on the bay. So make sure your PHRF handicap is up-to-date (contact Ted Drossos, Handicap Chairperson) and come see what the excitement is all about. You know you naturally start tweaking the sheets and checking the wind shifts whenever another boat is near- admit it! At all levels, racing is still the best way to sharpen up your sailing skills.

So, see you on the bay.

A handwritten signature in cursive script, reading "Charles Margeson".

Charles Margeson

OFFICERS | GOVERNORS | COMMITTEES



SOUTH BAY CRUISING CLUB (SBCC)

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

OFFICERS

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Storekeeper	Glen Bernichon	glen@bernichon.com	631-335-8482
Technology/ Webmaster	Rich Mourino	richard.mourino@gmail.com	631-589-2275
	<i>Rich Troy</i>		
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Yearbook	Jay Pizer	jay@imaxproductions.com	914-715-2410
	<i>Sandy Carlberg, Peg Daisley, Jean & Jerry Holwell, Michele Jaeger, Adriana & Dennis Krug, Rich LaBella, Rich Mourino, Stephanie Pizer, Jim Reichel, Eric Winberry</i>		

2025 SOCIAL, CRUISE & RACE CALENDAR

CALENDAR

MARCH

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

3 4	Sat Sun	Rendezvous - "Hot Chocolate/Hot Toddies" - Coast Guard Cove Christina Pietras & Joe Werkmeister, <i>Aurora</i>
10 11	Sat Sun	Rendezvous - "Mother Ocean" - Watch Hill Mara & Fred Liesegang, <i>Dust in the Wind</i>
17	Sat 1200	Spring Race to Atlantique Bay Shore RC Eric Winberry - Pursuit Start
17 18	Sat Sun	Spring Family Weekend - Atlantique Wendy & Scott Gesele, <i>Haven</i>
24 25	Sat Sun	Rendezvous - "French Feast" - Hemlock Cove Stephanie & Jay Pizer, <i>Rising Tide</i>
27	Tues 1900	Bay Shores Invitational Race (BSIR) Spring 1 - Pursuit Start
31	Sat 1200	South Bay Cruising Club Commissioning Day & General Meeting Bay Shore Yacht Club

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



JUNE

3	Tues 1900	Bay Shore Invitational Race (BSIR) Spring 2 - Pursuit Start
6	Fri 1900	Babylon Cup Babylon Yacht Club RC C Margeson/E Andersen Regular Start
7 8	Sat Sun	Rendezvous - "New Members" - Bellport Sandy Carlberg & Michele Jaeger
10	Tues 1900	Bay Shore Invitational Race (BSIR) Spring 3 - Pursuit Start
14 15	Sat Sun	Rendezvous - "Crazy Hats" - Hemlock Cove Stephanie & Jay Pizer, <i>Rising Tide</i>
17	Tues 1900	Bay Shore Invitational Race (BSIR) Spring 4 - Pursuit Start
19	Thur 1900	Babylon Twilight Race Spring 1 - RC K Padden - Regular Start
21 22	Sat Sun	Rendezvous - "Summer Solstice" - Great River Barbara & Duncan Burns, <i>Beaumaris</i>
24	Tues 1900	Bay Shore Invitational Race (BSIR) Early Summer 1 - Pursuit Start
28 29	Sat Sun	Rendezvous - "Chile Today, Hot Tamale" - Coast Guard Cove Beth & Eddie Anderson, <i>At Last</i>
29	Sun 1300	Commodore's Cup Babylon/Bay Shore - RC B Wheeler - Pursuit Start



Teagan Holzmacher

Our youngest new member on her first boat ride at only eight days old



JULY

1	Tues 1900	Bay Shore Invitational Race (BSIR) Early Summer 2 - Pursuit Start
5	Sat 1200	Babylon Yacht Club 4th of July Invitational Regatta Babylon Yacht Club - Regular Start
5 6	Sat Sun	Rendezvous - "Red, White and Blue" - Great River Jackie Scoglio & Mike Quinn, <i>Other Plans</i>
8	Tues 1900	Bay Shore Invitational Race (BSIR) Early Summer 3 - Pursuit Start
11	Fri	Start of the Two-Week Cruise
12 13	Sat Sun	Rendezvous - "Pearson Wine Mixer" - Coast Guard Cove Ian Holzmacher & Chris DeMarco, <i>Wanderlust/Banshee</i>
15	Tues 1900	Bay Shore Invitational Race (BSIR) Early Summer 4 - Pursuit Start
19 20	Sat Sun	Rendezvous - Great River Aaron Laskowski, <i>Spirit in the Sky</i>
22	Tues 1900	Bay Shore Invitational Race (BSIR) Mid Summer 1 - Pursuit Start
24 27	Thur 1200	Around Long Island Race (ALIR) Sea Cliff Yacht Club - Ellis Island/New York Harbor
26	Sat	End of the Two-Week Cruise
26 27	Sat Sun	Rendezvous - "Italian Feast" - Oak Island Lead Kathy & John Trotta, <i>Going Gray</i>
29	Tues 1900	Bay Shore Invitational Race (BSIR) Mid Summer 2 - Pursuit Start
31	Thur 1900	Babylon Twilight Race Early Summer 1 - RC C DeMarco - Regular Start



AUGUST

2	Sat 1200	West Island Invitational Bay Shore - RC J Holst - Regular Start
2 3	Sat Sun	Rendezvous - "Christmas in August" - Great River Mary & Bob DeSimone, <i>Extravagant Promises</i>
5	Tues 1900	Bay Shore Invitational Race (BSIR) Mid Summer 3 - Pursuit Start
9 10	Sat Sun	Rendezvous - "Pirates of the Caribbean" - Hemlock Cove Jane & Charlie Margeson, <i>Shadow</i>
10	Sun	Champagne Breakfast - Hemlock Cove Fleet Captain Joe Werkmeister, <i>Aurora</i>
12	Tues 1900	Bay Shore Invitational Race (BSIR) Mid Summer 4 - Pursuit Start
14	Thur 1900	Babylon Twilight Race Late Summer 1 - RC E Anderson - Regular Start
16	Sat 1200	South Bay Cruising Club "The Blast" & General Meeting Snapper Inn, Oakdale
16 17	Sat Sun	Rendezvous - "Margaritaville" - Great River Wendy & Scott Gesele, <i>Haven</i>
17	Sun	Start of One-Week Cruise in the Bay
17	Sun 1300	GSBYRA Invitational Regatta Bay Shore Yacht Club - Pursuit Start
19	Tues 1830	Bay Shore Invitational Race (BSIR) Late Summer 1 - Pursuit Start
23 24	Sat Sun	Rendezvous - "Halloween in August" - Hemlock Cove Elizabeth & Jeff Frederick, <i>Cambria</i>
24	Sun	End of the One-Week Cruise
26	Tues 1830	Bay Shore Invitational Race (BSIR) Late Summer 2 - Pursuit Start
30	Sat	Bellport Bay Yacht Club PHRF Lite Series RC BBYC (See www.bellportyc.com for NOR)
30 31	Sat Sun	Rendezvous - "Go Fly a Kite" - Bellport Christina Pietras & Joe Werkmeister, <i>Aurora</i>
31	Sun	Queen of the Bay RC BBYC (See www.bellportyc.com for NOR)



SEPTEMBER

2	Tues 1830	Bay Shore Invitational Race (BSIR) Late Summer 3 - Pursuit Start
6	Sat 1200	Mayor's Cup Race SBCC RC J Davis Regular Start
6 7	Sat Sun	Rendezvous - "Jimmy Buffet" - Oak Island Lead Sue & Rich Troy, <i>Fun Sway</i>
9	Tues 1830	Bay Shore Invitational Race (BSIR) Late Summer 4 - Pursuit Start
13 14	Sat Sun	Rendezvous - "Hawaiian Luau" - Watch Hill Diane & Steve Morgan, <i>Salt Shaker</i>
16	Tues 1800	Bay Shore Invitational Race (BSIR) Fall 1 - Pursuit Start
18	Thurs 1800	Babylon Twilight Race Fall 1 - RC J Holst - Regular Start
20 21	Sat Sun	Rendezvous - "Yacht Rock Weekend" - Unqua Heading Jane & Charlie Margeson, <i>Shadow</i>
23	Tues 1800	Bay Shore Invitational Race (BSIR) Fall 2 - Pursuit Start
27 28	Sat Sun	Rendezvous - "Oktoberfest" - Watch Hill Janice & Glen Bernichon, <i>Windswept</i>
30	Tues 1800	Bay Shores Invitational Race (BSIR) Fall 3 - Pursuit Start



OCTOBER

4 5	Sat Sun	Rendezvous - "Soup Is On" Sailors Haven Pam & Todd McCarthy, <i>Bleu Moon</i>
5	Sun 1200	Louis Orr Invitational - After Party <i>Babylon Yacht Club</i> RC Babylon Yacht Club - Regular Start
7	Tues 1800	Bay Shore Invitational Race (BSIR) Fall 4 - Pursuit Start
11	Sat 1200	Discoverer's Race to Atlantique Bay Shore - RC E Winberry / M Rainis - Pursuit Start - Non-Spin
11 12	Sat Sun	Rendezvous - "Fall Family Weekend" - Atlantique Susan Moran, <i>Whisper</i>



NOVEMBER

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

13	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



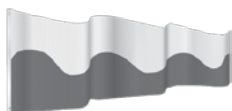
Eve Schniebolk and **Barry Basso** have owned *Eve II*, a Hunter 31 sloop, for the last fifteen years. Eve and Barry live in Rockville Centre, but have decided to keep their boat in Islip where there is a little more water under her keel.

Barry, a native of Islip, has been on the Great South Bay since 1968 when he had his first power boat, a sixteen foot wooden clam boat. Although Barry has not continuously had a boat since 1968, he has been kayaking and then sailing the Moriches Bay, Bellport Bay and the Great South Bay for the last forty years.

During the summer, Eve and Barry enjoy boating with their grandchildren, Haylee and Hayzel. Last year Haylee enjoyed learning to sail at "Grandpa Day Camp" every Tuesday while school was out.

Barry is also a member of the Coast Guard Auxiliary and is offering all South Bay Cruising Club members, free vessel safety checks this spring.

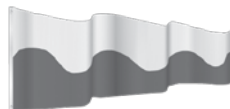
They were sponsored by Pam & Todd McCarthy and Gary Sebouhian



Larry Becker decided to rejoin the SBCC after completing his latest restoration project, an O'Day 272 named *Jewel*. This boat is one of many rebuild projects he has done.

He started sailing in 1967 when his father gave him a sunfish and told him not to leave their canal. Back in the 80s, he raced all over the east coast on IOR boats. He has also sailed and raced many small boats, his favorites being the Hobie Cats. He was also a sailmaker for twenty-five years.

For many of the past years, he has sailed out of the Bay Shore Yacht Club. Now, he wants to sit back and watch the sunrise and the sunset from the cockpit of *Jewel*.



New Members & Associates

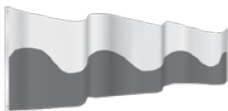


Dave and Sue DeRuvo live near the water in Bay Shore. They have three grown sons, two grandchildren and a third on the way. Their boat *Snoopy*, a 2001 Catalina 28 MKII is docked in-season at the Bay Shore Yacht Club.

Dave began sailing in 2000, was hooked after his first Sunfish lesson and he has been enjoying sailing ever since. Susan is a good first-mate and a good sport.

Dave has participated in the BSIR Tuesday night races for several years and various other races on the bay with the South Bay Cruising Club and Bay Shore Yacht Club. They have recently started chartering sailboats in distant locations such as St. Petersburg, Florida and the British Virgin Islands and hope to continue that trend.

The DeRuvos were sponsored by Robert & Ruth Gutmann and Jerry & Nancy Gravina. They plan to participate in on-the-bay rendezvous and hopefully off-the-bay cruises as well.



Aaron Laskowski lives in Smith Point Estates in Shirley and works in the air transportation industry as a Computer Infrastructure Engineer. He has a 1998 Catalina 320, *Spirit in the Sky*, that he keeps at Weeks Yacht Yard.

He got into sailing by crewing on friends' boats. Eventually he got the sailing bug and a friend gifted him an old Coronado 23 which was in disrepair. He got to work cleaning her up and getting her sail worthy again, becoming obsessed with it and reading up as much as he could on all aspects of sailing and boat maintenance.

In 2014, while redoing all of the boat's electrical, he finally realized that he had outgrown his tiny old boat. It was time for something bigger and more challenging; so he found a well maintained 1987 Catalina 34 in Rock Hall, Maryland. He took a road trip to check her out and instantly fell in love. A boat captain friend helped him sail her up to the Great South Bay and over the next few years, he developed a love/hate relationship with her and wound up selling her.

When Covid hit and he found himself missing his boat, but sadly, everyone at the time had similar ideas, leaving little to buy. Luckily, in 2023, he found *Spirit in the Sky* for sale. A survey later, along with some deft negotiating at Weeks Yacht Yard to obtain a slip, and he was back in the sailing world!

His outings have largely been limited to day cruises with non-sailing friends, but he is eagerly looking to connect with other sailors, and expanding his sailing adventures with the SBCC!

Aaron was sponsored by Wendy & Scott Gesele and Mara & Fred Liesegang.



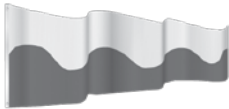
Rick and Marylou Nilsson are longtime residents of East Setauket. They were married in 1991 and have three successful adult sons.

Their boat is *Wherever the Wind Blows*, a 1983 Hunter 31. Rick purchased it from marketplace on Facebook and it turned out he knew the seller, who also told him about the SBCC!

They currently keep the boat at Yacht Service LTD Marina. Rick has lived on the north shore of Long Island his entire life and he has grown up with boats. As a kid, his parents were members of the Smithtown Bay Yacht Club.

Rick is currently employed as a commercial claims manager and Marylou is a retired elementary school teacher. They are thankful to be members of the club.

Pam & Todd McCarthy and Wendy & Scott Gesele sponsored them.

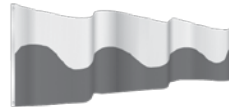


Egan and Carlene Picken own a Pearson 27 named *Sovereign*. They are currently sailing out of Mud Creek in West Babylon. They were cruising the Great South Bay and racing together since dating in 2017, originally out in Bellport Bay's New Inlet. They started calling the western Baylon Bay their home port after marrying and leaving New York City in 2019.

Their sponsors are Chris De Marco and Eric Winberry, whom they met at Hemlock Cove during an SBCC rendezvous in 2023. They met Chris serendipitously through the Facebook marketplace when Carly was looking to upgrade their day-sailor, a Discover 18, to an overnight-capable big boat that would be able to carry them and their three rambunctious rescued hound dogs.

Since commissioning *Sovereign*, they have raced numerous BYC and GSBRYA events with Carly as first mate and Egan as Skipper. They look forward to cruising from their port-of-call with other knowledgeable sailors and baymen.

They were sponsored by Chris DeMarco and Kerry & Eric Winberry





William Sesack is from Sayville and owns *Polaris*, a 1984 Hunter 34. She's currently berthed at Greene's Creek Marina in Sayville. William grew up on the Great South Bay on his dad's wooden lobster boat from the 1960s. He learned how to drive a power boat and had his license at ten years old. At thirteen, he joined Wet Pants Sailing Association and fell in love with sailing. By fourteen, he had bought his first Sunfish and began racing it religiously. By seventeen, he competed in the Junior North Americans for Sunfish and won. The following year he competed in the Sunfish World Championship and placed 38th.

He attended SUNY Maritime and was the B Team skipper for all four years there, graduating with a Marine Operations Degree. He currently holds a Second Mate's Coast Guard Unlimited license.

He is joined by his first mate, Margaret Kern. Their sponsors were Joe Werkmeister and Tom & Sue Davison.

NEW ASSOCIATES



Kevin and Michelle Jaramillo, along with their two young children, live in Bay Shore. They used to sail a twenty-five-foot boat on the bay, but sold it a few years ago.

Kevin is a solar consultant and met Rich Mourino and Rich LaBella through business. When they found out that he was interested in sailing, they suggested that he check out the SBCC. Kevin was then invited to come to the new members rendezvous which was held out in Bellport last year. He attended, and met more club members with whom he hit it off.

Now, the Jaramillos are hoping to buy a larger sailboat and get their whole family involved in the sport!

They were sponsored by Dianne & Richard LaBella and Ann & Richard Mourino.



Commodore Scott Gesele and Membership Chair, Pam McCarthy, with new members: Marie Lindel, Eve & Barry Basso, Larry Becker and Brian Ruggiero.



Paul Sandgren is an audio visual systems engineer and **Georgi** is a children's librarian at a public library. They own a Phoenix 29 named *Georgi Girl*.

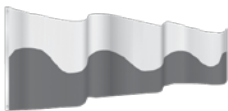
Paul has been boating since before he was born! He has sailed on the north shore in Huntington Harbor, with long trips to Mystic, Newport, Watch Hill, and sometimes Nantucket.

He raced sailboats in his 20s and went over to the dark side in his 30s, by owning power boats—all Georgi's fault. But, he still loves to sail and frequently races in Huntington.

He dragged Georgi into boating quite willingly and now she is the shopper, food prepper, and drinks girl though she has taken the boating safety course.

They spend a lot of time anchored out at Sailors Haven and love to raft up in the Connetquot River. Their boys, Peter, 23, and Tommy, 21, pretty much grew up at Sailors Haven. Tommy just bought his first boat with his girlfriend, a 1985 Pearson 23. Peter wants a small power boat. They also raised three daughters, Amanda, 41, Melissa, 39, and Candace, 37—all of them non-boaters who live out of state!

Their sponsors were Marie Lindell & Joe Werkmeister.

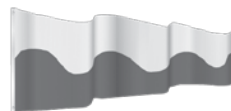


Mark and Theresa Wolff reside in Bay Shore where both of them are retired and are enjoying all that retirement brings. They both love the outdoors and spend the seasons on the beach, in the mountains, and exploring historical cities. Their three children have moved to other states to build lives of their own.

Mark started sailing in his youth on Moriches Bay after his family joined the Moriches Yacht Club with a recommendation of a family friend. Mark's summers were filled with sailing, swimming, poolside conversation and fun on the water. He was taught how to sail a Sunfish by a local club member and through the summer years, he raced a little Sunfish with the club, learning the winds, tides and currents. There were many summers of sailing across the bay to Fire Island to bask in the sun and surf the Atlantic Ocean.

His wonder and love of the open water also inspired him to become a scuba diver. That same feeling of being connected to the ocean and bays pushed him to train to the level of Dive Master. Being on the surface, or under it, brings feelings of wonder and discovery that only the oceans can provide.

The Wolffs were sponsored by Kathryn & John Davis and Ronnie & Michael Quigley.



2024 COMMISSIONING DAY



2024 Commissioning Day



2025 PROGRAMS

We had a fantastic season for programs in 2025! All the seminars were well attended. Please join us next year for informative programs to increase your knowledge and enjoy the comradery of fellow sailors and friends.

2024 NEWPORT BERMUDA RACE

Chris DeMarco filled the room with his talk about his experiences crewing on a fifty-foot sailboat during the race—sail changes day and night, the hardships endured to be competitive and the elation of finishing the race.



STORM TACTICS

This program featured a video by Lin and Larry Pardey in which they shared their experiences sailing over 200,000 nautical miles during their sailing career. They circumnavigated twice, once eastbound and once westbound, in engineless sailboats that were under thirty feet long that they had built themselves—pretty amazing.



SAFETY FOR SAILORS AT SEA & VESSEL INCIDENT SURVIVAL

Our speakers Barry Lipsky and Deke Jamison filled the room again. Deke spoke about preparing for a safe sailing trip, prepping guests for what to expect, locating safety equipment and the responsibilities of a captain.

Barry discussed common sense steps you can take to prepare for possible emergencies on board—locating emergency exits, checking hatches and keeping valuables in a waterproof bag in case an emergency exit is needed.



MARINE DIESEL ENGINES

This was hosted by Todd McCarthy and featured a video describing how marine diesels operate and basic maintenance to keep them running trouble free. There were questions and discussion afterwards to help clarify what was learned.



