



2026 SOUTH BAY CRUISING CLUB



75th
ANNIVERSARY
1951 - 2026

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 *Rising Tide*



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

2026 YEARBOOK

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COMMODORE'S MESSAGE

I am honored to have been elected your Commodore in the year we celebrate the 75th anniversary of the South Bay Cruising Club. The goal of the founding members back in 1951 was to form a club to promote cruising and racing under sail on the Great South Bay and nearby waters. Seventy-five years later, our club is still a vibrant cruising and racing club kept afloat entirely by members who volunteer.

In 2007, my husband Jay and I moved to Massapequa. We bought a house on Long Island and I knew no one here. After a summer of watching the boats go past our house on the Narraskatuck Creek, we found *Cayenne*, a 27-foot Catalina. We bought her from the Sayville Maritime Museum. A former SBCC member had donated her.



I had never sailed before so I had a lot to learn. I learned through experience out on the bay every weekend and from my husband Jay teaching me. He's been sailing on and off since he was eighteen and has a lot of sailing knowledge to share. I also signed up for a club sponsored class, Sailing 101 for Women, taught by Della Bucher in 2013. I learned so much in that course, which was taught one evening a week for a month.

We joined the club in 2012. From the very beginning we met very friendly, outgoing and welcoming people who we love hanging out with, on and off our boats. I went from knowing nobody on Long Island to meeting everyone in SBCC and developing several great friendships. Our closest friends are SBCCers and I hope that you are having a similar experience.

We had *Cayenne* for nine years and in 2018 upgraded to a 38' Sabre, *Rising Tide*. This boat is our forever boat and we love her. It has been an adventure sailing to Block Island, Martha's Vineyard, Nantucket, the Peconic Bay, Cuttyhunk and Shelter Island and all over the bay. We are looking forward to joining the 2026 Two-Week Cruise. One of my favorite locations is Shelter Island Yacht Club and I look forward to spending a few days there this summer. Everyone on the two-week cruise: let's all meet at Sore Thumb that Saturday night, July 25, for a group picture in our cockpit before heading home on Sunday.

I hope you will be joining us at weekly rendezvous, participating in the racing program and venturing out on the One- and Two-Week Cruises.

See you on the bay!

Stephanie Pizer

FLEET CAPTAIN'S MESSAGE



Like every other season, 2026 should prove to be full of adventures. Whether planning to attend one of the weekly rendezvous, the One-Week Cruise in the bay or the extended Two-Week Cruise off the bay, the South Bay Cruising Club has something to offer boaters of all abilities and skill levels.

We try to alternate the weekly rendezvous east and west venues as best we can. These weekly events make it possible for folks to “dip their toe” into overnighting on their boats. Hopefully this leads to several nights during the One-Week Cruise and possibly going off the bay for all or part of the Two-Week Cruise. One of the many good things about the SBCC is that no matter how much of a novice you may think you are, there are always experienced people around for help and advice.

At the time of this writing, plans for the Two-Week Cruise include the following destinations:

- Shinnecock Bay
- Block Island
- Mystic, Connecticut
- Essex, Connecticut
- Shelter Island Yacht Club
- Lake Montauk

The One-Week Cruise will start in Great River and will include visits to Watch Hill, Atlantique and finish up at Hemlock Cove.

Taking part in one or all of these cruising events is a great way to spend time on your boat, get involved with the club and get to know some of its fine members!

As Fleet Captain I know I am supposed to be the “cruising cheerleader”. However, my roots in the club started with racing. The racing program in the SBCC is alive and well. Racing is a great way to hone your seamanship skills which will make you a more confident cruiser. Both the racing and cruising programs work toward the same goal; improving the sailing skills of our members.

If I can ever be of assistance to any member, please feel free to contact me. If I am not able to help, I will certainly be able to find someone that can.

Let's all have a fun and safe 2026 season!

Fair Winds,

Eddie Anderson

REGATTA CAPTAIN'S MESSAGE

Welcome to the 2026 SBCC Racing season. We had a great turnout for our Annual Race Awards party in February at Kitty Mulligan's Irish Pub. This is an important tradition for our club and always an enjoyable event to close out our prior racing season.