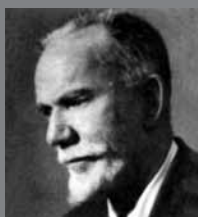
2025 Programs



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

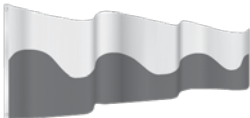
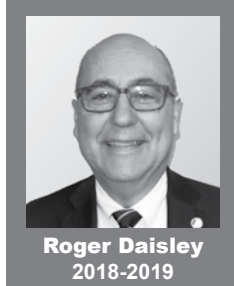
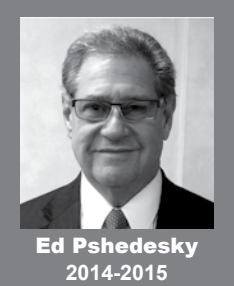


Matt DeMarco*
2010-2011



Sue Montana
2012-2013

Founding Members and Past Commodores



Commodore Scott Gesele with Past Commodores: Jeff Frederick, Bob Van Tassel, John Davis and Bob Sheppard at Commissioning Day ceremonies

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 Sheppard*
1974	Richard* & Diane LaBella
1975	Steve & Cathy Brice

*** Past Commodore**

LOOKING ASTERN: FROM THE YEARBOOK ARCHIVES

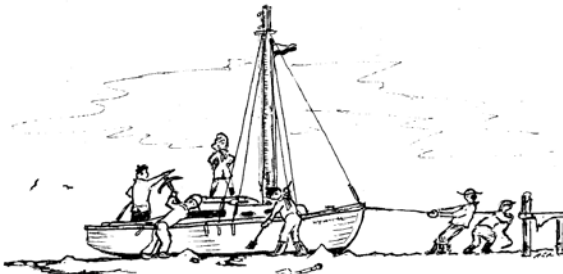


1955

Membership 112

THIRD ANNUAL CRUISE

The big event this year was the stepping and un-stepping of masts at Shinnecock Canal. Great excitement was provided when a catboat attempted to pass under the railroad bridge at full speed with her mast still stepped! Sparks flew, the bridge shook, and the cat bounced off undamaged.



1965

Membership 282

SOME ORIGINS AND TRADITIONS OF THE SBCC

In April, 1953, the club's first involvement in public affairs in the Great South Bay Area paid off, with the turning down by the Army Engineers of the county plan for a fixed bridge at Smith's Point.

REVIEW OF 1964 ACTIVITIES

In general the weather for the sailing season was awful. It is suspected that the weather pattern on the Bay has changed for the worse. Too many houses and too many roads have changed to the convection forces, so that now, according to some, we can expect gusty sou'westers as a general thing for afternoon sailing.

Glass boats have proliferated at a great rate in the fleet and it is almost a tie between the Johnson Wax Company and the various paint manufacturers as to who sells more finishing compounds.

Perhaps all our boats won't be wooden, but as long as the essence of our Club is exemplified by the raft-ups — from the record thirty-three boats on the "Maumac's" anchor at Great River in the early years to our present ones, wherever they may be — the Cruising Club will continue to be the going organization it has been.





1975

Membership 427

REVIEW OF 1974 CLUB ACTIVITIES

The average boat length is 28.5 feet. If we applied a \$15,000 value to the average boat the total combined investment would add up to nearly six millions dollars—trivia, but interesting.

SANDFIRE RACE

There have been suggestions for many years to organize a race to New Jersey or some other far-off land but it never materialized. Bob Forman had this craving for a long time and with the help of his committee, contacted some of the Yacht Clubs in New Jersey which resulted in a meeting of the race committees from the Atlantic Highlands Yacht Club and the SBCC.

What can you call a race between Sandy Hook and Fire Island? SANDFIRE, of course!

A PLEA FOR COMPETENCE

For many of us the sea is a sanctuary: a place where our spirits are enlivened by the natural forces of air, wind and water; a place to which we sojourn and leave the world behind—and find tranquility. But the sea is powerful and has one criterion only—COMPETENCE. She is the most pragmatic and demanding of all females and will quickly shake a crew down according to his or her ability. But she is scrupulously fair and doesn't give a hoot about sex, race, creed or color. Make a mistake or do something stupid, you will pay for it and it doesn't matter whether you are male or female, white or black, Christian or Hindu. You can't put her off with soft words or bright promises; she is not that kind of a female. She seldom overlooks a mistake or forgives it and no amount of blarney will ever move her. Even mighty Lady Luck can only take you a short distance over the sea. The sea, for those who would woo her from a small boat, is reserved for the COMPETENT.



1985

Membership 452

YEAR IN REVIEW

Bob Forman's capture of the Newsday Cup marks the second time in recent years that an SBCC yacht has attained this prize.

As summer faded into fall we gathered at the Sayville Yacht Club for their Annual Labor Day Regatta. We again returned to the SYC for our Fall Cocktail Party and complete turkey dinner prepared by John and Lorraine Classen and the rest of the Entertainment Committee, who never seem to tire of providing delectable edibles for our events throughout the year.

Looking Astern: From the Yearbook Archives

ANNUAL SMALL BOAT RACES

Adults, 2nd place: Roy Van Nostrand, *Lorna Doone* (special mention goes to Don Zimmer who leaped overboard to save his oars.)



1995

Membership 292

THE 1994 CRUISING YEAR IN REVIEW

Three-week cruise to Hyannis, July 2nd to July 25th

We awoke to dense fog on the 20th and for added excitement, there were a few hours during which all LORANs were inoperative. Those were our clues that this was not going to be a good day! Nobody was leaving for a while. Other boats attempted it and went aground across the channel, thus blocking it for everyone else.

ONE-WEEK BAY CRUISE

We had an enjoyable cocktail party at the picnic area at 1630 where Brian Flett brought some of the clams he'd caught that day. Brian brought up over 200 clams with his feet.



2005

Membership 216

FLEET CAPTAIN'S MESSAGE

Last year we had excellent participation. Forty boats attended the Tacos and Tequila rendezvous hosted by Joe and Robin on *Jam V*

REGATTA CAPTAIN'S MESSAGE

One thing about racing in the South Bay Cruising Club is that there are some very good sailors. Let your guard down for one minute, and you will be rolled before you can say, "What's their handicap?"

SBCC THREE WEEK CRUISE AROUND LONG ISLAND

A lesson learned from the swift running Connecticut River which can be applied to any current situation: When removing the mooring line take care that the current does not cause the tossed mooring line to engage your moving propeller.



2015

Membership 188

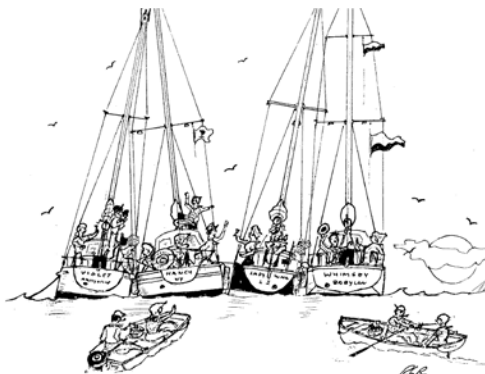
RACING IN REVIEW - by Jim Reichel

The season this year opened up with the Creepstakes Race which seems to get harder to complete in every year. The race committee showed mercy by giving us a relatively short course that had traditional crazy moments around the bridge. Every year it's a crap shoot as to who will get through the best. What works one time won't work the next. I was lucky to play it right and keep going good enough to get *Naughty Dog* in first place. A great way to start the season. Rick LaTorre in *Dark Star*, finishing overall in second made it a close finish crossing the line with the larger boats. At the tail end of the Twilights we had some really close sailing. The way it is supposed to be. For some reason, all the C&C 25s were really sailing hard, giving it their all, displaying great tactics and speed. It made for a really great season closer for our Fall Twilights. Almost all the boats were in a tie with each other and all were able to celebrate in some way at the final race gathering at Mary Carroll's, where the much-anticipated season results were announced.

THE TWO-WEEK CRUISE - by Ed and Helen Pshedsky

7/21 Left early for Cuttyhunk with an amazing current in our favor on fairly flat seas. *Dream Voyager* and *NAIAD* left Edgartown and went straight to Block. *Maggie Lee* had to go onto Newport to be fitted with a replacement alternator. About three hours later, we started up the cut known as Quick's Hole, which connects Vineyard Sound to Buzzard's Bay. We had maybe 2 kts in our favor with, uh oh!—an opposing wind. Numerous whitecaps ahead indicated a rough ride. We found ourselves plowing into six-foot waves and crashing the bow for about ten minutes before reaching the top of the cut. *della.calm* showed us the front half of her bottom and *Galatea* saw the rest from the rear. It took guts to make the turn to port knowing the big waves would be coming from the side. We all turned gradually, and the farther we got from the cut, the "calmer" it got. We all entered the beautiful Cuttyhunk harbor at about noon and all found moorings. After a quiet afternoon, we all met at Sopranos for really delicious pizza.

7/23 Another beautiful day, still windy. Most attended lunch at the Oar to trade stories (most of which were probably true) and discuss plans for departure on 7/25. One thing must be said about the Oar. The food really is good. But for anyone who hasn't been to Block, that's not the attraction. It overlooks the Great Salt Pond where hundreds of boats are anchored, moored and docked, and the blue water is so clean you can see the keels if you're closeup. There's a cool breeze, puffy clouds in a blue sky. It's really riveting most days. That night, a late downpour gave us all a free wash.





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 an 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.



2024 CRUISE AND RENDEZVOUS PROGRAM

TWO-WEEK CRUISE

This year, the two-week cruise wound up having three leaders! Jay and Stephanie Pizer put a great deal of effort into planning the itinerary but unfortunately due to mechanical problems with *Rising Tide*, were unable to attend. In light of the Pizers' absence, Scott Gesele took on the majority of the leadership role for the cruise, while Joe Werkmeister became the leader of the "insiders" group which took the inside route to and from Shinnecock. Mother Nature did not agree with the plans we had for this trip and weather conditions resulted in late starts and early finishes, with different groups taking different approaches to the weather. As a group, some or all of us visited Block Island, Mystic Seaport, Shelter Island and Sag Harbor. We were faced with a number of mechanical issues including groundings but all in all it was a great cruise despite the challenges. We had security in numbers as only the SBCC can do!

ONE-WEEK CRUISE

This year thirty-one boats participated in varying parts of the cruise. Some of us kicked off the cruise early on Friday, August 16th, with an impromptu rendezvous in Great River. The Geseles hosted the Margaritaville rendezvous on Saturday as the unofficial start of the cruise. Sunday, the official start date, brought foul weather and most chose to start their cruise on Monday. Monday and Tuesday saw seventeen boats in attendance at Sailors Haven and then the fleet grew to twenty-four boats when we moved to Atlantique for Wednesday and Thursday. We enjoyed the usual camaraderie with rendezvous and activities and completed the cruise at Hemlock Cove where the Fredericks hosted the "Halloween in August" rendezvous.

RENDEZVOUS

A total of twenty-three rendezvous were scheduled for the 2024 sailing season. We were blessed with excellent weather for the majority of the season and all rendezvous went off as scheduled. This year we were able to add Unqua Heading back into the lineup after a long hiatus. Weather squashed that plan in 2023. Many considered it their favorite rendezvous of the season.

Several first time hosts took the plunge this season as we enjoyed, in addition to Unqua, rendezvous at Bellport Park, Great River, Hemlock Cove, Coast Guard Cove, and Oak Island Lead anchorages and Watch Hill and Atlantique marinas. Much thanks and appreciation goes to all who hosted and to all who came out and participated, with an extra "thank you" to those that volunteered to host multiple rendezvous. Let's all ask the weather gods for cooperation once again as we embark on the 2025 cruising season!



2024 CRUISE AND RENDEZVOUS AWARDS

SHEILA DAYTZ AWARD

For the most rendezvous attended

Wendy & Scott Gesele on *Haven*

KEN KONDOR AWARD

Wendy & Scott Gesele on *Haven*

TWO-WEEK CRUISE CAPTAIN AWARD

Wendy & Scott Gesele on *Haven*

Christina & Joe Werkmeister on *Polaris*

Stephanie & Jay Pizer on *Rising Tide*

ONE-WEEK CRUISE CAPTAIN AWARD

Christina & Joe Werkmeister on *Polaris*



ATTENDED AT LEAST THREE RENDEZVOUS

<i>Haven</i>	19
<i>Bleu Moon</i>	11
<i>Aurora</i>	7
<i>Eagle's Wings</i>	6
<i>Rising Tide</i>	6
<i>Shadow</i>	5

<i>Fun Sway</i>	4
<i>At Last</i>	4
<i>Aquae Sulis</i>	3
<i>Espirit de Mer</i>	3
<i>Sea Horse</i>	3

HOSTED AT LEAST ONE RENDEZVOUS

BY SEA

Haven
Sailsmith
Bleu Moon
Aurora
At Last
Espirit de Mer
Other Plans
Banshee
Wanderlust

Shadow
Cambria
Rising Tide
Summerhome 11
Fun Sway
Whisper

BY LAND

Jaeger/Carlberg
Novak



2024 Cruise and Rendezvous Awards



2024 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 race schedule is presenting 35 race events this year. 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 Notices of Race for these events are listed on our racing website in addition to a crew-connector for boat captains seeking additional help and those who would like to try crewing for others.

BAY SHORE INVITATIONAL RACE (BSIR) TUESDAY NIGHT RACE SERIES

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 both new racers and our 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.

BABYLON TWILIGHT RACE SERIES

Beginning Thursday nights in June, we hold regular start format races for spinnaker and non-spinnaker classes. This series is invitational and for the 2025 season will consist of one Thursday night race each month from June through September for a total of four races for the series.

SPECIAL EVENT RACES AND TROPHY RACES

The SBCC has a long history of club trophy races and special event races with other yacht clubs around the bay. This year we have ten weekend races on our 2025 schedule. The SBCC sponsors six of these races including the Babylon Cup—a joint BYC/SBCC race, the Commodore's Cup for the winner of the Babylon/Bay Shore series racers, the West Island Race—Deale Trophy, the Mayor's Cup (new for SBCC last year) and our popular Spring & Fall Races to Atlantique. The single-handed Creepstakes trophy will not be run this year.



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



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 two 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

BAY SHORE INVITATIONAL RACE (BSIR) COURSES

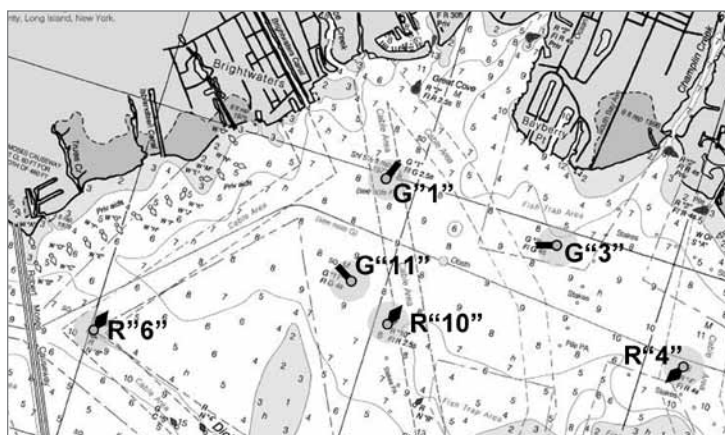
See the Notice of Race (NOR) at www.sbccracing.org/nors

COURSE 1 (S, NE, W wind)	COURSE 2 (E, SW, N wind)	COURSE 3 (S, N wind)
2.91nm	2.91nm	3.46nm
Start at "1" port	Start "1" starboard	Start at "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 at "1" port
COURSE 4 (S, ENE, SW, N wind)	COURSE 5 (N, E, SW wind)	COURSE 6 (ESE, W, N wind)
3.64nm	3.72nm	4.51nm
Start at "1" port	Start at "10" starboard	Start at "1" starboard
"11" port	"1" starboard	"4" starboard
"3" starboard	"3" starboard	"11" starboard
"10" starboard	"10" starboard	Finish at "1" starboard
Finish at "1" starboard	Finish at "1" starboard	
COURSE 7 (S, E, WNW wind)	COURSE 8 (SW, ENE, N wind)	COURSE 9 (S, N, ENE wind)
4.51nm	4.51nm	4.54nm
Start at "1" port	Start at "1" port	Start at "1" port
"11" port	"6" port	"11" port
"4" port	"11" starboard	"10" port
Finish at "1" port	"10" port	"1" port
	Finish at "1" port	"11" port
		"3" port
		Finish at "1" port



COURSE 10 (S, NE, SE, NW wind)	COURSE 11 (ESE, NW, SW wind)	COURSE 12 (S, ENE, SE, W, N wind)
4.82nm	4.82nm	5.27nm
Start at "1" port	Start at "1" port	Start at "1" port
"10" port	"4" port	"11" port
"3" starboard	"3" port	"3" starboard
"4" starboard	"10" starboard	"4" starboard
Finish at "1" starboard	Finish at "1" starboard	"11" starboard
		Finish at "1" starboard

COURSE 13 (N, ESE, NW, SW, wind)	COURSE 14 (SW, ENE, NE, WNW wind)	COURSE 15 (S, NNE, WNW wind)
5.63nm	5.80nm	5.82nm
Start at "10" starboard	Start at "1" port	Start at "1" port
"1" starboard	"6" port	"10" port
"4" port	"11" starboard	"3" port
"3" port	"10" port	"1" port
"10" starboard	"3" port	"10" port
Finish at "1" starboard	Finish at "1" port	"3" port
		Finish at "1" port



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

2025 RACE SCHEDULE

DATE	RACE / EVENT	FIRST GUN	CLASSES	NOTES	RACE CHAIR	START LOCALE	COURSES
Sat May 17	Spring Race to Atlantique SBCC	1200	Pursuit	2, 3, 4, 7, 8	E Winberry	Bay Shore	
Tues May 27	Bay Shore Invitational Race (BSIR) Spring 1	1900	Pursuit	2,4,6,8,11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sat May 31	SBCC Commissioning Day						
Tues June 3	Bay Shore Invitational Race (BSIR) Spring 2	1900	Pursuit	2,4,6,8,11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Fri June 6	Babylon Cup	1900	Reg	2, 7, 9, 11	C Margeson/ E Anderson	Babylon	1 thru 9
Tues June 10	Bay Shore Invitational Race (BSIR) Spring 3	1900	Pursuit	2,4,6,8,11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Tues June 17	Bay Shore Invitational Race (BSIR) Spring 4	1900	Pursuit	2,4,6,8,11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Jun 19	Babylon Twilight Race Spring 1	1900	Reg	2,9,11,13	K Padden	Babylon	1 thru 9
Tues June 24	Bay Shore Invitational Race (BSIR) Early Summer 1	1900	Pursuit	2,4,6,8,11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sunday June 29	Commodore's Cup (BSIR & Babylon Twilight)	1300	Pursuit	2,4,8,11,13	B Wheeler	Babylon/ Bayshore	A or B- see NOR
Tues July 1	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 5	Babylon Yacht Club July 4th Invitational	1200	Reg	3	BYC	Babylon	1 thru 9
Tues July 8	Bay Shore Invitational Race (BSIR) Early Summer 3	1900	Pursuit	2,4,6,8,11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sat July 11	Start of the SBCC Two Week Cruise (July 11 - 26)						
Tues July 15	Bay Shore Invitational Race (BSIR) Early Summer 4	1900	Pursuit	2,4,6,8,11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Tues July 22	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 24-27	Around Long Island Race ALIR	1200	Reg		Sea Cliff Yacht Club	Ellis Island, New York Harbor	



2025 Race Schedule

DATE	RACE / EVENT	FIRST GUN	CLASSES	NOTES	RACE CHAIR	START LOCALE	COURSES
Tues July 29	Bay Shore Invitational Race (BSIR) Mid Summer 2	1900	Pursuit	2,4,6,8,11, 13	Drossos/ Seboughian	Bay Shore	1 thru 15
Thurs July 31	Babylon Twilight Race Early Summer 1	1900	Reg	2,9,11,13	C DeMarco	Babylon	1 thru 9
Sat Aug 2	West Island Race	1200	Reg	2, 7, 9,12	J Holst	Bay Shore	West Island
Tues Aug 5	Bay Shore Invitational Race (BSIR) Mid Summer 3	1900	Pursuit	2,4,6,8,11, 13	Drossos/ Seboughian	Bay Shore	1 thru 15
Tues Aug 12	Bay Shore Invitational Race (BSIR) Mid Summer 4	1900	Pursuit	2,4,6,8,11, 13	Drossos/ Seboughian	Bay Shore	1 thru 15
Thurs Aug 14	Babylon Twilight Race Late Summer 1	1900	Reg	2,9,11,13	E Anderson	Babylon	1 thru 9
Sat Aug 16	The Blast Start of the One Week Cruise						
Sun Aug 17	Bay Shore Yacht Club GSBYRA Invitational Regatta (PHRF)	1300	Pursuit	3,4,8	BSYC	Bay Shore	1 thru 15
Tues Aug 19	Bay Shore Invitational Race (BSIR) Late Summer 1	1830	Pursuit	2,4,6,8,11, 13	Drossos/ Seboughian	Bay Shore	1 thru 15
Tues Aug 26	Bay Shore Invitational Race (BSIR) Late Summer 2	1830	Pursuit	2,4,6,8,11, 13	Drossos/ Seboughian	Bay Shore	1 thru 15
Sat Aug 30	GSBYRA Bellport Invitational Race		Reg	3	Bellport Yacht Club	Bellport	
Sun Aug 31	GSBYRA Queen of the Bay Race		Reg	3	Bellport Yacht Club	Bellport	
Tues Sept 2	Bay Shore Invitational Race (BSIR) Late Summer 3	1830	Pursuit	2,4,6,8,11, 13	Drossos/ Seboughian	Bay Shore	1 thru 15
Saturday Sept 6	Mayor's Cup	1200	Reg	2, 7, 9, 11	J Davis	Babylon	6, 8, 9
Tues Sept 9	Bay Shore Invitational Race (BSIR) Late Summer 4	1830	Pursuit	2,4,6,8,11, 13	Drossos/ Seboughian	Bay Shore	1 thru 15
Tues Sept 16	Bay Shore Invitational Race (BSIR) Fall 1	1800	Pursuit	2,4,6,8,11, 13	Drossos/ Seboughian	Bay Shore	1 thru 15
Thurs Sept 18	Babylon Twilight Race Fall 1	1800	Reg	2,9,11,13	J Holst	Babylon	1 thru 9



2025 Race Schedule

DATE	RACE / EVENT	FIRST GUN	CLASSES	NOTES	RACE CHAIR	START LOCALE	COURSES
Tues Sept 23	Bay Shore Invitational Race (BSIR) Fall 2	1800	Pursuit	2,4,6,8,11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Tues Sept 30	Bay Shore Invitational Race (BSIR) Fall 3	1800	Pursuit	2,4,6,8,11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sun Oct 5	Louis Orr Invitational	1200	Reg	2,3, 9,11	BYC	Babylon	1 thru 9
Tues Oct 7	Bay Shore Invitational Race (BSIR) Fall 4	1800	Pursuit	2,4,6,8,11, 13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sat Oct 11	Discoverer's Race BSYC & SBCC	1200	Pursuit	2,4,5,8	E Winberry/ M Rainis	Bay Shore	



NOTES TO THE RACE SCHEDULE:

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. Race Q 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. PFD's must be worn for 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 2024—A NEW ERA

by Gary Sebouhian & Ted Drossos

October 2024 marked the end of the eighth season of the Bay Shore Invitational Races (BSIR). We were all a lot younger when it started back in spring of 2017. How quickly time has passed. Many boats that were a part of the BSIR back then are still participating today. A new era of the BSIR seems to have begun in 2024. Several new boats, skippers, and crews have joined the fleet. Some have been racing for many years. Some are non-racers racing for the first time. Over all, the level of competition has increased. It seems as though many racers and cruisers alike have been bitten by the BSIR way of racing.

For those SBCC members who are new to the club, you may be asking yourselves what is the BSIR way of racing? It is a pursuit start where every boat starts at a different time based on their handicap. High handicap boats start before the low handicap boats. The beauty of the BSIR is that handicap adjustments are made during the season after each four-race series. The adjustments are based on performance from the previous series. This allows all of the fleet to finish closer together as the season progresses.

The BSIR continued to thrive in 2024 with the addition of the following new boats:

Our Commodore, Scott Gesele, has joined the races on Tuesday nights racing *Haven*, a

Catalina 42 MKII. Maybe he started racing because *Haven* is berthed at Coastal Yachting and Marina that happens to be close to the starting area or maybe he was curious about the BSIR. Nevertheless, they started

The beauty of the BSIR is that handicap adjustments are made during the season after each four-race series.

racing and enjoyed the camaraderie on the racecourse and at the after-race BBQ at the gazebo. Oh, and they proved to be quite competitive.

Will Reichel began racing *Naughty Dog*, a C&C 25MKII, full time this season. For the 2023 season he only raced half the season and his was one of the boats that finished at or near the top of the fleet every week. This season was no different.

Jim Reichel took the leash off *Unleashed*, a C&C 25MKII, and started racing about half way through the season. The Reichel two-headed monster was tough to beat every week.

Walther Van Stipriaan joined mid-season with *Halve Maen*, a Tartan 33, another boat that showed good speed and was very competitive. Racing the full year next season should prove very interesting.

J.V. Phillips, racing *Bionator*, a C&C 29 MKII shoal draft, is another new boat in our fleet. This is Michael Goodman's old boat. J.V. raced intermittently for years with a different boat but now races full time. *Bionator* will compete against two other identical boats *Pandemonium* and *Derailed* for bragging rights.





William Sesack raced *Polaris*, a Hunter 34, once at the beginning of the season and then several times toward the end. In the interim he was away at sea on a seafaring obligation.

Becker/Hand have consistently participated in the BSIR on different boats. For the 2024 season they raced *Jewel*, an O'Day 272. *Jewel* was new to them in this season. They have proven to be competitive with every boat they race on.

Ahern/Polansky's *Chimera*, a Tartan 27-2, is a new boat to this crew and like Becker/Hand they are competitive regardless of the boat they are sailing.

Justin Martinich's *Night Moves*, a Cal 28 MKII, is a new boat for Justin. He has raced fairly consistently in the BSIR on his old boat. Unfortunately, his season was cut short due to a shoulder injury. We hope to see him back healthy in 2025.

Kevin Padden has threatened to race in the BSIR for years. He finally made it with *Rettsie*, an Ericson 38. We hope he comes back in 2025.

Justin Grover came out to race one time with *Cherry Pi*, a C&C 25-1, in the middle of the season and had to retire because his headsail did not fit correctly. We expect he will be back racing when this issue is resolved.

Mike Quigley's *Spare Change*, a Tanzer 7.5, made it to the starting line but because of equipment failure couldn't race.

The final item of business for the 2024 season was calculating the results for the season championship standings.

The season championship is based on two factors. Performance is one of those. The other is participation. In order to qualify, a boat must have raced in 75% of the races run during the season. If they qualify, then they are scored for only the races they actually participated in. The rules are published in the BSIR Notice of Race and Sailing Instructions and posted on the sbccracing.org website.

This season there were 20 races scheduled. Three of them were canceled and 17 were run. In order to qualify for the season



BSIR 2024—A New Era



championship a boat must have raced in thirteen races. “Ya gotta be in it to win it.” Eight boats qualified by racing in at least thirteen races. Besides the boats listed below, there are boats that had great finishes in almost all the races that they participated in, but unfortunately, they didn’t have enough races to qualify: *Unleashed*, *Halve Maen*, *Jewel*, and *Tortoise*.

So, here it is, the 2024 BSIR Season Championship Standings:

POSITION	BOAT (SKIPPER)	AVG FINISH
1	<i>Lady in Red</i> (Ted Drossos)	2.456
2	<i>Pandemonium</i> (Gary Sebouhian)	2.746
3	<i>Naughty Dog</i> (Will Reichel)	3.188
4	<i>Chimera</i> (Ahern/Polansky)	7.600
5	<i>Haven</i> (Scott Gesele)	8.000
6	<i>Czech Mate</i> (James Dennerlein)	8.028
7	<i>Integrity</i> (Bob Figueroa)	9.029
8	<i>Snoopy</i> (Dave DeRuvo)	10.791

Once again, there was great participation in the BSIR. Thirty boats raced at least one time. Seven boats had at least one first place finish this season. They are:

<i>Lady in Red</i> (Ted Drossos)	5
<i>Naughty Dog</i> (Will Reichel)	4
<i>Unleashed</i> (Jim Reichel)	3
<i>Jewel</i> (Larry Becker / Hand)	2
<i>Pandemonium</i> (Gary Sebouhian)	1
<i>Halve Maen</i> (Walther Van Stipriaan)	1
<i>Moonrise</i> (Rob Gutmann)	1

Twelve boats finished in the top three positions at least one time. They are:

<i>Pandemonium</i> (Gary Sebouhian)	11
<i>Naughty Dog</i> (Will Reichel)	9
<i>Lady in Red</i> (Ted Drossos)	8
<i>Unleashed</i> (Jim Reichel)	7
<i>Halve Maen</i> (Walther Van Stipriaan)	5





<i>Jewel</i> (Larry Becker / Hand)	3
<i>Moonrise</i> (Rob Gutmann)	3
<i>Czech Mate</i> (Chris Dennerlein)	1
<i>Chimera</i> (Ahern/Polansky)	1
<i>Mo' Sun</i> (Lenny Feldman)	1
<i>Bionator</i> (J.V. Phillips)	1
<i>Tortoise</i> (Bill Wheeler)	1

At the end of every race skippers and their crews gather at the gazebo at Long Island Yacht Sales/Coastal Yachting and Marina to have a BBQ and talk about the race or related topics. We sincerely appreciate Glen LeMaitre and Mary Ann Cook who have been so gracious in allowing the BSIR racers and crew members to use their facility for our informal get-togethers.

This past season we were invited to hold one of the BSIR after race BBQs at Bay Shore Yacht Club. Many BSYC boats race in the BSIR and

have for years. The members there were so gracious and accommodating, and we all had a wonderful time. Thank you Rebecka Russo for arranging this. It looks like we will be making this a tradition and having at least one after party there every season, if they will have us.

Now that all the 2024 business has been completed, it's time to look forward to the 2025 season. It is anticipated that there will be a few new boats racing with us full time next year and that the racing will continue to be fun, exhilarating, and competitive. Looks like it will be another great BSIR season.

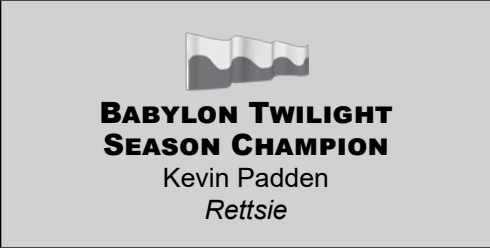
If you're interested in racing your boat or participating as crew on another boat, please get in touch by emailing Gary Sebouhian at gary.sebouhian@gmail.com or Ted Drossos at replusted@aol.com



2024 MAJOR AWARDS



SHEILA DAYTZ AWARD
Wendy & Scott Gesele
Haven



**BABYLON TWILIGHT
SEASON CHAMPION**
Kevin Padden
Rettsie



**BAY SHORE BSIR
SEASON CHAMPION**
Ted Drossos
Lady in Red



DEALE TROPHY
Charlie Margeson
Shadow



KEN KONDOR AWARD
Wendy & Scott Gesele
Haven



COMMODORE'S CUP
Charlie Margeson
Shadow



INVITATIONAL AND TROPHY RACES*

SPRING RACE TO ATLANTIQUE

<i>Mo'Sun</i>	Lenny Feldman
<i>Pandemonium</i>	Gary Sebouhian
<i>Aleboat II</i>	Eric Winberry

BABYLON CUP

<i>Rettsie</i>	Kevin Padden
<i>Vantage</i>	Dave Hyer, Jr
<i>At Last</i>	Ed Anderson

COMMODORE'S CUP

<i>Shadow</i>	Charlie Margeson
<i>Kickin' Back</i>	Marty O'Connell
<i>Lady in Red</i>	Ted Drossos

WEST ISLAND INVITATIONAL

Non Spin

<i>Shadow</i>	Charlie Margeson
<i>Kickin' Back</i>	Marty O'Connell
<i>Rettsie</i>	Kevin Padden

Multi-Hull

<i>Trillium</i>	K Schaefer
<i>Getting There</i>	K Sneddon

Deale Trophy

<i>Shadow</i>	Charlie Margeson
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MAYOR'S CUP

Non Spin

<i>Unleashed</i>	Jim Reichel
<i>Shadow</i>	Charlie Margeson
<i>Rettsie</i>	Kevin Padden

Cruising Class

<i>Galatea</i>	Andy Mirchel
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Multi-Hull

<i>Trillium</i>	K Schaefer
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LOUIS ORR INVITATIONAL

Non Spin

<i>Vantage</i>	Dave Hyer
<i>Shadow</i>	Charlie Margeson
<i>Unleashed</i>	Jim Reichel

DISCOVERER'S RACE

Racing Class

<i>Jewel</i>	Becker / Hand
<i>Pandemonium</i>	Gary Sebouhian
<i>Banshee</i>	Chris DeMarco

Cruising Class

<i>Bertha</i>	Matt Rainis
<i>Noddy</i>	Jim Papa
<i>Snoopy</i>	Dave DeRuvo

BSYC - R Terry Award

<i>Jewel</i>	Becker / Hand
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2024 Race Awards

BABYLON SPRING SERIES	
<i>Rettsie</i>	Kevin Padden
<i>Shadow</i>	Charlie Margeson
<i>Kickin' Back</i>	Marty O'Connell
<i>Naughty Dog</i>	Will Reichel
<i>Galatea</i>	Andy Mirchel
<i>At Last</i>	Ed Anderson

BABYLON MID-SUMMER SERIES	
<i>Rettsie</i>	Kevin Padden
<i>Dark Star</i>	Rick LaTorre
<i>Naughty Dog</i>	Will Reichel
<i>Galatea</i>	Andy Mirchel
<i>Shadow</i>	Charlie Margeson
<i>Intrepid</i>	Chris Goodwin

BABYLON EARLY SUMMER SERIES	
<i>Galatea</i>	Andy Mirchel
<i>Shadow</i>	Charlie Margeson
<i>Kickin' Back</i>	Marty O'Connell
<i>Rettsie</i>	Kevin Padden
<i>Naughty Dog</i>	Will Reichel
<i>Banshee</i>	Chris DeMarco

BABYLON LATE SUMMER SERIES	
<i>Unleashed</i>	John Davis
<i>Naughty Dog</i>	Will Reichel
<i>Shadow</i>	Charlie Margeson
<i>Galatea</i>	Andy Mirchel
<i>Rettsie</i>	Kevin Padden
<i>Banshee</i>	Chris DeMarco



BSIR SPRING SERIES

<i>Naughty Dog</i>	Will Reichel
<i>Pandemonium</i>	Gary Sebouhian
<i>Lady in Red</i>	Ted Drossos
<i>Aleboat II</i>	Eric Winberry
<i>Night Moves</i>	Justin Martinich
<i>Mo'Sun</i>	Lenny Feldman

BSIR EARLY SUMMER SERIES

<i>Lady in Red</i>	Ted Drossos
<i>Naughty Dog</i>	Will Reichel
<i>Tortoise</i>	Bill Wheeler
<i>Pandemonium</i>	Gary Sebouhian
<i>Bionator</i>	JV Phillips
<i>Integrity</i>	Bob Figueroa

BSIR MID-SUMMER SERIES

<i>Naughty Dog</i>	Will Reichel
<i>Jewel</i>	Becker/Hand
<i>Lady in Red</i>	Ted Drossos
<i>Pandemonium</i>	Gary Sebouhian
<i>Tortoise</i>	Bill Wheeler
<i>Moonrise</i>	Rob Gutmann

BSIR LATE SUMMER SERIES

<i>Unleashed</i>	Jim Reichel
<i>Pandemonium</i>	Gary Sebouhian
<i>Jewel</i>	Becker/Hand
<i>Lady in Red</i>	Ted Drossos
<i>Tortoise</i>	Bill Wheeler
<i>Naughty Dog</i>	Will Reichel

BSIR FALL SERIES

<i>Halve Maen</i>	W. Van Stipriaan
<i>Unleashed</i>	Jim Reichel
<i>Moonrise</i>	Rob Gutmann
<i>Pandemonium</i>	Gary Sebouhian
<i>Naughty Dog</i>	Will Reichel
<i>Mo'Sun</i>	Lenny Feldman



2024 RACE AWARDS CEREMONY



2024 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. This list below has now been updated for 2025.

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 series race held on Sunday, June 29th.

WEST ISLAND – 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 handicaps, 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.

BABYLON CUP

Initially created as the Challenge Cup in 1988, it was a sailing team competition between Babylon Yacht Club and the SBCC. Interest waned in 2005 but the friendly competition between our clubs was re-established in 2013 as a PHRF boat race and renamed The Babylon Cup. Today it is a non-spin invitational race jointly sponsored by the BYC & SBCC. The BYC hosts the race and awards party at their clubhouse and the SBCC runs the race. Food and drink are provided by both clubs.

THE MAYOR'S CUP

The Long Island Yacht Club founded this race in 1985 and it became quite an event/fund-raiser for the Babylon Village Mayor and the Save the Great South Bay foundation. It was discontinued in 2010. After the LIYC changed ownership, the SBCC helped bring this popular race back in 2019 and we officially took over the race at the request of the LIYC in 2024.



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.

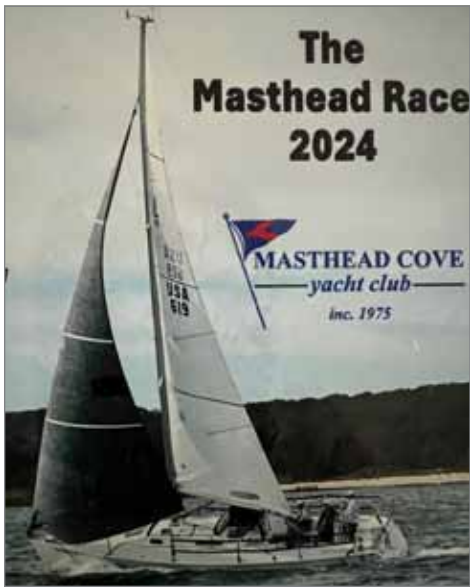


RACING OFF THE BAY

by Jim Reichel

For the Reichel family, sailing isn't a hobby, it's just what happens; like clockwork, like breathing, or realizing, often too late, that we should've tightened that last bolt or maybe polished the bottom a little more before hitting the water. Not a day goes by without thinking about speed, tweaking something to work better, or figuring out what just broke and how to fix it. It never ends.

Last year, we had a moment of clarity. We had too many boats and needed to downsize. Naturally, we ignored that realization and carried on as usual. Our house looks more like a boatyard and moving them around is a logistical nightmare. The sailing season starts and ends with the great seasonal boat shuffle, dodging low trees, fences, and the occasional disapproving neighbor while trying not to block the entire street.



With the new season looming, we were pleasantly surprised to find that our boats *Scapegoat*, a J/105, and *Naughty Dog*, a C&C

25, had relatively short commissioning checklists. Even better, we had enough spare change to upgrade our sails and (hopefully) squeeze out a little extra speed. *Scapegoat* got a fresh asymmetric running spinnaker, and

Naughty Dog picked up a new 150% genoa, both specifically aimed at fixing our less than stellar downwind performance in anything under 12 knots. Over the past few years, we've found

ourselves struggling in light air, always sailing, reaching-races on the bay and crawling downwind in the Sound. Time to change that.

Meanwhile, our crew from last year remained as tight as ever. We don't just race well together, we look out for each other, especially when it comes to critical matters like beer count. If a beer crisis is looming, a designated cooler jockey is always on top of it, whether rotating fresh stock in or rationing the final few or guarding the ice melt rate.

One of our crew, Walther Van Stripiaan, who races a Tartan 33, *Halve Maen*, in SBCC events, decided it was time to step up his Tuesday





night game. He went all in, purchasing new sails, a racing bottom, electronics, the works. Our younger crew guys helped him with the fun jobs while he became obsessed with getting a *Scapegoat*-quality bottom finish.

What we forgot to tell him was the critical part of the process: keeping the bottom clean. The smoother the bottom, the worse the paint works unless you stay on top of it. We get ours scrubbed by a diver every two weeks, gradually polishing it faster and faster. Walther? He found out the hard way, after discovering that an ultra-smooth hull is basically an open invitation for marine life to move in or scare him underwater. Lesson learned.

This year's J/105 schedule looked like a near copy of last year, gradually shifting more towards bay racing when time allowed, cutting some weekend events, and focusing on bigger mid-summer races before the heavy fall push. We kicked things off up on the North Shore with the Race for the Case and immediately saw the payoff. *Scapegoat* was rounding leeward marks with the other J/105s instead of playing catch-up. In one race, we even led the pack. The new spinnaker was already proving its worth. We finished third, which meant it was time for a quick refresher on the finer points of racing rules, especially at mark roundings, where things can get heated.

This momentum carried into our Wednesday night series. After a few years of lurking in the back, we had officially leveled up. We were now in the lead pack, and perhaps

the best sign of progress, the other boats had started worrying about us. When your competition starts planning around you, you know you've made an impact.

One-design racing is stressful. Sailing thirty-five foot boats like dinghies, fighting for the same space with seven or eight identical boats all arriving at the same mark at the same time is madness. The mark roundings alone are a workout: spinnaker up, spinnaker down, jib in, jib out, 120 feet of mainsheet flying around the cockpit, backstay adjuster creaking in and out, outhaul moving, Cunningham tightening, boom vang easing, all while boats are inches apart and sometimes inside of each other's space.