With the success of our program last year, we will be continuing the overall structure for 2026 with just a few changes to both the BSIR and Babylon Twilight series and the BSIR—see below. Our PHRF racing program provides a great opportunity to get involved in racing on the bay:



WEEKLY TWILIGHT INVITATIONAL SERIES

1. The Tuesday night Bay Shore BSIR series begins on May 26th this season with twenty races in five separate series. There have been some course changes for this year, please check in the yearbook (page 60-61) . This is Ted & Gary's tenth season running this very popular pursuit-start series. The weekly pursuit-start race series is perfect for both experienced racers and beginners. All racers are invited to the post-race party and BBQ at Cook's boat yard which is always enjoyable.
2. The Thursday Babylon Twilight is a regular start series and is being expanded this year due to popular demand. Racing starts June 11th and will now include seven races, up from four last year. Chris DeMarco continues to run this series.

WEEKEND RACES

3. Our weekend race schedule includes ten exciting races on the bay from May through October. The SBCC hosts six including the Babylon Cup, Commodore's Cup, West Island and Mayor's Cup which we took over in 2024. We also bookend our season with two destination races to Atlantique, the Spring race on May 16th & the Fall Discoverer's race on Oct 10th. The other Yacht Club Invitational races included in our schedule are the Babylon YC July 4th race, Bay Shore YC Invitational, the Bellport YC Queen of the Bay race and the Babylon YC Louis Orr race.

Please check your yearbook or the SBCC racing website at SBCCracing.org for the full race schedule. Our website will also provide up-to-date race results throughout the season. Be sure to file for your required PHRF Handicap rating. It's easy; contact our Handicap Chair, Will Reichel, at handicap@sbccsail.org.

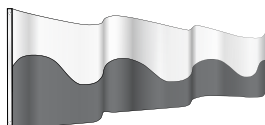
The SBCC Regatta program provides a full summer of racing each year for our members. There is no better way to learn or improve your sailing skills than to get out on the race course. Start by crewing which is a great way to "learn the ropes" and enjoy some exciting sailing. Or grab some friends and join either the Tuesday BSIR or Babylon Twilight series to test yourself against like-minded racers. The weekend invitational races can also be a fun experience for the whole family. It's such a great way to enjoy sailing on our bay.

I'd like to thank the Regatta Committee members for their work & dedication. Together we are happy to continue the SBCC tradition of providing the best PHRF racing program on the Great South Bay. Please feel free to contact me or any Committee member if you have any questions. We're glad to help.

See you on the race course!


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

Commodore	Stephanie Pizer	stephiecp318@gmail.com	917-690-0422
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Storekeeper	Glen Bernichon	glen@bernichon.com	631-335-8482
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	<i>Rich Troy</i>		
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	Sandy Carlberg	sandccands@aol.com	631-838-1476
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</i>		

2026 SOCIAL, CRUISE & RACE CALENDAR

CALENDAR

APRIL

12	Sun 1600	South Bay Cruising Club Spring Party & General Meeting Bay Shore Yacht Club
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MAY

2 3	Sat Sun	Rendezvous - "Kentucky Derby" - Sailors Haven Christine & Robert Smith, <i>Sailsmith</i>
9 10	Sat Sun	Rendezvous - "Spring into the Season" - Coast Guard Cove Wendy & Scott Gesele, <i>Haven</i>
16	Sat 1200	Spring Race to Atlantique Bay Shore RC Eric Winberry - Pursuit Start
16 17	Sat Sun	Spring Family Weekend - Atlantique Barbara & Duncan Burns, <i>Beaumaris</i>
23 24	Sat Sun	Rendezvous - "Mexican Fiesta" - Oak Island Stephanie & Jay Pizer, <i>Rising Tide</i>
26	Tues 1900	Bay Shore Invitational Race (BSIR) Spring 1 - Pursuit Start
31	Sun 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