For most of the crew, the big picture chaos is lost in the moment. Everyone is laser focused on their one job. Only the helmsman gets the full view of just how close and how crazy it really is—but FUN. I might not say it enough, but that's why I appreciate this crew more than most. No cheap beer for these guys; they've earned the good stuff.

As spring melted into summer, we set off for the Off Soundings Race held out east, aboard our temporarily adopted C&C 115, *Blu-By-U*. We use our crew for this: myself, Paul Rendich, Will Reichel, Chris DeMarco, Chris Sicignano and a new comer Billy Spitz. This year's turnout was a little lighter than usual, probably because the wind decided to take a personal day.

Day one was canceled—no wind, no race. Instead, we had a fifteen-mile parade of

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boats motoring from Watch Hill, R.I., to the Great Salt Pond at Block Island. If you've never witnessed three or four boats going full throttle, side by side, squeezing through a narrow channel fighting for the best dock spots at Champlin's, let me paint you a picture: It's like rush hour on an expressway merge, but with yachts, and instead of honking, people are yelling about docking strategies and beer runs. Everyone wanted the premium spots, the ones closest to the bar. Priorities become more evident at times.

The next day arrived with a proper breeze, and after a hectic start, we charged up the coastline. The wind was a delightful 6 knots, gusting randomly to 20+ knots, with absolutely no pattern—basically, Mother Nature's version of a prank. Things got real as we rounded the west side of Block Island. The waves kicked up to three to five feet, the current slammed us at 3 knots, and the strategy to win became clear: hug the shoreline, skimming just outside the breaking waves. Risky? Absolutely!! With our eight-foot draft in barely twelve feet of water, we were playing chicken with submerged rocks. Our depth sounder was basically screaming, "Danger! Danger!" every few seconds.

And then it happened. A boat just 100 yards inside of us hit something. Hard. Not the kind of moment that builds confidence when you're threading the same minefield.

Fortunately, we had one advantage; the old race tracks from previous years we had saved. We stuck to them, held our breath, and somehow made it through unscathed. We clawed our way up to the front of the fleet, power-reaching toward the notorious IBI buoy, a buoy known for sitting in deep water with vicious 4-5 knot currents swirling around a ledge. Think of it like trying to round a buoy in a washing machine set to "tornado". The trick? You don't just round the buoy, you overshoot by a few hundred yards, let the current drag you back, while heading for shore.



We nailed it, passing it on the proper side by just inches, and took off toward the calmer north side of the island. Meanwhile, we watched other boats struggle, some missed the mark completely, forced to make multiple humiliating attempts, while others just got swept away northward, destined for their own private misery. Experience counts every time, and we use it every time.

With real estate running out, we hammered down the last stretch, picking up speed with every minute. And finally, able to cross the finish line first, earning the celebratory gunshot that signals victory.

Or so we thought. There's the catch: in this race, if you've been too good in previous years, you get penalty points. Think of it like a handicap system but designed specifically to mess with people who actually finish first. So, as we watched the official results roll in, we had the unfortunate privilege of seeing our hard-fought lead erased, beaten by boats we never even saw on the course.

The result—fifth place. Not ideal. But we got the gun, and honestly, that was just as good as a win. Next year, with fewer penalty points, we'll be back and maybe this time, finishing first will actually count.

A few weeks later, it was time for our favorite race, the Around Long Island Regatta, and this year, we were fired up. We had *Scapegoat*, our trusty well equipped J/105, the ideal boat for this kind of marathon, a solid crew with more youthful energy than ever before, and for once, a long-range weather forecast that didn't make us question our life choices.

Our crew this time had the usual core, Will Reichel, Chris DeMarco, Chris Sicignano, plus some back-ups; Ian Holzmacher, Pete Zangle, and Kyle Buser. We had the watch splits, a good group where either watch could handle anything that came their way. This was it! But first, we had to actually get to the starting line. Easier said than done.

My son Will and I motored *Scapegoat* from Northport Harbor to Liberty Landing Marina in New Jersey, conveniently close to the start line, right next to the Statue of Liberty herself. Sounds simple, but for the entire journey, we were locked in heavy fog with the sun focused on us, giving roasting



heat. We could not see a thing. Not a buoy, not a shoreline, nothing, until we hit Hell Gate, where the fog lifted like a grand theatrical reveal.

Fortunately, this year's race rules required us to have an AIS transmitter, which turned out to be a lifesaver. Almost as good as radar, it helped us dodge commercial traffic. Near our final leg of the trip on the East River, we had traffic coming from every direction. To our surprise, there was a pair of seaplanes! After a quick Google Fact Check, we happily realized that sailboats have the right of way over seaplanes. This was a fun fact that we learned firsthand when the pilots messaged us over our VHF, through AIS, to check if we knew what we were doing. Thanks, Google.

Race day kicked off with the usual high stakes obstacle course: navigating the Hudson River while dodging anchored tankers, moving cargo ships, impatient ferries, and tourists blissfully unaware that they are maybe minutes away from



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becoming part of maritime history. We tend to sail close, real close, and provide them with a great photo op.

As we passed under the Verrazano Bridge, we braced ourselves as this race was going too smoothly. Something was bound to go sideways. We played the wind game early. While most boats made a beeline offshore, we went rogue, hoisting the spinnaker and hugging the Long Island coastline. For the first thirty minutes, it looked like we had made a horrible mistake as we watched the other boats shrink in the distance. Then came the big payoff. One by one, the fleet gybed back towards us, creeping along at a miserable pace. We seized the moment, adjusted our course and shot ahead, leading the charge toward Montauk—a first for us. Of course, we knew the universe wouldn't let us off that easily.

For hours, we had a dream run down the coast, spinnaker up and smooth sailing. We even had a hot dinner of chicken parm over penne with fresh bread, because we sail in style. We expected the usual 0300 wind shutdown off Moriches and Shinnecock, but it never came. Instead, we breezed up to Montauk, so close to the lighthouse we could've counted the birds on the rocks. The current was with us. The lead was ours. Life was good.

After rounding Montaul Point, as if on cue, the wind went west. Tacking through Plum Gut into Long Island Sound, we were one of the very few boats to make it through before the current turned. Our lead stretched to miles ahead of the pack. Onboard, we had a new weather-routing program, and our freshly minted navigator, Chris DeMarco, back from the Newport-Bermuda Race, put it to work.

The verdict? We had two options: north or south of the Sound. Middle never works. Chris ran the numbers, checked the land-based weather stations, and convinced me to take a path we never took before: go north.

That's when we met the bugs. We didn't just pick up a wind line, we picked up thousands of bloodthirsty, Connecticut-bred bugs. They had teeth. They were hungry and they had vengeance. But seasoned sailors know, when the bugs come, the wind is about to shift. Bugs aren't normal out there. As the sun set, so did the wind. The bugs had disappeared, but so had our momentum.





We crawled westward toward the finish line, our top speed barely breaking a knot. For a few hours, we thought, “Okay, slow, but we’re still ahead.”

Then we hit the true payback, a dead calm. Our speed dropped first to 1 knot and then to an agonizing 0.4 knots. The current carried us backward faster than we were moving forward. All we could do was to watch as the boats we had left in the dust started gaining on us.

By sunrise, the horror unfolded in slow motion. Boats that had been far behind us for hours suddenly closed the gap, barreling toward us at ten times our speed. There was nothing we could do except sit there, waiting for the breeze to reach us. By that time, we drifted across the finish line, our once-massive lead had evaporated. We ended up crossing the finish line in a chaotic pack of fifteen boats, some literally bumping into

each other as we ghosted across the line. Some even crossed sideways.

Technically, we finished second across, but with time corrections, boats we never even saw on the course managed to push us down to fifth place—brutal. The disappointment was real. We went from leading the entire fleet for most of the race to losing it all in the last agonizing hours. But there was a small victory. The Around Long Island Race has team scoring, and thanks to some solid coordination, our team won that. So, while we didn’t get the individual glory, we still made it to the podium. The takeaway: we finished and there was a bar waiting for us at the end to help us recover.

Labor Day weekend means a lot of things to different people: barbecues, back-to-school shopping, one last dip in the pool, but for us, it’s all about the Stamford Denmark Race. Hosted by the Stamford Yacht Club,



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this regatta is one of our favorites. It's got everything: great competition, a course that crisscrosses the Sound, and even the occasional appearance from Danish royalty. No, seriously, there are actual royals, but no, they didn't knight us, yet.

This year, conditions were solid, a good breeze, competitive fleet, and just enough unpredictability to keep things interesting. We had our most experienced crew: Paul, Chris S and Chris D, Will, my brother in law Mike, and even Billy jumping ship for a faster ride with us. This crew has sailed on and off with me in every one of my boats including the *Melges 24*, *Hooch* and *Silver Bullet*, our now mothballed J-27. These guys like to go fast and feed back information to me; whatever I need to keep the boat moving its fastest.

We got off to a great start, carving our way through the fleet with our largest genoa pulling maximum speed. Things were looking good. Of course, Mother Nature, ever the trickster, decided to dial up the wind midway through the race. But thanks to a perfectly timed sail change, we executed with the kind of precision that makes you want to high-five yourself. We stayed in control, picking off boats one by one. There's nothing more satisfying than watching a game plan work, especially when it involves going faster than everyone else.

No Stamford Denmark Race would be complete without a showdown against our longtime rival, Doug Davies. His boat

has a great handicap, he sails it well, and, annoyingly, he has a habit of beating us by just a few seconds. Not this time, Doug. We powered past him heading toward the finish line, finally flipping the script in our favor.

What was the best part? Not only did we beat Doug, but we beat everyone. Yes, you read that right. Our non-spinnaker class boat, *Scapegoat*, managed to beat all fifty-two boats, including every single spinnaker boat. That's not supposed to happen. But sometimes, the sailing gods smile upon you, and when they do, you take the finish gun and sail into glory.

Post-race, Stamford Yacht Club treated us like royalty which, given the regal presence at the event, seemed fitting. They gave us prime dock space that is usually reserved for members—a nice perk when they remember you as those guys who won the last time we raced.

Last year's event was called off due to extreme thunderstorms, but this year, we more than made up for lost time. At the after-race party, I'm pretty sure we received trophies from actual royalty and their bodyguards. Or maybe that was the Dark 'n' Stormy talking. Either way, we ate, we drank, and we celebrated until we could barely make it back home. It is almost a tradition, as we won two years before and the same thing had happened. Another Stamford Denmark Race in the books and another victory for *Scapegoat*. We'll see them next year, unless we're banned for making the spinnaker boats look bad once again.

This year, we got a bonus adventure: an invitation to sail out of Bristol, Rhode Island, on a friend's boat. We had met Billy Blackman years ago on a race and found out he sailed down on the bay a lot. He had many stories to tell, including about having taught sailing to junior sailors in Bay Shore.

This boat we were to sail on was just not any boat, but a classic Pearson 37, an old IOR racer-cruiser named *DUCK*—yes, *DUCK*. We had a yellow plastic duck as a mascot. Not exactly the most fearsome name for a vessel, but we were excited.

The Around Prudence Island Race is a casual, mixed-fleet competition where both serious racers and casual cruisers show up for some nautical fun. We drove up Friday night, braving the Orient Point Ferry in total darkness and stormy weather, which seemed to really set the tone. The forecast of heavy conditions, however, gave us hope, sounding just right for a boat that was built like a tank and needed breeze to move.

Now, the race instructions were clear: If the weather turns nasty, the race committee will make the call at least twenty-four hours before the start. Sensible, except *DUCK* was moored a solid hour and a half from the starting line, meaning that we had to set off early Saturday morning. No big deal. We arrived at the boat by 0900 for an 1100 start. We checked before we left. No emails or Race Committee texts meant that the race was on! What could possibly go wrong? Well—everything.

We left the dock on time, heading out into gusty, rainy conditions that were challenging but manageable. We were halfway there, getting the boat race-ready, when we heard over the radio that the race was now canceled. Apparently, Narragansett Bay had turned into something out of *The Perfect Storm*, with waves growing too large and the wind cranking up to double the forecasted strength. The race committee, in a moment of sheer decisiveness, had pulled the plug.

So, there we were, having traveled all that way, just to turn around. But since we were supposed to be testing some new sails anyway, we decided to make the most of it. Instead of heading straight back, we plotted our own little course around some nearby islands and went for a proper sail.

To get to the boat that morning, we had crossed the Mt. Hope Bridge, a classic New England landmark. What we didn't realize was that the water beneath it was basically the nautical equivalent of white-water rapids when the tide and wind aligned just right. So, naturally, we found ourselves sailing under the bridge in massive currents and waves, which made for a thrilling, although slightly nerve-wracking, ride. It was a blast, though, and almost made up for the lack of an actual race.

After docking, we pivoted to Plan B: playing tourists. Our first stop? —A marine consignment shop, which turned out to be less of a treasure trove and more of a maritime junkyard. It was fascinating in



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a “who would actually buy this?” kind of way. Despite having money to burn, we walked out empty-handed. It turns out, even with millions of parts, nothing was worth buying. We couldn’t keep a straight face as we have thrown out better stuff than what they were selling—stuff that just didn’t look safe. Defeated by the second-hand sailing gear industry, we retreated to downtown Bristol for some well-earned food and drink. Not quite the race weekend that we had envisioned, but a solid adventure, nonetheless. Maybe next year we’ll go race. A great place to visit.

Fall sailing is hands-down the best, but there’s always that bittersweet feeling when the season starts to wind down. And what better way to send it off than with the Gearbuster Race, a race that lives up to its name.

Fortunately, our boat, *Scapegoat*, thrives in those conditions. Steering her is usually effortless, like driving a sports car stuck on rails. Most of the time you can sail it with two fingers. But this race is known for sporty conditions; that’s when you need both hands on the wheel.

After a few weekends racing on the bay, our same usual core crew were pumped to head back across the Sound to the Indian Harbor

Yacht Club in Connecticut. This place is where the real racing boats come to play.

The “69th annual Gearbuster” brought out over seventy-five boats, and for the past three years, we’ve dominated, finishing first in our division every time and taking the overall win twice. The folks over there know us, and they know we mean business. But this year, we had Doug Davies and his Cal 33, *Gypsy Moon*, to contend with. I forgot to mention Doug is an SBCC member with a long standing, winning record on the Bay as well as on the North Shore. His boat is one of a few that we hate to race against. It was shaping up to be an interesting one even before the race.

With an easterly breeze in the forecast, we set out early, fully stocked with beer, good heroes, and our signature post-race drinks. The ride across the Sound was already exciting, with 15 to 20 knots of wind and choppy waves. Naturally, the crew wasted no time calling for the Code 0, our go-to sail for reaching. As soon as it unfurled, *Scapegoat* practically launched. We hit 12 to 15 knots in a blink, and everyone took turns at the helm, grinning ear to ear. We made the trip in just forty-five minutes, half the usual time.

In retrospect we went a little too hard as the ride over was so fast that we sucked the water out of the water strainer, frying the engine’s





water pump impeller. This has now been added to the engine prestart list after sailing wickedly fast—check the strainer. So now, with an hour to kill before the race, we had no engine and had to lay low and conserve our batteries while we took in the scene.

As the slowest-rated division—imagine that—we started last, watching the fleet ahead split into those fighting for position and those just fighting to survive. With the wind holding steady above 20 knots and gusting to 25 knots, helping upwind through building waves was everything.

We picked off boat after boat, moving like a herd of goats on a jailbreak. By the windward mark, we had put serious distance between us and our division, including Doug. So much so that we reluctantly gave away our shortcuts and current strategies around the area, showing the boats behind us the perfect spots to tack. Only one skipper caught on—Doug.

After the rounding, the crew went to work swapping jibs and setting up the big genoa, not losing a second with a flawless change. We set the spinnaker pole, locking in our perfect dead downwind run to the finish. We surfed waves, overtaking boats flying spinnakers, and stayed well ahead of those that owed us time. We couldn't see *Gypsy Moon*, but we knew it was going to be close.

We crossed the line to a cheer from the Race Committee, who, as always, invited us to stick around for food and drinks at the club. Unfortunately, with no working engine, we had to sail straight home.

About fifteen minutes into our return trip back to Northport, we spotted Doug sailing towards the finish at a serious speed. We had a feeling it would be tight, but at that point, there was nothing we could do except enjoy the ride. The wind had shifted, letting us break out the Code 0 for another fast, fun run home into Huntington Bay. My brother-in-law, Mike, always brings an end of season care package. All the fixings for our signature drink: *Scapegoat Juice*: Orange Captain Morgan Rum with ginger beer and ice in a Red Solo cup. Mixing them up at 12 kts of speed and a thirty-degree heel angle requires talent. No problem for us—no spill, no fouls. There's nothing better than a cold goat under sail.

Back in the mooring field, we got the final results. Doug did beat us on the corrected time by just ninety seconds. Every dog has its day, and this time, he got us. Both of us finished nearly ten minutes ahead of the division and second place for us is not a bad way to end the season. Next year will bring another round of adventures!

RACING ON THE BAY

by Will Reichel

Sailing on the Great South Bay is fun and relatively safe, a great activity to do, a little exercise, and a challenge. Often, I remember sailing with my mom and dad and not really feeling the same vibe they did, but now I do! Even my brother Jack does as well.

After sailing and racing last year, I really got the feel of accomplishment and a taste of victory. I missed that feeling when my high school and college football days ended. This sailing and racing thing reignited the feelings of teamwork, leadership and motivation we experienced, and this helps me. I am all about sports. Many people don't think of sailing as a sport, but then, when I give them a chance to find out, they crumble. There's a bit more to it, other than getting wet.

One of the more unexpected moments of the past season was how we ended up with a red C&C 25 in addition to the one we already had. Originally called *Firewater*, I came to find out it had quite the history on the bay. It is a sister ship to *Naughty Dog*. It all started after one of our usual Tuesday night races; sailing, then some beers, and a post-race

debrief at Mary Carroll's—the usual routine. But this particular night, something a little different happened.

A red C&C 25 was being raffled off at the bar. A whole real sailboat, not some styrofoam bar

We fought for a podium finish, but more importantly, it was three generations of my family racing together.

giveaway, in a raffle. Even in a sailing club, that's not something you see every day. We didn't win, but the boat stuck in my mind. A few weeks later, while

mindlessly browsing online, I saw that same boat still up for sale. I don't know why, but I reached out to Connor Hartnett, the seller and a former SBCC racer, who is the owner of Mary Carroll's, and, as it turns out, a very generous guy. To my surprise, he didn't just offer us a good deal, he gave us the boat for free in addition to a few boxes and bags of parts!

Now, all we had to do was get the red boat home. It was in Greenport, so Connor got it to Babylon and then we then got it to Amityville. That's when we took a real look at what we had. Of course, nothing's ever that simple and how could a free boat hurt us? At least we had spare parts. On the way, our old outboard motor decided it was time to retire, leaving us drifting in a tight canal with other boats around. Things got sketchy fast, but luckily, we had a backup motor. We



do learn from our mistakes, so after a quick swap, we were back in business, dodging what could have been a pretty embarrassing first outing.

Once the season started, we quickly launched *Naughty Dog*, swapped the boats on the trailer, and got to work on evaluating the red boat, taking a hard look. We decided that either we work on it or take some of the good parts and scrap it. And by “work,” I mean the kind of brutal, backbreaking labor that makes you question all your life choices, or set it on fire.



The moment we got it home, the air was thick with fiberglass dust, sweat, and probably some choice curse words. This was going to be a summer job as we were so busy with racing the other boats and school. I had some help. However, the hottest midsummer sun of my life turned our Tyvek suits into personal saunas, while layers of mismatched, incompatible antifouling paint had to be sanded off; EVERY-SINGLE-INCH. We had red, blue, and black clouds as each badly painted coat went rolling down the street. I'm sure the neighbors loved it. The whole thing must've looked like a hazmat team had set up shop in our driveway.

While I was battling the bottom sanding, my old man was working on something arguably worse, the keel. When we hauled the red boat out, the keel was wobbly—not a great sign. Then I found out *Naughty Dog* had the same issue, though it was not as bad as this one. It turns out that this a bit of a C&C tradition. So, my dad, who's got skills, fixed not just *Naughty Dog*'s keel, but had helped to



fix *Blu-By-U*'s keel in the past (the C&C I got to race on). He ground the keel joint down, torqued the keel bolts as tight as possible, then etched into the lead with a wire brush (which should've killed him), then layered it with carbon fiber, S-glass, and flex epoxy. It came out perfect; so perfect in fact, that I started wondering if the red boat's keel was actually better than mine. Time will tell.

Of course, the keel was just the beginning. Climbing inside the boat, it became clear we had a project on our hands: no floor, ports falling out if you so much as looked at them, mismatched blocks and sheets, wires hanging everywhere. Did it have working sailing instruments? Yes, but were they functional? That's debatable. In short, it was a total shitshow: from an unexpected bar raffle, to an even more unexpected gift. This found boat came to us in a way that no one could have predicted, yet we were able to save her.

After this job was completed, the real fun began. Getting it race-ready and seeing what



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kind of stories we'll make when we go head-to-head with *Naughty Dog*. Let's just hope the next chapter involves fewer power tools.

Most of my summer was spent racing all over the island with my dad on our J/105, *Scapegoat*. This boat is just too much fun to say no to whenever a race pops up. And every time I sail with him, I pick up a new trick, or more like five. Sailing with my dad is like training under a Jedi Grand Master. If I were left to figure things out on my own, it'd take me a year to learn what he teaches in a month. Call him Yoda, except taller and with more colorful language.

Our main racing schedule was the Tuesday night BSIR series, and I was also back aboard *Naughty Dog*, picking up right where we left

off last season. I ran the boat, my dad just skirted the jib, and occasionally "suggested" a course correction, followed by a mini-lesson. I sailed with some of his *Scapegoat* crew, my new friends, which made for a great mix of experience and camaraderie. Chris DeMarco helps with the tactics and cockpit work, and my dad's bowman, Billy Spitz, who is now learning how to steer a boat, did the bow. They are two of the best sailors around. Now we could handle anything thrown at us.

The racing was tight, especially against the C&C crowd, which always seemed to set the pace. The biggest challenge? Trying to avoid running over the slower boats, the ones with PHRF ratings higher than ours, while staying ahead of the bigger, faster C&Cs.





Ted Drossos, the race organizer who skips *Lady in Red*, a special C&C 110, was a constant thorn in our side. Our mast barely reached his second spreader. Gary Sebouhian, sailing a C&C 29, *Pandemonium*, was another serious threat, somehow always sailing around us when our handicaps narrowed. Gary is also the race organizer of the BSIR races.

What was our best shot at taking them on fairly? Upwind legs. *Naughty Dog* loves a good upwind fight; more wind, more tacks, more speed.

Enter the red boat. Around the first week of August, we finally launched the red boat. My dad was going to sail it with his longtime friend and outstanding crewmember Chris Sicignano. They would sail the red boat, hopefully behind us. We had some of the parts to make the boat work, and for anything missing, my dad raided our personal consignment shop, also known as our garage. Whatever he couldn't find there, he just took from *Naughty Dog*. No more spares for us. He snatched my Dacron cruising main, an old genoa, and even started eyeing my running rigging. I had to lock the boat. Of course, he made me wet-sand the bottom before he launched it.

Despite the questionable ethics of our parts acquisition process, the red boat was coming together. Since it felt like a brand-new boat to us, we decided it needed a new name.

The name changed daily until we settled on *Unleashed*, a perfect counterpoint to *Naughty Dog*. We even changed the sail number to be just one higher. *Naughty Dog* is USA 42371, so *Unleashed* became USA 42372. What was the best part? It was calling in the finish line results and messing with the Race Committee. You really have to hear it to appreciate the chaos and comments it creates.



Racing on the Bay



There was one problem we had not counted on—no place to dock *Unleashed*. Fortunately, we had a slip at Roger Holzmacher's "shipyard" for *Naughty Dog*. Roger's backyard is a wooden boat lover's paradise, or graveyard, depending on how you look at it. Some boats are pristine, some are in lumber piles, and a few actually float. It's got a Mystic Seaport vibe, and Roger himself is always around, ready to lend a hand or just talk sailing. But we needed another spot and fast.

Enter my grandfather, John Davis. His powerboat, which he mostly used to watch us sail and play Race Committee, had finally given up. The engine, once old but reliable, was now just too old. Its season was over, so he offered us its spot behind his house. I think he really wanted to see his backyard full of boats just like it used to be. He even made signboards for the name *Unleashed*, and eventually we managed to fit *Naughty Dog* in next to it. Perfect!

My grandfather, was a force to be reckoned with in his sailing days, having raced his C&C 25, *Dragonfly*, to plenty of victories. Now, he had the perfect vantage point: his office/trophy room, where he could keep an eye on *Unleashed* and *Naughty Dog*.

With both boats ready to race, we came up with a solid crew plan: split our regulars between the two boats and keep things

fair. That lasted about five minutes before it turned into young guns vs. old dogs. My dad ended up on *Unleashed* with Chris S and a new guy named Al Vasquez. No one knew much about him, but he had the look of a secret agent. Chris S called him our "secret weapon." He would show up just as we were leaving the dock, wearing no sailing gear with only bicycle gloves to handle the lines. Just the gloves—very 007.

From the first race on, the old guys were fast—suspiciously fast. Even in the one race where they started fifteen minutes late due to an engine problem, they still climbed back into the fight. Was it the boat or the crew? Or was Al actually a government-trained racing machine? We may never know, but the whole situation seriously threw off our championship plans. Then again, racing against *Unleashed* was way more fun than any season trophy. *Naughty Dog* vs. Junkyard Dog, that's what it became.

We managed to squeeze in a few weekend and Thursday night races, but the real highlight was having my grandfather so involved. Every week, he would drive down to Bay Shore to watch us race. He got a kick out of watching the two C&Cs work through the fleet together. After every race, he was there at the dock for the crew debrief, listening to the scores and, more often than not, fixing something that broke before the next race. He was basically our crew chief.



As the season wound down, a rumor started spreading in the club. This was going to be the last year for the SBCC Thursday Night Twilight Series. There were just not enough boats left to keep it going. It was the end of an era. This is when my grandfather threw us a curveball. Since he had raced in the very first Twilight Series way back in the day, he wanted to skipper *Unleashed* for the final series. I'm not sure if he won the first one, but judging by his trophy collection, he probably did. He wanted bookends, I guess. So, we handed him the tiller. It was all his.

I hadn't raced with him since I was about ten years old, so getting to sail together again was something special. Only four other boats showed up, but I pushed *Naughty Dog* as hard as I could, trying to beat him. I'd get ahead, and somehow, he'd claw his way

back. And despite us having the better sails, he won, even being committee boat for one race. One last Twilight Series. One last trophy for the shelf.

The most memorable moment of the season came in the Babylon Yacht Club's Louis Orr Race, where I found myself racing against my dad and Paul Rendich on *Naughty Dog*. My grandfather took *Unleashed* with Chris S and me working the sails for him while he kept us moving fast. We fought for a podium finish, but more importantly, it was three generations of my family racing together.

It was the time I got to sail against my own boat and finally got a chance to see the old men in action with the *Naughty Dog*. They should have crushed us, but luck for them ran out. We crushed them, but then lost to the Hyer family. They sailed on their J-22, *Vantage*, which was crewed by three generations of their family. We made the podium for the last race of the year. It doesn't matter what boat we sail, grandpa still has the groove!

This season, it wasn't just about winning. It was about something bigger: the stories, the rivalry, and the love of the sport passed down from generation to generation. And maybe, just maybe, about figuring out whether Al Vasquez really was a secret agent. Al, Al Vasquez, I hopefully put in a bigger bid to take him on next year.



RETURNING FROM BERMUDA

by Duncan Burns

Every two years sailboats come from all over the world to race in the Newport to Bermuda Race. In 2024, Chris DeMarco raced and gave a wonderful program about it to the club.

I was asked to transport one of the boats back to Long Island from Bermuda. The race is 646 nautical miles, starting at Fort Adams in Newport, Rhode Island. One hundred sixty-two boats participated in the regatta, two boats were abandoned and there were multiple breakdowns. One hundred forty-seven boats finished, but no one lost their life in the race this year, as one person did in the last race.

I flew to Bermuda on June 27th and was fortunate to arrive in time for the after-race party, where I ran into Chris DeMarco and heard the winners talk about their experiences and how they won.

Chris Lewis was the navigator on the winning boat and gave a terrific speech at the debriefing on Thursday. He said that they try and stay in the five-knot gulf stream until the very last minute and that the exit of the gulf stream is one of the trickiest parts of winning the race. He ignored some of the wind predictions and went with his gut to stay close to the rhumb line coming into Bermuda. He also mentioned the dedication of his crew, practicing in every possible wind and wave combination for months in advance.

MARK LEBEAU'S RACE DESCRIPTION

This year's Bermuda Race was as exciting and challenging as ever—featuring a series of weather fronts causing tricky conditions near the start and a characteristically choppy crossing of the Gulf Stream.

Our boat started to take on water and we heard that a fifty-footer was abandoned...

After leaving Newport, boats reported light winds and slow sailing

speeds, thanks to weather patterns moving from the north, off the coast of New England. *Proteus*, a JV72, reported a dismasting at approximately 0150 on Saturday, June 22nd. All of the crew were safe and the boat motored back to Newport after retiring from the race.

Later Saturday, the breeze filled in, and the boats began making quick progress along the rhumb line towards Bermuda. At 0300 on Sunday, June 23rd, the crew of *Alliance*, a J/121, reported a water ingress and ultimately made the decision to abandon ship. Fellow competitors came to the boat's assistance, and by 0400 all of *Alliance's* crew had been brought safely aboard *Ceilidh* to sail onward. Following Sunday morning's rescue, other boats in the fleet reported choppy seas in and beyond the Gulf Stream.

Throughout the day, anticipation built up for the arrival of the first boats in Bermuda. Roy Disney's *Pyewacket 70* was the first to cross the finish line at 0137 on Monday with a corrected time of two days eleven hours and seventeen minutes. Also finishing Monday morning were *Allegra* with a corrected time of two

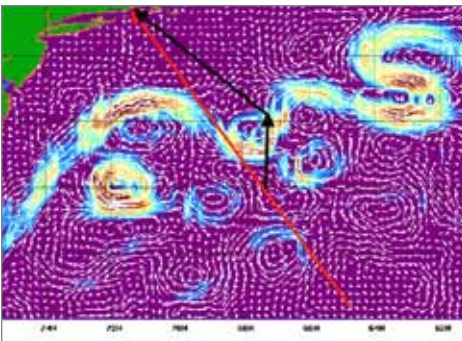




days, thirteen hours and thirty-one minutes, and OC 86 with a corrected time of two days twelve hours and nineteen minutes. *Summer Storm*, a TP52, owned and skippered by Andy Berdon, would become the overall winner of the Gibbs Hill Division with a corrected time of two days, ten hours and thirty-two minutes.

OUR JOURNEY BACK TO NEW YORK

We left Bermuda with the knowledge that a storm was going to arrive on Sunday night. The prediction was seven-to-nine foot seas and winds up to 35 kts. When a storm intersects with the gulf stream, it can produce large choppy seas, because the current and the waves are opposing one another.



We plotted a course to the east in order to take advantage of the gulf stream and to get as far as we could before the storm hit us.

The owner was our navigator, and his wife provided us with fabulous food including fresh baked chicken pot pie. We had four seasoned sailors who took two-hour shifts

at the helm, trim, sleep, and standby.

The winds were light when we left with beautiful blue skies. On Saturday the winds filled in and we had a wonderful broad reach sail. Sunday we saw the clouds in the distance and started to cross several freighters headed for New York Harbor.



The weather deteriorated and the waves stacked up against the current. We put two reefs in the main and used a small cruising jib. The auto helm could not be used because we had to steer up and down every wave to avoid crashing the boat into the next set of waves.

Several waves crashed over the entire cockpit and the rain began at 2000 on Sunday night. The lightning lasted for hours and the visibility was almost zero. Our boat started to take on water and we heard that a fifty-footer, s/v *Solution*, had been abandoned, and the crew was rescued by a Coast Guard helicopter. The following was written by its owner and captain, Carter Bacon.

Returning from Bermuda



THE PLIGHT OF *SOLUTION*

"As we ascended a wave, *Solution* would occasionally come down hard, with a loud bang, rather than the easy landing we are accustomed to. This meant she was landing more on her side than on her bottom. Two of these "bangs," which came sometime before 0730, were the loudest and most bone-jarring I have ever experienced on any boat. I now believe that these hard landings opened a seam in *Solution's* hull. I was out of options.

I called the Coast Guard on our Iridium satellite phone and was advised that an airplane and helicopter were being dispatched from Cape Cod, 200 miles away. The officer directed me to activate *Solution's* EPIRB beacon.

The plane arrived around 1000 and dropped the pump in the water near us. It had a 400-foot floating rope attached which should have made it easy for us to sail close to it, pick

up the rope and reel in the pump container. However, when I tried to maneuver close to the rope, I found the boat unresponsive. We sailed right over the rope and then spent an hour trying to maneuver back to it in the high winds and large waves. *Solution* was so sluggish she would not come up to the wind for a tack. Each time I wanted to change directions I had to jibe, losing any windward distance I might have gained. Later, I realized that we were so full of water that the kind of steering required was impossible because the boat was so sluggish.

After we spent more than an hour or more trying to retrieve the pump, the pilot who was flying circles overhead radioed to say that the helicopter would arrive soon, that it was at its maximum distance from base and carried only enough fuel to stay overhead for fifty minutes. He advised us that our choices were to abandon *Solution* or allow the helicopter to deliver a second pump directly





onto our deck. There was not enough time to do both. It was my choice.

It was an easy but painful decision to abandon *Solution*. I told the pilot we would be ready to move immediately when the helicopter arrived. When the helicopter arrived, the pilot directed me to turn 180 degrees and place the boat on an easterly course. After making this turn, the staysail was backed, with the sheet pulling from the windward side. The boat moved along steadily at 1-3 kts, without any further need for steering, allowing the helicopter pilot to gauge his approach.

The actual rescue was at once dramatic and anti-climactic. Each of us jumped in the water in turn. A frogman was lowered, harnessed up the "victim" and the pair were hoisted eighty feet to the helicopter. I had watched this so many times on TV that there was nothing surprising except the tight grip of the harness. The competence and coordination of the Coast Guard crew was, not surprisingly, as close to perfection as humans get. The process was repeated four times and the pilot headed for Cape Cod."

THE FINISH OF OUR JOURNEY

Monday morning could be described with one word, miserable. The rain was just coming down hard and we were down to seven gallons of diesel. Sleep was very hard to come by, because of the waves and water leaking from the ports on a boat that had

then been pounding into waves for over a hundred hours over the last week.

Fortunately, there was no sea sickness nor any injuries on our boat, but we were hearing lots of horror stories from other boats. Finally, the wind went light as we approached Montauk, and we had a lovely beat through the fishing boats in the early morning. We stopped for diesel in Montauk and had a smooth sail home through Plum Gut, then going west in the sound to Huntington Harbor.

Everyone was exhausted when we arrived at the dock, but were very thankful for the teamwork that brought the boat and crew safely through a week of sailing that saw three yachts abandoned and many breakdowns. We were extremely thankful for the competence of our entire team and plan to make the journey again in 2026!



THE ANTIGUA CLASSIC YACHT REGATTA

by Charlie Margeson

Each winter Antigua hosts many sailing regattas out of English Harbor. One of my favorites is the Antigua Classic Yacht Regatta. It's a four-day regatta, for only vintage wooden yachts which are mostly between sixty and a hundred feet long. As you can imagine, there's plenty of varnished cabins, teak decks, wooden masts & rigging. I've been following this regatta for many years, and I first attended it in 2004.

We took a two-week family vacation this April to Antigua to to attend the Classic Yacht Regatta and celebrate three birthdays: my daughter-in-law's, my granddaughter's, and mine.

This year the stars aligned and I got to crew on one of my all-time favorite vintage yachts— *Bolero*, a seventy-three foot Sparkman & Stephens yawl. She was built in 1949 and had a major refit in the early 2000s. She is spotless, quite a sight to see and pretty exciting to sail.

The 2024 Classic Yacht Regatta started during our vacation on Wednesday, April 17th. My plan was to get on one of these yachts as crew. Each morning, I packed a bag and headed for English Harbor where the yachts were docked. I walked the dock asking the captains if they needed extra crew. No luck the first two days but the third day strong winds were predicted. When I got to *Bolero* the captain asked me a few questions, and then

welcomed me aboard! It ended up he was an LI boy himself, we both grew up in the same town and he also sailed on the Great South Bay as a kid. Wow, you never know!

I quickly signed the crew waiver, he threw me a red *Bolero* crew shirt and put me in charge of the mizzen mast. I was on cloud nine! I grew up cutting pictures of the yachts *Ticonderoga*, *Bolero* and *Dorade* out of my dad's

yachting magazines, so this this was a childhood dream come true. The thirteen crew members aboard were all great with introductions all around. I got a quick tutorial of all the lines and responsibilities from Captain Casey and the crew as we motored out of the harbor.



It was all a blur to me, raising sail and watching all the other gorgeous yachts jockeying for the start from the stern of *Bolero*. But once the starting countdown began it was all business. My job was to both trim the mizzen and handle the running





backstays with each tack or jibe—serious work on a boat this size.

We hit the start well and were off to the upwind mark. There was plenty of winch grinding, lines creaking & discussion before we settled in.



Once in her groove, *Bolero* easily hit 9-10 kts close-hauled. A true thoroughbred! I then turned around to look astern and what a beautiful sight. There must have been twenty five classic wooden yachts—some over a hundred feet—all around us, under full sail with the rail down. Then I realized I had left my iPhone in my bag down below. Luckily Tom, a fellow crew member on the main winch, took pity on me and shared some of his pictures with me on WhatsApp.

There's a lot of nuance to mizzen sail trim on a yawl, but I was aware of this, having grown up sailing on my Dad's ketch. *Bolero* came in first in her class that day and I did well enough that they asked me back for the fourth & final day of racing. Yahoo!

We came in first again in the last race. We endured stronger winds—which *Bolero* loved—a tacking duel with a ninety-five

foot schooner and a downwind finish where we flew the mizzen staysail. This sail is a spinnaker flown from the mizzen mast.

Yes, I was in charge, but the skipper took pity on me. I'm sure the terrified look on my face said it all! He handled the launch & takedown, I just helped trim the sail. *Bolero* took first place in the Classic & Vintage Division.

They invited me to the Awards Ceremony as a guest crew member, which turned out to be quite a night. It was held at Nelson's Dockyard, a historic location at the head of English Harbor.

What an experience and what a memorable birthday. I met some really great people in both Captain Casey and the rest of the crew. I had an experience of a lifetime in a tropical paradise, racing on an iconic vintage sailing yacht as a working crew member. And best of all, I was able to share it all first-hand with my whole family. Persistence paid off; it only took twenty years—all thanks to a captain willing to take a chance on a fellow Great South Bay sailor combined with the camaraderie of the crew. I was one lucky dude. It goes to show that when the stars do align, magical things can happen!



THE TWO-WEEK CRUISE

by Wendy Gesele

As we all know, cruising is all about weather windows, tide tables, fun times, food, and fixing boats in exotic locations. This trip had its share of all of the above.

The Fredericks on *Cambria*, Margesons on *Shadow*, and Jamie Blumenthal with his sister Polly on *Aquae Sulis* had all successfully made their way to Block Island on Friday, June 28th.

The Geseles on *Haven* and the Pizers on *Rising Tide* were waiting until Monday in the hopes that *Rising Tide's* engine issue would be trailing in its wake. Unfortunately, that would not come to pass. So, after the weekend storms passed, *Haven* struck out solo on Monday to meet up with "The Insiders" at Cormorant Point, Shinnecock. The ocean was calm and a beautiful Caribbean turquoise. We later learned the color was caused by a phytoplankton algae bloom called coccolithophores that is important for the food web. The north wind lent itself to a set-it-and-forget-it sleigh ride all the way to Shinnecock. We occasionally saw speeds over 8 kts!

The Insiders, consisting of the Werkmeisters on *Aurora*, Bernichons on *Windswept*, Marie Lindell with her daughter on *Our Dreamliner*, Andersons on *At Last!*, O'Connells on *Kickin' Back*, and the Gravinass on *Compass Rosie*, had a much different experience. A rudder repair and multiple run-agrounds kept them on their keels (pun intended), but by dusk, all seven boats were safely anchored at Cormorant Point.



Tuesday morning started early with a snorkel dive to unsuccessfully untangle an anchor. After the subsequent sacrifice to Poseidon/Neptune, we all started our motor sailing voyage to overnight in Lake Montauk.

The ocean was like glass and alive with dolphins and many took pictures of the bluffs and lighthouse. One of the benefits of cruising with a club is the combined knowledge and support we give each other. With that said, once all were anchored safely, members of the group rallied around a failed water pump and prepped the owner of the faulty equipment on what steps to take next.

Wednesday saw another tide-mandated early start and day of motor sailing on a beautiful ocean. The Block Island gang set out to meet us as well. By the time everyone arrived at Mystic, a fuel issue, a steering issue, two alternator failures and an engine overheating were all weathered with mainly positive outcomes.

The bridge passages were interesting. We witnessed the swing bridge open for us and close for a passing train. Then we waited with many others for the draw bridge to open. Later, we learned that the draw bridge opening is a bit of a tourist attraction since the street is a major thoroughfare in the town.