2	Tues 1900	Bay Shore Invitational Race (BSIR) Spring 2 - Pursuit Start
6 7	Sat Sun	Rendezvous - "Go Fly a Kite" - Hemlock Cove Christina & Joe Werkmeister, <i>Aurora</i>
9	Tues 1900	Bay Shore Invitational Race (BSIR) Spring 3 - Pursuit Start
11	Thur 1900	Babylon Twilight Race Spring 1 - RC K Padden - Regular Start
12	Fri 1900	Babylon Cup SBCC/BYC - RC C Margeson/E Andersen - Regular Start
13 14	Sat Sun	Rendezvous - "New Members" - Bellport Sandy Carlberg & Michele Jaeger
16	Tues 1900	Bay Shore Invitational Race (BSIR) Spring 4 - Pursuit Start
20 21	Sat Sun	Rendezvous - "Tie Dye Shirt" - Coast Guard Cove Larry Becker, <i>Jewel</i>
23	Tues 1900	Bay Shore Invitational Race (BSIR) Early Summer 1 - Pursuit Start
27 28	Sat Sun	Rendezvous - "Italian Feast" - Great River Kathy & John Trotta, <i>Going Gray</i>
28	Sun 1300	Commodore's Cup Babylon/Bay Shore - RC B Wheeler - Pursuit Start
30	Tues 1900	Bay Shore Invitational Race (BSIR) Early Summer 2 - Pursuit Start



JULY

CALENDAR

4 5	Sat Sun	Rendezvous - "Red, White and Blue" - Great River Jackie Scoglio & Mike Quinn, <i>Other Plans</i>
5	Sun 1200	Babylon Yacht Club 4th of July Invitational Regatta Babylon Yacht Club - Regular Start
7	Tues 1900	Bay Shore Invitational Race (BSIR) Early Summer 3 - Pursuit Start
9	Thur 1900	Babylon Twilight Race Early Summer 1 - RC C DeMarco - Regular Start
10	Fri	Start of the Two-Week Cruise
11 12	Sat Sun	Rendezvous - "Jimmy Buffet Music" - Oak Island Susan & Rich Troy, <i>Fun Sway</i>
14	Tues 1900	Bay Shore Invitational Race (BSIR) Early Summer 4 - Pursuit Start
18 19	Sat Sun	Rendezvous - "Christmas in July" - Great River Mary & Robert DeSimone, <i>Extravagant Promises</i>
21	Tues 1900	Bay Shore Invitational Race (BSIR) Mid Summer 1 - Pursuit Start
23 26	Thur 1200	Around Long Island Race (ALIR) Sea Cliff Yacht Club - Ellis Island/New York Harbor
25	Sat	End of the Two-Week Cruise
25 26	Sat Sun	Rendezvous - "Pearson Wine Mixer" - Hemlock Cove Chris DeMarco, <i>Banshee & Ian Holzmacher, Wanderlust</i>
28	Tues 1900	Bay Shore Invitational Race (BSIR) Mid Summer 2 - Pursuit Start
30	Thur 1900	Babylon Twilight Race Early Summer 2 - RC W Van Stripriaan - Regular Start



AUGUST

1	Sat 1200	West Island Invitational Bay Shore - RC J Holst - Regular Start
1 2	Sat Sun	Rendezvous - "A Midsummer Night's Dream" - Great River Janice & Glen Bernichon, <i>Windswept</i>
4	Tues 1900	Bay Shore Invitational Race (BSIR) Mid Summer 3 - Pursuit Start
6	Thur 1900	Babylon Twilight Race Late Summer 1 - RC E Anderson - Regular Start
8 9	Sat Sun	Rendezvous - "Pirates of the Caribbean" - Hemlock Cove Jane & Charlie Margeson, <i>Shadow</i>
9	Sun	Champagne Breakfast - Hemlock Cove Eddie Anderson, <i>At Last</i>
9	Sun 1400	GSBYRA Invitational Regatta Bay Shore Yacht Club - Pursuit Start
11	Tues 1900	Bay Shore Invitational Race (BSIR) Mid Summer 4 - Pursuit Start
15	Sat 1200	South Bay Cruising Club "The Blast" & General Meeting Snapper Inn, Oakdale
15 16	Sat Sun	Rendezvous - "Margaritaville" - Great River Wendy & Scott Gesele, <i>Haven</i>
16	Sun	Start of One-Week Cruise in the Bay
18	Tues 1830	Bay Shore Invitational Race (BSIR) Late Summer 1 - Pursuit Start
20	Thur 1900	Babylon Twilight Race Late Summer 2 - RC W Reichel - Regular Start
22 23	Sat Sun	Rendezvous - "Halloween in August" - Hemlock Cove Elizabeth & Jeff Frederick, <i>Cambria</i>
23	Sun	End of the One-Week Cruise
25	Tues 1830	Bay Shore Invitational Race (BSIR) Late Summer 2 - Pursuit Start
29	Sat 1200	Mayor's Cup Invitational - Babylon RC John Davis - Regular Start
29 30	Sat Sun	Rendezvous - "Main Squeeze" - Great River Nancy & Gerry Gravina, <i>Compass Rosie</i>