The employees at Mystic Seaport Museum were amazing! They handled our conga line with professionalism and ease by grouping us along the same dock and giving us maps to the area and museum. They also gave us a little sign to post on each of our boats to prevent museum guests from boarding. They said, "Private Yacht. Please do not board." And yes, we took pictures and kept the signs. You would have too—right?



Thank you to Stephanie Pizer who, while planning the trip, had arranged a behind-the-scenes tour of the shipyard. It was interesting learning about the ship that is currently being rehabilitated and the equipment that is used to cut and plane the raw lumber and install the boards.

Later, tired from travelling and the sun, everyone went their separate ways to do boat chores, relax, or meander around the multi-acre museum. After sunset, Scott and I went into town where we had a wonderful dinner at the Mariner and night cap at a brew house called Bank and Bridge before walking back.

The lay day at Mystic was so relaxing. Many continued with boat chores, including celebrating July 4th by decorating their boats with signal flags and sending Charlie up the mast of *Cambria* to install a new Windex, while others enjoyed the museum.

Among other things, I saw an amazing exhibit on how enslaved, indentured, and indigenous people maintained and contributed their cultures to the area, a house that held suffrage and temperance meetings, a cooper making barrels. The exhibit explaining how to make six strand rope was very informative.

I also toured the *Charles W. Morgan*, the last surviving wooden whaling ship. I thought that the mockup of the captain's berth was fascinating in that the furniture was built to the contours of the ship and could not be used in a house on land.

During the tour, we had a guide explain that when the sails were dropped and tied, the sailors would sing "bunting shanties." It was here the sailors would air their grievances through their songs. Because the wind was



The Two-Week Cruise



so noisy at those great heights, there wasn't much chance those they were complaining about would have heard them.

At the end of the day, everyone gathered on the dock by *Haven* to enjoy a rendezvous style happy hour and a discussion on the next day's departure to Shelter Island.

Friday's trek to Shelter Island was foggy but uneventful. Thank goodness for radar! After motoring to the Peconic Bay, the fog cleared and the Shelter Island Yacht Club launch service welcomed and guided each boat directly to their mooring ball.

Later that evening, twenty-two cruisers met at the yacht club and participated in a delicious and leisurely dinner. Duncan and Barbara Burns had arrived earlier on *Beaumaris*. Duncan had just returned from the Bermuda race and those sitting at his table enjoyed hearing about his adventure.

Saturday found most people hopping on the ferry and exploring Greenport.

Remember when I mentioned weather windows? When we got back to the boat, Scott discovered the already foggy weather,

was actually going to take a turn for the worse—the remnants of Hurricane Beryl were heading our way! After conferencing with the other captains, it was decided that instead of heading to Sag Harbor the next day, most of the fleet was going to stay at Shelter Island an extra day and head home early due to the declining weather. If anyone was going to go safely through Fire Island Inlet, we would have to leave for Lake Montauk Monday, and then Shinnecock by Tuesday.

We spent Sunday morning and midafternoon hanging out on the boat and prepping for the departure. Just before lunch, everyone had gathered on land and held a meeting about the further declining weather forecast and our changing itinerary. It was decided the majority of the fleet would be leaving to overnight at Lake Montauk on Monday. From there, *Shadow* and *Haven* were going on the ocean route and then continuing straight through to the inlet by early evening on Tuesday.

The rest were going on the inside route by spending overnight in Cormorant Point on Tuesday, and then heading home on Wednesday.





Many of us then enjoyed the view from the back deck while we consumed a lovely impromptu lunch at the Shelter Island Yacht Club. A rendezvous style happy hour was attended by nineteen people on *Haven* at 1730. Joseph and Elias took a swim off of the sugar scoop stern.

Monday was sunny, hot, and humid. We dropped our moorings at noon and headed out. *Cambria* broke off after we left Shelter Island and continued on to Coecle's Harbor where they met up with *Aquae Sulis* for a mini land rendezvous. They said it was beautiful! *Beaumaris* headed to the North Shore of Long Island. The rest of us got a good sail in during the last hour before arriving in Lake Montauk.

Approximately an hour after we all dropped anchor, an incredible fog rolled in. Talk about timing on our part! Visibility had dropped down to a couple hundred feet. Marty O'Connell joked that locusts would be next, then suddenly a few of the boats had a bunch of bees on them! Poor bees—they had suddenly lost their bearings in the fog. We all kept in radio contact until 2100 and then got some shut eye in anticipation, or angst in my case, of the 0500 start—whimper.

Anchors were up by 0500 the next morning and we made a duck line departing from a foggy Lake Montauk. As we entered the Atlantic, the fog became intense. The radar came in handy again. Those who didn't have one kept their eyes on AIS. As we rounded Montauk Point, *Shadow* and *Haven* kicked into hyperdrive, so that we could time the tide at the inlet, while *The Insiders* made their way to Cormorant Point.

Eventually, the fog lifted and we were able to sail along in water that was still a beautiful Caribbean blue. We saw a shark and later a very large pod of dolphin. I love how they do the circle dive when they come up for air! We later heard on the radio that *Aquae Sulis* and Jeff Mattera on *Eagle's Wing's* had met up with *The Insiders* at Shinnecock. *Beaumaris* was heading to Port Jefferson and *Cambria* was heading to meet the Aioissas on *Resilience* and the Roigs on *Stowe Aways* for another week at Block Island—lucky!

Shadow and *Haven* were met with sporty conditions at Fire Island Inlet. Seas had been building the entire day and the waves were five-foot rollers with wind against current. We safely surfed our way in and spent a pleasant night together eating German frankfurters while anchored at Sore Thumb.

In the end, a total of eleven boats and approximately twenty-six people participated in the two-week cruise with three other boats meeting up in some capacity at the end of it.



THE TWO-WEEK CRUISE - INSIDERS

by Joe Werkmeister

This year, the two-week cruise wound up having three leaders! Jay and Stephanie Pizer put a great deal of effort into planning the itinerary and providing pdf and gpx files to all participants, but unfortunately due to mechanical problems with *Rising Tide*, they were unable to attend. They stayed in communication with us throughout the cruise to insure all went well and we are all grateful for their efforts. So, in light of the Pizers' absence, Scott Gesele took on the majority of the leadership role for the cruise for which I am extremely grateful!

My role became the leader of the "Insiders" group! As it turned out, the "Insiders" group was larger than the "Outsiders" group. Our original plan of departing on Saturday, June 29th was delayed until Monday, July 1st due to weather concerns.

The fleet taking the inside route to Cormorant Point consisted of *At Last*, *Aurora*, *Compass Rosie*, *Kickin' Back*, *Our Dreamliner*, and *Windswept*. We rendezvoused in Bellport Bay at 0800, enjoying our first sail of the cruise. As I had done last year, I reached out to the Sea Tow boat captain for local knowledge to insure a safe passage through Moriches Bay. Captain Bill advised us that the main channel had been dredged and had plenty of deep water but had not been marked by buoys. He recommended following the route he had given me last year, which we had traversed without issue. And then the fun began!



I led the fleet on the same track line I had created from the 2023 cruise and after successfully navigating through the Moriches Inlet area I began to encounter shallow water as we headed north. I advised the fleet, but before I could slow down sufficiently I ran aground on the soft bottom and I was soon joined by *Windswept*, also grounding.

As I looked around, I noticed a Sea Tow boat in the area so I hailed it on the VHF radio and asked if he could offer any local knowledge to allow us to navigate through the area. He told me that we were on the right track, but we would have to wait for the tide to rise. So, the boats that had not run aground dropped anchor and we had to wait for two hours for the tide to rise enough, before *Aurora* and *Windswept* were able to float off. Once we were free, we motored back to deeper water and dropped anchor. We had decided to wait one more hour for the tide to be at peak high.

The decision then had to be made how to proceed! Fortunately, Eddie Anderson volunteered to attempt to stay in the





unmarked channel by relying on his chart plotter. The rest of us followed and we made it safely through Moriches Bay without further incident. Thank you Eddie, for taking that risk!

While the rest of the group had waited for *Aurora* and *Windswept* to get free, I asked the shallow draft catamaran, *Compass Rosie*, if they would scout the area to look for a safe passage route. Unfortunately, they also encountered the bottom and wound up breaking one of their two rudders. The rest of the fleet were unable to approach close enough to render assistance, so we decided to move on while Jerry Gravina attempted to fix his rudder. Happily, due to his mechanical ability and his daughter's snorkeling ability, they were able to effect a repair and were able to rendezvous with the rest of the fleet at Cormorant Point about an hour after the rest of the fleet's arrival.

Meanwhile, the Geseles were transiting the outside route to rendezvous with the insiders at Cormorant Point and arrived a couple of hours ahead of the insider fleet.

We were now a fleet of seven boats and from this point on, *Haven* took the lead for the bulk of the cruise until our return trip home. Once again, we split leadership duties.

The following morning, the fleet continued uneventfully to Lake Montauk and then on to Mystic, the day after, where we were joined by *Shadow* and *Cambria*. You can read about this part of the trip in the following article, "Our 2024 Endless Summer Cruise," written from Jeff Frederick's perspective.

After having visited Mystic and Shelter Island, the majority of the fleet decided to head home in front of an impending weather condition that might have made an ocean transit very difficult and dangerous. We



The Two-Week Cruise - Insiders



were now a fleet of eight boats as *Shadow* also decided to head home and accompanied us to Lake Montauk.

After the overnight in Lake Montauk, we awoke to heavy fog and departed at 0500 for our rounding of Montauk Point. *Haven* led the fleet with less than a quarter mile visibility around the point, which thankfully had far less than the usual number of fishing boats to navigate through in the fog.

Once around the point, *Haven* and *Shadow* turned on the after burners and headed towards Fire Island Inlet. Before this, they had held back their speed, to allow the fleet to remain together for the rounding.

Aurora then took the lead to bring us through Shinnecock Inlet and ultimately to Cormorant Point. *Aurora* and *Windswept* were equipped with radar and kept a close eye out for targets. Fortunately, they were few and far between and our passage was smooth considering the limited visibility.

Entering Shinnecock Inlet was nerve wracking to say the least! I had to rely on my chart plotter and radar to get close enough to see land on both sides of the Inlet. I definitely breathed a sigh of relief once we were all safely through! Once we were all securely anchored in Cormorant, of course, the fog lifted and we spent a very pleasant night on the hook.





We were all a bit wiped out and decided to all stay put on our own boats for a good night's sleep with a late 0800 departure the following morning. After our arrival, we were joined by *Eagle's Wings* and *Aquae Sulis*, who had left from Block Island and Shelter Island respectively, to come with us on the inside route home.

We departed the next morning, once again, in dense fog. Once more, I had to rely heavily on my chart plotter and radar and the excellent long distance vision of my first mate to move from buoy to buoy. It seemed that the Ponquogue Bridge appeared out of nowhere, which was quite an eerie sight, but soon after passing under the bridge the fog

relented a bit and we had decent visibility through the Hamptons.

The transit through Moriches Bay was uneventful as we followed our track line from the outbound transit. I had hoped for a nice sail home through Bellport Bay but unfortunately, the strong winds that had influenced our decision to come home a few days early, reared their ugly head and we were faced with 20-25 kt winds right on the nose and decided it best to just motor home to get in as quickly as possible.

It was an adventurous cruise that included quite a few obstacles to overcome, but all things considered, a good time was had by all!



OUR 2024 ENDLESS SUMMER CRUISE

by Jeff Frederick

Every year we learn a few lessons. Last year we learned the following:

1. Schedules exert pressure, weather exerts pressure—weather wins.
2. “Ice cream tastes better after a hard day at sea.” – Joseph Frederick
3. A five-year-old cannot be trusted with wet wipes!



There were other lessons of course, but these hard-earned nuggets of wisdom will stand the test of time. We took these lessons to heart in the planning of our cruise this summer. I also circulated a questionnaire last fall to gather feedback from the others on the 2023 Two-Week Cruise and relayed that feedback to the club during our early planning meetings.

Jay and Stephanie took the helm this year as Cruise Captains, and we all sketched out an itinerary that included some shorter hops between anchorages and several new ports that the club has not visited in quite a while. Our stated goal was to provide a less intimidating itinerary to encourage new cruisers to join the fun, and I think Jay and Stephanie struck a perfect balance. Fate (and a heat exchanger) would ultimately scrub their cruise dreams this year, but we all know they will be back next year to enjoy the cruise to ports yet unknown.

We initially planned to go out for four weeks, extending the SBCC cruise a bit and going wherever the winds took us. But a work trip to

Washington, DC got in the way, so we settled for three weeks. Our final plan was to head to Block at the end of the Two-Week Cruise and meet up with friends and get some quality beach time before returning home.

With the itinerary set, it was time to prepare *Cambria*. It took a full week of trips to Week's Yacht Yard, endless wagons of snacks and bedding and clothes (and no wet wipes!) with two small helpers, and finally a special sack of kibble tucked into the bilge for young Evie. We were ready, *Cambria* was ready. Now we turned to the weather to figure out what we were going to do. This is what we call “stage one” of the organic decay of our well laid cruise itinerary. It's just a fact of life in the sailboat cruising business, and we have come to accept it.

The forecast looked bad, and we heard through the grapevine that a delayed start was being discussed. We considered it, but also played with the idea of leaving early. We were undecided but found a partner in Charlie aboard *Shadow* who was willing to make the early jump with us. On Thursday night at dinner, we pitched the new plan to our crew: leave Friday around 1600, make for the Inlet, head out and sail overnight to Block Island in a sixteen-hour push. Joseph dropped his fork, disbelief on his face. “I feel like you guys are always trying to stick it to me!” he exclaimed. He stopped eating, his stomach turning with the fear of potential—possible—maybe—seasickness. He does fine at sea but is 0-2 on very long twelve hour plus days underway. Elizabeth patiently talked him off the ledge, assuring him that this was the best strategy. I ate the rest of his cheeseburger.





By morning, the boys were sold on the idea and confident that their parents were not, in fact, trying to “stick it to them”. We drove to the docks with one final carload of extra stuff, as well as Evie. Evie was ecstatic that she was coming with us. She had watched us pack all week with that forlorn look in her eyes, “You’re leaving me again, aren’t you?” Not this year, we’d decided it was time for our little girl to join the fun. All aboard, and we cast off for the 2024 Endless Summer Cruise!

The trip to the Inlet was uneventful, and we met up with *Shadow* at the bridge. We followed the marks out of the Inlet, and I was immediately unhappy with the water depth as we rounded the corner and turned south. The old tracks were no longer good because they were now east of the red channel marks, but the water in the channel near the red marks was flashing six and half feet! Ugh. It quickly dropped back to twelve to fifteen feet, and we were on our way, but I knew we needed some new intel on the best return course through the Inlet. We quickly set sails and turned east in a gentle sea and 10-12kts of south wind. These conditions were predicted to persist until late tomorrow (Saturday), so we settled in and fed the boys a small dinner of plain noodles with salt and butter.

Elias turned in quickly, leaving Joseph and me in the cockpit. He was in good spirits, but decided he was going to sleep in the cockpit. So, he bedded down right there on the port side of the cockpit, Evie curled up on the sole, and Elizabeth and I grinned as we sailed away from the setting sun. Elizabeth napped while

I drove, and then she drove while I napped. To her credit, she took the painful 0330 to 0500 watch where she was greeted by the rising crescent moon. In the wee hours, things aren’t always as they seem—she thought it was a fishing boat, a cruise ship, then an airplane, before realizing it was indeed our moon. It was a beautiful night of sailing, and Charlie and I checked in on each other often. The sun rose as we neared Montauk, and we were amazed by the stunning tropical teal waters. The boys awoke happy and rested and goofy. Like magic, we were only a few hours away from our destination. We arrived at The Great Salt Pond around 0900, and we dropped anchor by Harris Point in eight feet of water next to Jeff Mattera aboard *Eagle’s Wings*.



PHASE 1: BLOCK ISLAND

We tidied *Cambria*, got Evie to shore for some relief, and had a giant breakfast of potatoes and spam, eggs, toast and coffee. We napped, went to BIMBI where Evie thoroughly enjoyed the fish tanks, and got ice cream. The water here is still quite chilly, so the boys opted for wetsuits and enjoyed swimming in the pond. It’s a lowkey day, and it’s great to be here. We got together at Dead Eye Dick’s for dinner with Jeff and Charlie and enjoyed a feast on the deck there. Later in the evening, just around sunset, *Aquae Sulis* pulls into the harbor. Jamie and his sister Polly decided to make the run Saturday afternoon before the expected weather on Sunday. They anchored by Dinghy Beach and enjoyed the quiet evening; we were then four boats strong!

Our 2024 Endless Summer Cruise



It's no secret that we love Block Island. We never feel like we've had enough time here, so this early excursion to get here before the weather feels like a treat. The main group intended to leave Fire Island Inlet on Monday, hitting Shinnecock, Lake Montauk, and finally Mystic, Connecticut on Wednesday, when we will meet up with the gang at the Seaport. But first we'll enjoy three lay days at Block.

The Sunday afternoon storms were less intense than predicted, but we did get a few lines of showers in the late afternoon. Jeff, Charlie and I hit the Oar for a nice early-afternoon meeting of the Governors, where we looked out over the pond and sipped Bloody Marys while we discussed matters big and small. The boys played with their "rainy day" toys that mom had stashed in an aft locker, and I took the opportunity to clean our filthy decks before and after mother nature's fresh-water rinse.



We spent a couple of days at Crescent Beach enjoying the surf and scene, the boys made beach friends and frolicked rain or shine.

We explored a bit, but we knew we'd be back later in the cruise, so we kept our ambitions in check and kept the itinerary simple: great meals with friends, chores, sun and swimming, and a few cocktails here and there. Evie was clearly enjoying all the fun too, and she quickly settled into the boat routine with the rest of the crew. I'm glad I brought a vacuum, as her sand transportation and deposition capacity are hard to believe! In the blink of an eye, it was time to head to Mystic to meet up with the rest of the cruise.

PHASE 2: JOINING THE CRUISE

A late start on a quiet, windless morning. Less than a quarter mile out, Jamie noticed high temps and low antifreeze in his diesel. We chatted on the radio and advised him to turn back to Block Island and find a mechanic. It makes no sense to leave a safe harbor with abundant mechanical resources with a problem like that. Later he was able to diagnose and address the issue easily, and he re-joined us in Mystic that evening.

Charlie and I steamed ahead in glass-like conditions, rounding Fishers Island easily as my crew lounged on deck reading their books. And then, my engine hesitated. Am I hearing things? I looked at the tach, the throttle, the wake—and then she quit. Nothing. I checked the fuel gauge, and it is bouncing from full to empty, consistent with the misbehavior I've been noticing this year. Weird. I binged on the fuel tank; it sounded empty, but that's not possible. I had put her away with over forty gallons of diesel last fall! I pulled the secondary fuel filter, and immediately noticed it's half-full of fuel. Ugh.



I hailed TowBoatUS and asked them if they could bring out some diesel. They said they don't usually do that because it never works, but I convinced them. In the meantime, *Shadow* took us under slow tow while I continued to stare at the motor, messed with the filters, and kicked myself for not having topped off at Block. No question about it, I was out of fuel. The towboat arrived with ten gallons of diesel, and I transferred the fuel and began to bleed the system. In short order we were back in business, and the towboat bade us farewell after having told us where to find the nearest fuel dock. Twenty minutes later we were taking on a full tank of fresh fuel, and I began to suspect that bandits had siphoned off half of my tank over the winter. A new lesson learned. Later, I disconnected and cleaned my fuel gauge sender wire connections, and the gauge sprang back to life!

We made our way north past the bascule bridge and drawbridge, tied up neatly in the row of SBCC boats who'd arrived a few hours before us from Lake Montauk. We plugged in to shore power and fired up the air conditioner, and my crew was relieved. The cabin filled with cool, dry air and I

poured myself a drink and tried to forget how careless I had been. It all worked out, but I coldly thought about how bad it could have been. Never again, I resolved and joined the gang on the docks before we wandered off for a behind-the-scenes tour of the museum and shipyard.

The museum is incredible. At first pass, I judged it prematurely as being too "kid-focused." But the more we explored the grounds, the more we realized how much amazing content is crammed into all of these buildings! The kids loved almost everything they did, from the planetarium to the ironsmith to the model boat shop and more. I can honestly say we will go back in a year or two and stay for twice as long. This place was a gem!

The club hosted RVs, we dressed our boats for the 4th of July, and we mostly just enjoyed the company of fellow cruisers. It was good to be back with the whole gang. I began hearing the stories of all the things that had gone wrong, as is popular amongst cruisers. It sounded like there had been some bumps just as there had been aboard *Cambria*, but no real showstoppers. To ward off any additional



Our 2024 Endless Summer Cruise



bad luck, I decided to get proactive and fix something that had been on my list for too long. Encouraged by the promise of a spam and potato breakfast, I was able to convince Charlie to go up my mast to replace my busted Windex. After two trips up, he was able to replace it and he also secured my tricolor and anchor light fixture as well. Now that I know which way the wind is blowing, *Cambria* will be a contender!

After two nights here, we cast off our lines and assembled in the river for the 0850 opening of the Mystic Bridge. A total of twelve boats (nine SBCC cruisers) slipped through this morning, all southbound. We rounded into the sound and made way for Shelter Island Yacht Club, about 30nm away. We had some fog, current and light winds, but the trip was uneventful. We hooked up at SIYC and swam the afternoon away before convening at the club for a group dinner. Unsure of the specifics of the dress code phrase “shoes required” and unwilling to negotiate my surrender to SIYC dress code enforcement, I went into town and bought a pair of docksiders at the very well-stocked general store. I don’t wear “shoes” per se in the summer, and only had flip-flops. Now I am prepared for all eventualities!

Folks went in all directions on Shelter Island, and it sounded like everyone had good fun. We opted to rent bikes and pedal inland to the famous Shelter Island mini-golf course The Whale’s Tail for eighteen holes and some ice cream. After that, we rode to the grocery to re-provision. Lucky for us, each bike had a basket, and everyone carried a bag of groceries back home.

Ah, the weather. We had nice days here, but the long-range forecast started looking iffy for one of the return-travel days on the next weekend. The gang opted to skip the Orient Point stop—a beautiful anchorage just five miles away. Instead, we all stayed an extra night at SIYC and gathered for a meeting to discuss the itinerary. The group quickly opted to head for home, foregoing Coecles Harbor and Sag Harbor. We decided to stick to the itinerary, but we weren’t planning to make the trip home from Lake Montauk like the rest of the group. We were heading back to Block for a longer stay, and to meet up with more club members aboard *Stowe Aways* and *Resilience* who planned to arrive next week.

Late the next morning, we parted ways with the group and headed south to Coecles





Harbor with *Beaumaris*, about five miles away. *Aquae Sulis* had arrived there yesterday and reported back that it felt like a desert island. We anchored in about ten feet of water just inside the narrow inlet and enjoyed the serenity and solitude, while *Beaumaris* proceeded further in to secure their mooring. Here the boys played in the dinghy, practicing their motoring skills and Elizabeth and Evie paddleboarded with Polly and explored the narrow creek. That evening, we gathered on Cedar Island for an RV. What a neat little spot this was, just off the southern edge of the harbor and connected to land only at low tide. We lounged on the neatly manicured lawn under the shade of a mature oak, sipped smoke-infused bourbon cocktails and snacked while we soaked in the park-like setting. It was a hidden gem!

The next morning, we made way for Sag Harbor while *Beaumaris* headed home and *Aqua Soulis* opted to catch up to the group, meeting them at Shinnecock later that evening. Sag Harbor was bustling and posh, the opposite of Coecles Harbor. We wandered the streets on this hot July day, seeking the refuge of air-conditioned toy shops or a bench under a shade tree. Exhausted by the busy scene, we retreated to *Cambria* and swam in the harbor. The boys worked on their diving skills and mom and dad judged their form and provided pointers. Later, mom and Elias went to town to pick up an amazing seafood feast from the take-out joint right there on the docks. It was a perfect end to this day – our first and last at Sag Harbor.

PHASE 3: BACK TO BLOCK – WE'RE ON OUR OWN

We were up at 0430 for an 0500 start – the wind and currents looked perfect for a huge lift out of Sag Harbor, the Peconic and off toward Block Island. Only 37nm to cover, and we ultimately made the trip in just five hours. The fog returned as we pushed past Montauk and into Block Island Sound in the steady SW wind, and it was impressively thick. Coupled with the confused rollers coming at us from the SE and SW, it was a disorienting hour or two. We made sight of the red buoy at the entrance to the Great Salt Pond but didn't actually see land until we had pulled in past the jetty. Oddly enough, once we got inside, the fog lifted a bit giving us a mile of visibility. Block is weird like that.

The weather forecast that inspired the club cruisers to head for home also inspired everyone to leave Block! We were greeted by a parade of boats heading out, and we had



Our 2024 Endless Summer Cruise

our pick of mooring balls. We'd been out for thirteen days then, and it's nice to pull into the harbor and have no worries about finding a parking spot!



Elias has been growing and is constantly looking to expand his domain. This cruise, he has decided he wants to start the outboard and do some dinghy driving. He drives well, but still has a hard time getting the cold motor started. As such, he has a strong tendency to flood the motor with successive pulls. I sat quietly in the cockpit enjoying the scene, wondering what was taking them so long to return from shore. Then I saw mom rowing the dink. Oye! He's flooded it again! It took a while, but we got her up and running again, but Elias is demoted once more and no longer enjoyed dinghy-starting privileges.

We enjoyed the beach on a brilliant sunny morning, before heading over to Champlin's to spend time with old friends who've docked their 50-foot sport fishing boat there. Their son is one of ten kids assembled amongst their friends—and he's the only boy. You can imagine how happy he was to see Joseph and Elias! They play in the pool, and we drink mudslides and catch up; we haven't seen them since the summer of 2022 (at this very spot). We hang with them and their crew of powerboaters from Greenwich, Connecticut for a few days, hitting the beach and even securing a babysitter so we adults can go out for dinner one night.

More perfect beach days, a few imperfect beach days with passing showers, but that doesn't faze us. As needed, Elizabeth, Evie and I hunker under the beach umbrella to

dodge the raindrops while the boys and the other kids played in the surf. Joseph practiced surfing, standing up and riding the tail end of small breakers while Elias boogieboarded. Evie loves the water too and joins the boys often for a cooling dip.

Monday came, and I must return to the office. I hooked up the inverter Joe Werkmeister gave me a few years back, plugged in my laptop, and streamed five bars of 5G signal into an internet hotspot at the nav station of *Cambria*. Nobody knew my office is floating in thirty-five feet of water at this summer paradise. The family went on adventures, and I worked from 0600 to 1400. On this first day, Elizabeth took our empty propane tanks to the local dealer, and used the bike trailer she rented, she returned with two ten pound tanks filled and ready to go. Amazing! The galley is back in business.

On Tuesday afternoon, *Stowe Aways* and *Resilience* arrived and grabbed a mooring ball right next to us. What luck! Joseph leaped off the boat and swam over; he'd been looking forward to seeing Roman for weeks. The kids gathered and played as Brandon and Mark decompressed from the voyage and did some housekeeping chores, got their dinghies rigged, and tended to their crews. It was great to see these guys again, and we were finally all reunited at Block for the first time since 2022. We hit the Oar for an easy dinner at the picnic tables, and Elizabeth and I watched the stress of the trip out melt away from their bodies. This was Day 19 of the cruise for us, Day 3 for them. I remember Day 3—for me, it takes a few days to become "vacation dad".





We sent Elias off to fishing camp with BIMÍ for the morning, and he loved it. It inspired us to pursue a clamming license and rake. Later, the Aiossas and Fredericks headed to Coast Guard beach to rake for clams. We wandered the shallows and had moderate success, returning to the boats with a bucket of clams. That evening, we congregated on *Cambria* for a feast of grilled sausages & clams served over pasta. It was an incredible meal with friends, the clams were unseasoned but tasted like butter!

A couple more beach days with brilliant weather, and mom and the boys squeezed in one more bike adventure to the north. They visited the lighthouse, the bluffs, and everywhere in between. We organized a late afternoon trip to the Springhouse for drinks and apps, and it was perfect. The Roigs and Aiossas pressed on for dinner out, while we retreated to *Cambria* for an early night. We had an early start the next day, and after ten days here, we were ready to head home.

Up at 0430 for an 0500 start, we slipped our mooring and headed north, then west. Winds were light to moderate and the sea state was gentle. We were moving a bit faster, so we ultimately made the inlet an hour or so ahead of *Stowe Aways* and *Resilience*. Armed with a fresh set of tracks, we entered the inlet about 350 feet west of the red markers, staying quite close to the green buoys. Plenty of water all the way in; nice. When we pulled in, we were surprised to see *Eagle's Wings* and *Bleu Moon* anchored there amongst several other sailboats. Todd informed us that it was a Point Lookout Yacht Club RV, and we were all invited to join them on shore for a sunset feast. Elizabeth quickly whipped up a taco platter,

and we joined them for the fun. The Aiossas and Roigs pulled in, anchored, and joined us on shore. What a great way to end our cruise! Later, we sat in the cockpit of *Stowe Aways* and sipped one last cocktail and soaked it all in. It's always a relief to get your family safely and comfortably back inside the bay after a long cruise.

The next day we motored home in light wind and fair currents. We saw a huge pod of dolphins at the lighthouse, and I quietly said thanks for a peaceful cruise. We'd been blessed with fair winds and easy seas; after last year's cruise this was my top priority. We arrived at our dock two hours later and unloaded the boat. The laundry—good grief, we hadn't done laundry since Sag Harbor, and we had about a hundred pounds of dirty clothes! It was hot, but it was great to be home again. The 2024 cruise is in the books, and I have no idea what next year might hold for this captain and his crew.

P.S. Joseph now believes that overnight sails to Block are the single best way to start the cruise. Elias is determined to get strong enough to start the dinghy next year and Evie has earned a permanent crew position aboard *Cambria*.



THE ONE-WEEK CRUISE ON THE BAY

by Joe Werkmeister

The One-Week Bay cruise was a huge success! Twenty-eight boats participated in some portion of the cruise. We were blessed with excellent weather and everyone had a great time! The cruise unofficially began on Friday, August 16th. Five boats arrived in Great River in anticipation of the “Margaritaville”



rendezvous on Saturday the 17th. We had a fantastic Margaritaville rendezvous aboard *Haven* where the Geseles had Margaritas flowing freely and cheesburgers in paradise were a plenty! As usual, the spread was awesome and we all filled our bellies! *Aquae Sulis*, *Aurora*, *Bleu Moon*, *Cambria*, *Compass Rosie*, *Dust in the Wind*, *Haven*, *Our Dreamliner*, *Rising Tide*, and *Salt Shaker* were all on the river that night. Sunday brought intermittent rain but we had a nice relaxing day and a cocktail hour aboard *Aurora* with those of us remaining on the river.



Monday, the fleet arrived en masse at Sailors Haven. We had seventeen boats filling a good portion of the marina. We had a very relaxing day Monday as the weather turned much better than predicted! Many of us sported our “Caribbean” attire during the rendezvous which all attended and the spread was up to the usual SBCC standards. Elizabeth Frederick provided awesome cocktails and took first prize in the Cocktail Contest. We did get hit with a quick rain blast after the rendezvous but it did not prevent the showing of “Captain Ron” on the big screen. Thanks to Scott for providing that entertainment! Monday night, the winds howled a steady twenty knots out of the north and we were a rockin’ and a rollin’ as we tried to sleep.

Tuesday dawned chilly and felt more like a fall day but down at the beach it was



The One-Week Cruise on the Bay



summer weather! Several of us tried our hands at building sand sculptures and the membership was given an opportunity to judge best sculpture. The turtle won by a landslide! The sculptor shall remain anonymous!

Wednesday, the fleet moved to Atlantique and picked up a few more boats. We were now twenty-four strong! We held a balloon toss contest and had about a dozen pairs of contestants! I am happy to report that Christina and I were the last couple standing! And much to the disappointment of other participants, we did not use extra strong balloons! After the contest was concluded, we had fun bombarding our Commodore with the left over balloons! Thursday we

showed our American pride as many of us wore America themed shirts and quite a few decorated their boats with signal flags and various other red, white, and blue adornments. It really did feel like the Fourth of July at Atlantique!

We attempted to hold a frisbee golf contest on the beach but the winds would have none of it. It was nearly impossible to get any distance or accuracy so we decided to just chill out on the beach and enjoy the sunshine.

Later on, many of us took the water taxi over to Ocean Beach and after sampling some delicacies at the various ice cream and bakery shops, we all gathered at the Castaway Bar and Grill for some cocktails and food.



The One-Week Cruise on the Bay



I want to thank everyone who came out at various points on the cruise. It was really a lot of fun and for me. It is a huge thrill to fill the marinas with boats flying the SBCC burgee. I strongly encourage participation next year for what is sure to be another outstanding week!

After everyone arrived back at Atlantique, we gathered under the stars for another great movie night. We laughed once again despite most of us having seen "My Cousin Vinny" numerous times previously. Five of us departed Atlantique on Friday and headed to Hemlock Cove while the rest of the fleet headed home. We enjoyed a fabulous three days at Hemlock filled with relaxation, swimming and the One-Week Cruise close at the "Halloween in August" rendezvous. It was a great week and I'm already looking forward to next year's cruise!



The One-Week Cruise on the Bay



2024 ONE-WEEK CRUISE PARTICIPANTS (STAYED AT LEAST 3 NIGHTS)

Alexa Grace II

Aquae Sulis

At Last

Aurora

Bleu Moon

Cambria

Compass Rosie

Dust in the Wind

Eagle's Wings

Extravagant Promises

Glenbeigh

Going Gray

Haven

Kariana

Kickin' Back

Lady Ann

Margaret Gale

Other Plans

Our Dreamliner

Rising Tide

Sail Smith

Salt Shaker

Shadow

Stray Cat

Summer Home 2

Surfin' Safari

Whisper

Windswept



THE SPRING COCKTAIL PARTY



THE BLAST





BOAT YARD PARTY



THE HOLIDAY PARTY



The Holiday Party



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):bradhbaldwin@gmail.com	Magic	3123
Basso, Barry & Eve	2024	132 Southard Ave., Rockville Centre, NY 11570 H:516-679-8464 C(M):631-764-2972 C(S):929-400-1419 E(M):bassob1127@gmail.com	Eve II	25059
Baxter, Belle	1998	411 First Ave., North #805, St. Petersburg, Florida 33701 H:941-264-7841 E(M):sailbrarian@gmail.com		
Becker, Charles & Barbara	1979	12 West Lane, Bay Shore, NY 11706 H:631-666-0194 C(M):631-374-1773 E(M):bcbecker12@verizon.net E(S):bbbecker2003@yahoo.com		
Becker, Dorothy & Joel	1977	355 Blackstone Blvd. Apt. 437, Providence, Ri 02906 H:401-443-4354 C(M):631-766- 4189 C(S):516-639-1806 E(M):djbecker138@gmail.com E(S):becker.joel.e@gmail.com		
Becker, Lawrence	2015	17 Burnett Ave., Bay Shore, NY 11706 C(M):631-987-7047 E(M):larrybecker3@hotmail.com	Jewel	99
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	2021	38 Circuit Rd., Bellport, NY 11713 H:631-286-6454 C(M):631-372-2000 E(M):jamieb9959@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@power-tran.com	Spirit	76
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
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 #
Braile, 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):stevensal@hotmail.com	Busman's Holiday	732
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):631-649-6906 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
Cornman, Fred	1983	12 Larkspur Drive, West Islip, NY 11795 H:631-669-6628 C(M):631-358-4077 E(M):frederickcornman@aol.com	Emerald Seas	39
Crocker, Douglas & Katherine	1985	84 West Islip Road, West Islip, NY 11795 H:631-587-4871 C(M):631-880-1447 C(S):516-848-4703 E(M):dmcroc@optonline.net E(S):kathybc@mac.com	Powerboat	Power
Daisley, Roger & Peg	2004	4199 38th Ave South, 65e, Saint Petersburg, FL 33711 C(M):917-692-6955 C(S):917-847-7445 E(M):hrdaisley@gmail.com E(S):mdaisley@msn.com		
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		Power
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 #
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
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, Nicolas & Eniko	2003	58 Ocean Avenue, Amityville, NY 11701 B:516-754-2256 C(M):516-754-2256 C(S):516-818-9656 E(M):sailvela@optonline.net E(S):eniko1@optonline.net	Boston Whaler Rover Tuesday's Child	Power 1848 25007
DeRuvo, David & Susan	2025	38 Girard Ave., Bay Shore, NY 11706 C(M):631-383-6988 E(M):deruvodavid@gmail.com	Snoopy	682
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
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	11069 SW Carriage Hill Lane, Pt. St. Lucie FL 34987 B:718-229-3788 C(M):516-850-7722 E(M):lenardfeldman@gmail.com		
Fifield, Jarrett & Allison	2005	138 Shore Road, Babylon, NY 11702 H:516-606-6204 E(M):mashomack@gmail.com	Firefly	Power
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	Power
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):jforman1@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	Power 14364 Power
Gesele, Scott & Wendy	2017	47 Columbine Ave., Islip, NY 11751 H:631-277-7257 C(M):631-987-4595 C(S):631-258-3176 E(M):sgesele@yahoo.com E(S):originalbionut@yahoo.com	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):avopnrs@gmail.com		
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				

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Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Holst, John & Meaghan	2001	77 Sequams Ln. E., West Islip, NY 11795 B:631-944-9656 C(M):631-356-5946 E(M):jholst@optonline.net E(S):meags65@gmail.com	Point of View Whitecap	Power 13642
Holzmacher, Ian & Shannon	2018	26 Wilson Drive, Babylon, NY 11702 H:631-661-0294 C(M):631-983-7376 E(M):holzmacherair@aol.com	Wanderlust	115
Hyer, David & Joann	1992	P.O. Box 466, West Islip, NY 11795 H:631-669-4819 B:516-358-3524 E(M):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):adrianaj9@yahoo.com	Kariana	42380
LaBella, Richard & Diane	1974	282 Timberpoint Road, East Islip, NY 11730 H:631-277-4826 C(M):631-942-2113 C(S):631-942-2114 E(M):labellarj@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
Laskowski, Aaron	2024	46 Margin Drive West, Shirley, NY 111967 C(M):646-594-7399 E(M):aaron.laskowski@outlook.com	Spirit in the Sky	497
LaTorre, Ginny	1981	11 Cutter Place, West Babylon, NY 11704 H:631-321-7311 E(M):cfr1855@optonline.net	Gracie Rose	Power
Levitsky, Barbara	1993	150 Scarlett Drive, Commack, NY 11725 H:631-724-5855 C(M):631-786-0053 E(M):barblev13@yahoo.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				