SEPTEMBER

1	Tues 1830	Bay Shore Invitational Race (BSIR) Late Summer 3 - Pursuit Start
5	Sat	Bellport Invitational Race RC BBYC (See www.bellportyc.com for NOR)
5 6	Sat Sun	Rendezvous - "SBCC's 75th Birthday Party" - Bellport Bay Stephanie & Jay Pizer, <i>Rising Tide</i>
6	Sun	GSBYRA - Queen of the Bay RC BBYC (See www.bellportyc.com for NOR)
8	Tues 1830	Bay Shore Invitational Race (BSIR) Late Summer 4 - Pursuit Start
10	Thurs 1800	Babylon Twilight Race Fall 1 - RC J Holst - Regular Start
12 13	Sat Sun	Rendezvous - "Fall Fun" - Watch Hill Susan Moran, <i>Whisper</i>
15	Tues 1800	Bay Shore Invitational Race (BSIR) Fall 1 - Pursuit Start
19 20	Sat Sun	Rendezvous - "Yacht Rock Weekend" - Unqua Heading Jane & Charlie Margeson, <i>Shadow</i>
22	Tues 1800	Bay Shore Invitational Race (BSIR) Fall 2 - Pursuit Start
26 27	Sat Sun	Rendezvous - "Soup's On" - Sailors Haven Pam & Todd McCarthy, <i>Bleu Moon</i>
29	Tues 1800	Bay Shore Invitational Race (BSIR) Fall 3 - Pursuit Start



OCTOBER

1	Thurs 1800	Babylon Twilight Race Fall 2 - RC E Picken - Regular Start
3 4	Sat Sun	Rendezvous - "Oktoberfest" Sailors Haven Christina & Joe Werkmeister, <i>Aurora</i>
4	Sun 1200	Louis Orr Invitational - After Party Babylon Yacht Club RC Babylon Yacht Club - Regular Start
6	Tues 1800	Bay Shore Invitational Race (BSIR) Fall 4 - Pursuit Start
10	Sat 1200	Discoverer's Race to Atlantique Bay Shore - RC E Winberry / M Rainis - Pursuit Start - Non-Spin
10 11	Sat Sun	Rendezvous - "Fall Family Weekend" - Atlantique Jeff Mattera, <i>Eagle's Wings</i>
17 18	Sat Sun	Rendezvous - "Hot Apple Pie" - Sailors Haven Susan & Dave DeRuvo, <i>Snoopy</i>



NOVEMBER

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

12	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!

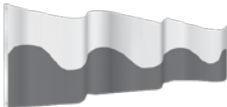
NEW MEMBERS



Anthony Addeo likes to be known as **AJ**. He was a prior SBCC Member and is rejoining the club. He is currently living in Riverhead and has a daughter Antoinette and a son Salvatore. AJ presently sails *Artimino*, a 1980 Tartan 37.

Anthony earned a Masters Merchant Mariner Credential issued by the United States Coast Guard. He has gotten most of the ASA certificates and sailed a Del-MarVa Peninsula circumnavigation in 2018. AJ has also completed the requirements that meet the World Sailing and US Sailing Offshore Special Regulations and the Training Requirements.