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Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
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:631-626-1612 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
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):trishamar14@mail.com	.	
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
Martorana, Robert & Ronnie	1981	9 Cedar Point Drive, West Islip, NY 11795 H:631-422-3404 E(M):ronnie1123@gmail.com		
Marzocco, Dennis	2001	970 Washington St., Franklin Square, NY 11010 C(M):516-322-0548 E(M):info@ddmrealestate.com		
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
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	<i>Jessica Lynn</i>	1860
McCarthy, Todd & Pam	2014	216 Atlantic Street, Central Islip, NY 11722 H:631-277-0248 C(M):631-905-6715 C(S):631-905-6716 E(M):tmc1955@verizon.net E(S):pmccarthy58@verizon.net	<i>Bleu Moon</i>	439
McKenna, John	2022	25 Roe Ct., Islip, NY 11751 C(M):631-681-1767 E(M):mcke01@gmail.com	<i>Cat 25</i>	25046
McLoughlin, Bryan	1997	116 Paris Court, West Islip, NY 11795 B:631-661-4761 C(M):516-768-5221 E(M):bmattack@yahoo.com	<i>Seahorse</i>	Power
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 #
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):gaxelslash@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	Power
Mirchel, Andrew & Helaina	2018	36 Sequams Lane East, West Islip, NY 11795 H:631-587-3687 C(M):631-902-3848 C(S):631-245-0603 E(M):amirchel36@optonline.net E(S):hmirchel@optonline.net	Galatea	177
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):susan11718@gmail.com	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	Power
Murphy, Dennis & Brianne	2021	7 Southview Court, Yaphank, NY 11980 C(M):631-252-0699 E(M):dennis@southshoresurf.com E(S):brianne.ny@gmail.com	Caguana Gidget	52 Power
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	Silver Pearl	5583
Nador, Joseph	2023	311 Windsor Ave., Brightwaters, NY 11718 H:631-433-6702 C(M):631-433-6702 E(M):jmsnadorjr@gmail.com	Respite	25049
Key Code - H:Home Phone ♦ B:Business Phone ♦ 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 #
Nilsson, Rick & Marylou	2025	7 Somerset Lane, East Setauket, NY 11733 H:631-751-3920 C(M):646-284-7946 C(S):631-682-9081 E(M):enilsson@senecainsurance.com	Wherever the Wind Blows	31010
Novak, Lawrence & Irene	1986	246 Marilyn Street, East Islip, NY 11730 H:631-277-9201 C(M):631-793-4717 C(S):631-678-8933 E(M):larrynirene34@gmail.com	H2O Buggy Summerhome II	Power 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	Ra'iatea	2273
O'Connell, Martin & Marcell	1988	133 Tahluah Lane, West Islip, NY 11795 H:631-422-2216 C(M):516-901-5994 E(M):martocon@kb5gang.com E(S):marcell@kb5gang.com	Kickin` Back	1227
Padden, Kevin & Loretta	1989	33 Litchfield Avenue, Babylon, NY 11702 H:631-661-7958 C(M):631-241-0482 E(M):kpadden@gpinet.com	Rettsie	103
Papa, Jim	2013	26 Awixa Avenue, Bay Shore, NY 11706 H:631-968-6947 C(M):631-835-9617 E(M):atlsrf@yahoo.com	Noddy	149
Piazza, Vincent & Colleen	2007	142 E. Melrose St., Valley Stream, NY 11580 H:516-596-1015 C(M):516-668-6763 E(M):vpiazza0@optonline.net	Fox	150
Picken, Egan & Carlene	2025	229 Sandpiper Lane, West Babylon, NY 11704 C(M):970-366-1642 C(S):917-577-9669 E(M):eganpicken@gmail.com E(S):reilly.carlene@gmail.com	Sovereign	199
Pittman, Michelle	1983	419 Potter Blvd., Brightwaters, NY 11718 H:631-666-3032 C(M):631-235-0334 E(M):mjmpadpit@gmail.com		
Pizer, Jay & Stephanie	2012	318 Clocks Blvd., Massapequa, NY 11758 C(M):914-715-2410 C(S):917-690-0422 E(M):jay@imaxproductions.com E(S):stephanie@imaxproductions.com	Rising Tide	50110
Pshedetsy, 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):purny48@gmail.com E(S):pattipurn@gmail.com	Thistle	134
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@qrtinc.com E(S):ronnieq942@gmail.com	Spare Change	717
Quinn, Michael & Jackie Scoglio	2022	17 Adobe Drive, Shirley, NY 11967 C(M):631-603-1121 C(S):631-335-2971 E(M):michaelquinn8188@gmail.com E(S):sunny22477@gmail.com	Other Plans	25045
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 #
Rappold, Gustave	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 Unleashed	Power 329 619 42370
Reichel, Will	2023	1165 Patricia Ave., West Islip, NY 11795 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
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 & Anne	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		
Sesack, William	2024	216 Seville Blvd, Sayville, NY 11782 C(M):631-438-6580 E(M):sesackb@gmail.com	Polaris	531
Sheppard, Robert	1972	167 Paulanna Ave., Bayport, NY 11705 H:631-472-0099 C(M):631-219-4699 E(M):captnrshep@aol.com	No Teak Aah	Power
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 #
Sidebottom, Martha Jean	2020	C/O: The Other Side Resort, Sunset Pt. Rd., Placencia, Stan Creek, Belize, Central America C(M):631-774-3548 E(M):jeansidebottom@yahoo.com	<i>Brizzy1</i>	25060
Smith, Michael & Virginia	1977	10620 Habitat Trail, Bokeelia, FL 33922 C(M):239-633-3623 C(S):239-633-3616 E(M):michaelsmith@comcast.net	<i>Last Laugh</i>	Power
Smith, Robert & Christine	2020	37 Willow Lane, Lindenhurst, NY 11757 C(M):516-817-5128 C(S):631-445-3775 E(M):superbee1968@aol.com E(S):cscalzo7@aol.com	<i>Sailsmith</i>	684
Soloff, Susan	2008	5231 Beardall Street, Unit 102, Raleigh, North Carolina 27616 C(M):516-849-9557 E(M):s52yarm@gmail.com	<i>Solitude Stealingtime</i>	432 8754
Stephani, Alexis & Cathy	2021	192 West 17th Street, Deer Park, NY 11729 H:631-586-4597 C(M):631-834-2812 C(S):631-793-3051 E(M):alexis.stephani@gmail.com E(S):cathy.stephani@gmail.com	<i>Soleil</i>	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	<i>Phoebe Rose</i>	5538
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@aol.com	<i>Going Gray</i>	Power
Troy, Rich & Sue	2003	1 Styms Ave., Bethpage, NY 11714 C(M):516-455-0028 C(S):516-380-2694 E(M):t4oyman@gmail.com E(S):t4oyasu@gmail.com	<i>Fun Sway</i>	60
Van Nostrand, David & Jeanne	1979	14 Christopher Court, Babylon, NY 11702 H:631-669-8862 B:631-264-0031 C(M):631-994-9283 E(M):dvnopa@aol.com	<i>Lorna Doone</i>	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	<i>Halve Maen</i>	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	<i>Blue Eyes Margaret Gale</i>	614 2267
Vetter, Robert & Joann	1989	75 Bayview Drive, Oakdale, NY 11769 H:631-589-8209 E(M):bobvetter@optonline.net	<i>Dragon's Power</i>	Power
Warsaw, Merritt & Maryellen	1985	645 Hunt Lane, Manhasset, NY 11030 H:516-627-2963 C(M):516-996-3849 C(S):516-381-8302 E(M):mwarsaw@yahoo.com		
Werkmeister, Joe & Christina	2018	5 Apple Lane, Medford, NY 11763 H:631-654-8123 C(M):631-766-8009 E(M):jwerkjr@gmail.com E(S):zonasnoopy@gmail.com	<i>Aurora</i>	141
Westpfahl, James & Donna	2002	404 South Second Street, Lindenhurst, NY 11757 H:631-226-2376 C(M):516-810-0547 E(M):jameswestpfahl@gmail.com E(S):grandmadmw3@aol.com	<i>Meander</i>	Power
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 #
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@uniquestatements.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 Ave., 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
Jaramillo, Kevin & Michelle	2024	87 Ard St., Bay Shore, NY 11706 C(M):631-415-7356 C(S):631-388-1291 E(M):kjavier_94@hotmail.com E(S):ricardoma92@gmail.com	
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):brendalissettekelly@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 III
Sandgren, Georgi & Paul	2024	416 Sayville Blvd., Sayville, NY 11782 C(M):631-568-4696 C(S):631-241-1119 E(M):iwyane3@yahoo.com E(S):pr.sandgren@gmail.com	Georgi Girl
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):kearneysweeney@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):631-806-5934 C(S):631-806-5935 E(M):jewolft@yahoo.com E(S):jackiemwolf@yahoo.com	Nauti Wolf
Wolff, Marc	2025	1134 Hyman Ave., Bay Shore, NY 11706 C(M):516-480-5547 E(M):mwolff37@gmail.com	
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 MKII
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
18	<i>Ripple</i>	M. Jeshiva	sloop	33'6"	4'6"	Hunter 33
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. Danilczyk	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
68	<i>Banshee</i>	C. DeMarco	sloop	36'6"	4'3"	Pearson 36 MKII
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
99	<i>Jewel</i>	L. Becker	sloop	27'	3'	ODay 272
101	<i>At Last</i>	E. Anderson	sloop	36'	4'3"	Sabre 36
101	<i>Ana Maria</i>	P. Halpin	sloop	42'	5'	Catalina 425
103	<i>Rettsie</i>	K. Padden	sloop	38'	4'11"	Ericson 38 MKI 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 35
141	<i>Aurora</i>	J. Werkmeister	sloop	35'	4'6"	Catalina 350
141	<i>Gypsy Moon</i>	D. Davies	sloop	33'	4'8"	Cal 33 MKII
144	<i>Njord</i>	S. Eilbeck	sloop	37'	4'3"	Tartan 37 MKI CB
145	<i>Passando Vento</i>	P. Ljungqvist	sloop	40'1"	5'5"	Beneteau Oceanis 40.1
145	<i>Luna Blu</i>	M. Saganic	sloop	30'	3'5"	Morgan 30
149	<i>Noddy</i>	J. Papa	sloop	22'	2'5"	Sailmaster 22
150	<i>Fox</i>	V. Piazza	sloop	30'	3'6"	Pearson Wanderer
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



Fleet Sailing Auxiliaries

Sail #	Boat Name	Name	Rig	LOA	Draft	Model
185	<i>Intrepid</i>	C. Goodwin	sloop	28'	3'11"	Tartan
199	<i>Sovereign</i>	E. Picken	sloop	26'11"	3'4"	Pearson 27
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
220	<i>Merry Ann</i>	M. Cook	sloop	30'	5'	C&C 30 MK I SD
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. Grotoli	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
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>	J. Reichel	sloop	24'	4'11"	Melges 24
352	<i>Moondance</i>	L. Donatelli	sloop	38'	5'	Catalina 380
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'	5'5"	S2 7.9
497	<i>Spirit in the Sky</i>	A. Laskowski	sloop	32'	4'6"	Catalina 320
510	<i>Adventure Time</i>	T. Davison	sloop	34'	4'	Sabre 34 CB
531	<i>Polaris</i>	W. Sesack	sloop	34'	4'5"	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
682	<i>Snoopy</i>	D. DeRuvo	sloop	28'	3'8"	Catalina 28 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 MK I SD
732	<i>Busman's Holiday</i>	S. Brice	sloop	40'	4'11"	O'Day 40 SD
738	<i>Compass Rosie</i>	G. Gravina	sloop	34'	1'6"	Gemini MC 105 (Cat)



Fleet Sailing Auxiliaries

Sail #	Boat Name	Name	Rig	LOA	Draft	Model
802	Sea Reed	B. Reed	sloop	34'	3'6"	Morgan
902	Extravagant Promises	R. DeSimone	sloop	32'6"	4'8"	Catalina 320
913	Vantage	D. Hyer	sloop	22'	3'8"	J-22 ODR
944	Haven	S. Gesele	sloop	42'	4'10"	Catalina 42
1053	Clas Sea M	C. Lapp	sloop	36'	4'5"	Catalina 36
1227	Kickin' Back	M. O'Connell	sloop	34'	4'6"	Tartan 34 MKII
1227	Stray Cat	G. Rappold	catamaran	35'	3'	Gemini Legacy 35
1288	Sweet Lorraine	D. Sweeney	sloop	37'	4'7"	Beneteau 37
1442	Ranger	R. Malinka	sloop	25'	3'6"	Cape Dory 25D
1515	Tandem	D. Williamson	sloop	30'	3'5"	Tartan 3000
1628	Wild Card	R. Gutmann	sloop	19'	4'	Flying Scot
1848	Rover	N. DeMarco	sloop	19'	4'	O'Day Mariner
1860	Jessica Lynn	J. Mayor	sloop	38'	6'4"	Beneteau First 38
2224	Pandemonium	G. Sebouhian	sloop	29'	4'	C&C 29 MKII SD
2261	Thriller	T. Miano	sloop	23'5"	2'9"	Beneteau First 235
2267	Margaret Gale	R. Van Tassel	sloop	36'4"	4'5"	Catalina 36 MKII
2273	Ra'iatea	S. Odland	sloop	35'6"	4'6"	Catalina 36 MKII
3123	Magic	B. Baldwin	sloop	25'	5'	Catalina 25
3781	Stowe Aways	B. Roig	sloop	37'	4'6"	Island Packet 37
4201	Eagle's Wings	J. Mattera	sloop	35'5"	3'9"	Bristol 35.5 CB
4760	Are We There Yet?	J. Hackett	sloop	27'	4'	Catalina 27
5264	Lunatic	G. Rappold	sloop	18'	3'10"	2008 Buccaneer 18
5538	Phoebe Rose	D. Tedesco	sloop	30'	4'	Catalina 30 MK II
5583	Silver Pearl	F. Nachemin	sloop	25'	3'	Catalina 25
6623	Out of Bounds	B. Ruggiero	sloop	27'	3'5"	Catalina 27
8754	Stealingtime	S. Soloff	sloop	35'	4'11"	Ericson 35 MK III
10357	Resilience	M. Aiossa	sloop	42'	6'	Morgan 42 MKII
11047	Lady in Red	T. Drossos	sloop	36'4"	4'10"	C&C 110
11185	Maggie Lee	L. Christiansen	sloop	34'8"	4'2"	C&C 35 MKIII



Fleet Sailing Auxiliaries

Sail #	Boat Name	Name	Rig	LOA	Draft	Model
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
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 36
25038	<i>Calico</i>	T. Chambers	catboat	18'6"	19"	Marshall Sanderling
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'	4'	Rhodes Continental
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
25059	<i>Eve II</i>	B. Basso	sloop	31'	4'	Hunter 31
25060	<i>Brizzy1</i>	J. Sidebottom	cutter	29'	3'6"	Bayfield 29
31010	<i>Wherever the Wind Blows</i>	R. Nilsson	sloop	31'4"	4'	Hunter 31
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
42372	<i>Unleashed</i>	J. Reichel	sloop	25'	4'4"	C&C 25 MKII
42380	<i>Kariana</i>	D. Krug	sloop	38'	4'3"	Sabre 38 MKII
42740	<i>Mystic</i>	J. Morgan	sloop	34'	4'6"	Sabre 34
50110	<i>Rising Tide</i>	S. Pizer	sloop	38'	4'3"	Sabre 38 MKII
51558	<i>Hydra</i>	B. Braille	sloop	33'	6'5"	C&C 33 MKII



YACHTS BY NAME

Yacht	Sail#	Owner
<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>Aquae Sulis</i>	0	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>Beaumaris</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>Brizzy1</i>	25060	J. Sidebottom
<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>Derailed</i>	217	M. Marko
<i>Dust in the Wind</i>	10	F. Liesegang
<i>Eagle's Wings</i>	4201	J. Mattera
<i>Emerald Seas</i>	39	F. Comman
<i>Eve II</i>	25059	B. Basso
<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>Galatea</i>	177	A. Mirchel
<i>Glenbeigh</i>	655	T. Burke
<i>Gypsy Moon</i>	141	D. Davies
<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	J. Reichel
<i>Hydra</i>	51558	B. Braille
<i>Incredible</i>	305	D. Larmor

Yacht	Sail#	Owner
<i>Intrepid</i>	185	C. Goodwin
<i>Intruder</i>	25003	G. Reed
<i>Jessica Lynn</i>	1860	J. Mayor
<i>Jewel</i>	99	L. Becker
<i>Kariana</i>	42380	D. Krug
<i>Kickin' Back</i>	1227	M. O'Connell
<i>Lady Day</i>	25052	A. Acquire
<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>Merry Ann</i>	220	M. Cook
<i>Midnight Sun</i>	33	D. Gliniski
<i>Moondance</i>	352	L. Donatelli
<i>Moonrise</i>	446	R. Gutmann
<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>Phoebe Rose</i>	5538	D. Tedesco
<i>Polaris</i>	531	W. Sesack
<i>Radio Flyer</i>	14364	V. Ganzi
<i>Ranger</i>	1442	R. Malinka
<i>Ra'atea</i>	2273	S. Odland
<i>Resilience</i>	10357	M. Aiossa
<i>Respite</i>	25049	J. Nador
<i>Rettsie</i>	103	K. Padden
<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



Yacht	Sail#	Owner
<i>Shadow</i>	203	C. Margeson
<i>Shaz</i>	410	J. Biesel
<i>Silver Bullet</i>	42370	J. Reichel
<i>Silver Pearl</i>	5583	F. Nachemin
<i>Snoopy</i>	682	D. DeRuvo
<i>Soleil</i>	321	A. Stephani
<i>Solitude</i>	432	S. Soloff
<i>Sovereign</i>	199	E. Picken
<i>Spare Change</i>	717	M. Quigley
<i>Spirit</i>	76	K. Bogdan
<i>Spirit in the Sky</i>	497	A. Laskowski
<i>Stealingtime</i>	8754	S. Soloff
<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

Yacht	Sail#	Owner
<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>Unleashed</i>	42372	J. Reichel
<i>Vantage</i>	913	D. Hyer
<i>Wanderlust</i>	115	I. Holzmacher
<i>Wherever the Wind Blows</i>	31010	R. Nilsson
<i>Whisper</i>	25012	S. Moran
<i>Whitecap</i>	13642	J. Holst
<i>Wild Card</i>	1628	R. Gutmann
<i>Windswept</i>	261	G. Bernichon
<i>Witchdoctor</i>	182	G. Rappold

FLEET POWER VESSELS

Boat Name	Owner	LOA	Draft	Model
<i>Alexa Grace III</i>	J. Persson	23'	2'	23' Grady White Seafarer
<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>Firefly</i>	J. Fifield	26'	2' 6"	Frontier 26
<i>Galatea</i>	G. Holwell	32'	4'	Grand Banks
<i>Georgi Girl</i>	G. Sandgren	32"	2' 2"	Phoenix 29
<i>Gidget</i>	D. Murphy	23'	18"	Steiger Craft
<i>Going Gray</i>	J. Trotta	32' 3"	2' 2"	Boston Whaler 325 Conquest
<i>Gracie Rose</i>	G. LaTorre	28'	3' 6"	Flypoint/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' 6"	Ranger Tug Rt-25 Ob
<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>Point of View</i>	J. Holst	32'	1' 10"	Boston Whaler 320 Outrage
<i>Powerboat</i>	D. Crocker	25'	3'	Steiger Craft
<i>Seahorse</i>	B. McLoughlin	34'	3' 4"	Sabreline 34 Fb
<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

“

*Day is ended, dim my eyes,
but journey long before me lies.
Farewell, friends! I hear the call.
The ship's beside the stony wall.
Foam is white and waves are grey;
beyond the sunset leads my way.
Foam is salt, the wind is free;
I hear the rising of the Sea.*

— J.R.R. Tolkien

”



Della Bucher

Matthew DeMarco*

Richard LaTorre*

Barbara Peter

William Rottenkemp

Carole Sheppard



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.

Duncan Burns

Richard LaBella

Stephanie Pizer

Elizabeth Frederick

Charlie Margeson

Jim Reichel

Jeff Frederick

Pam McCarthy

Rich Troy

Scott Gesele

Todd McCarthy

Eric Winberry

Wendy Gesele

Diane Morgan

Ruth Gutmann

Jay Pizer

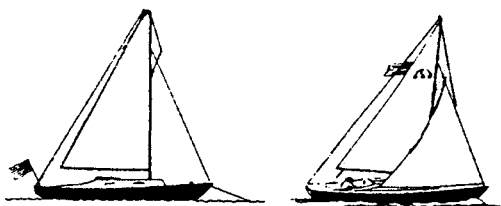
Front cover, back cover and inside cover photos were taken by:
Richard LaBella

SBCC YACHT ROUTINE AND FLAG ETIQUETTE

SBCC BY-LAWS, CHAPTER XIII, SECTION I, STATES:

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

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

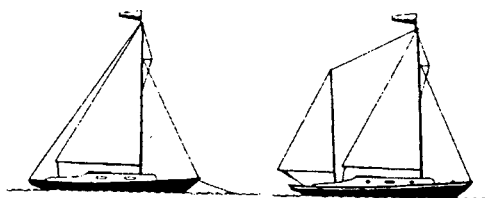


THE ENSIGN

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

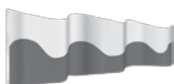
When not under way, the ensign is flown from the stern staff. When under way, power boats fly the ensign from the stern staff. Sailboats have several choices: all sailboats may fly the ensign from the stern staff; gaff-rigged yachts may fly the ensign from the peak; marconi-rigged yachts may fly the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

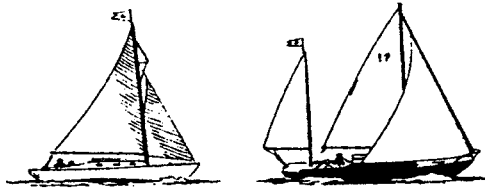
The ensign may be flown from morning (8:00 a.m.) to evening colors (sunset) whether the boat is at rest, under sail, or under power. The ensign shall not be flown by a sailboat that is in a race. At morning colors, the ensign is hoisted smartly before other flags. At evening colors, the ensign is lowered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



BURGEE

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





PRIVATE SIGNAL

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

FLAG OFFICER'S FLAGS

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

SIZE OF FLAGS

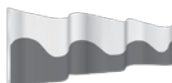
ENSIGN:	On the fly, the ensign should be a minimum of one inch for every one foot of the boat's overall length.
BURGEE:	The burgee's dimensions for sailboats are, on the fly, approximately $\frac{1}{2}$ inch for each foot of distance between the water and the top of the tallest mast; and for power boats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

PROCEDURE FOR OBSERVING COLORS

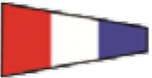
It shall be the responsibility of each skipper attached to a fleet or attending a rendezvous to perform the ceremony of colors aboard his or her yacht. However, only the rendezvous host or fleet captain shall issue sound signals during evening colors.

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

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



INTERNATIONAL CODE FLAGS AND PENNANTS

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		



VISIT YOUR SBCC WEBSITE!

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

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

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

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

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

Glen Bernichon glen@bernichon.com

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

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

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

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