He finally fully retired and enjoys his afternoons sailing from Bayberry Point in Islip. Previously, he practiced law in Farmingdale. Now he covers the bay wherever the water allows!

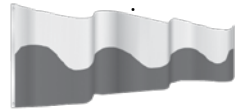


Jose Martinez and **Berenice Gomez** share a deep passion for life on the water. Together, they are the proud owners of two sailboats that have become more than vessels; they are their escape, their classroom, and their way of exploring.

Bandolera is a 30-foot Pearson that they keep in Babylon Village and *Champagne*, a 51-foot Beneteau, kept on the pristine Ocoa Bay, in the Dominican Republic.

Whether navigating on the bay, practicing their sailing skills, or simply enjoying the peace that only the sea can provide, boating has become a central part of their lifestyle. For them, sailing represents freedom, adventure, and partnership.

Every time, either working on boats or just enjoying the breeze, is a reminder that the best journeys are the ones taken together, guided by the wind, curiosity and a shared love for the ocean.



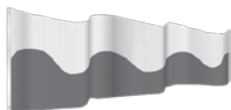
New Members & Associates



Greg and Mary Schneller joined the SBCC in 1982, the year they were married. Greg wanted to race his Pearson 26 which he had owned for two years. They quickly met many new friends and started cruising the bay, participating in the rendezvous with their girls.

Bill Grauer was Greg's inspiration when he started racing and the LaBella girls would look after their girls during the spring and fall family rendezvous.

Greg has rejoined the club to get back into cruising and racing his Sabre 34, *Mirage II*. He is looking forward to seeing old friends and making new friends.



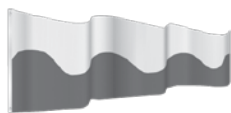
Brian Scott is a lifelong resident of Amityville, a retired Sergeant with the Amityville Police Department and Ex-Chief from the Amityville Fire Department. He currently owns an awards and engraving store in Rockville Centre.

His first boat was a 10-foot KOOL sailboat his dad won in a contest and he taught himself

the basics of sailing in the canal. Years later he bought a Tanzer 22 which was a great boat for the bay and an occasional overnighter at Garbage Cove.

He went with a power boat for a while, but decided to get back into sailing, and together with his nephew bought a Catalina 28 Mark II, *Joint Venture II*. He came up with the name of the boat in honor of his mom and dad, his nephew's grandparents, who had a 19 foot Winner motorboat called the *Joint Venture*. Both have fond memories spending time with them at Garbage Cove.

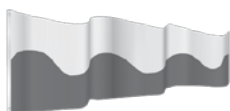
Brian is looking forward to maybe trying a little racing, but more so, some cruising with the club. He was sponsored by Charlie Margeson and Dennis Krug.



Chuck and Diane Ulrich live in Bay Shore and their boat, *Miss Wilder*, a Tartan 34c, is berthed at the Bay Shore Marina.

Chuck learned to sail on his sister and brother-in-law's boat in the early eighties. His first boat was an O'Day Mariner purchased in 1984. After a twenty-five year hiatus from boat ownership, they purchased *Miss Wilder* as a retirement present for Chuck.

Their sponsors are Dan and Jane Glinski and Dennis and Adriana Krug.



NEW ASSOCIATES

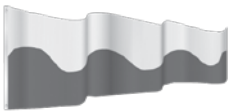


Scott Becker and **Nancy Alley** live in Bellmore and keep a 19-foot O'Day Mariner, *Nancy*, at the Narrasketuck Yacht Club.

They have only been sailing for about two years, but their ambitions already stretch well beyond the waters of the Great South Bay. Scott has long planned to sail the Intracoastal Waterway from New York to Florida.

While learning the fundamentals on the Mariner, they have discovered just how much they enjoy life on the water.

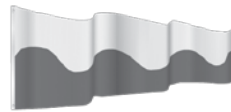
Most of their time sailing is spent along the South Shore of Long Island, where Scott also enjoys crewing with fellow sailors. They especially enjoy relaxed daysailing and the quiet peacefulness that sailing provides, with each sail bringing them one step closer to their goal of sailing the Intracoastal Waterway. They are currently shopping for a larger boat in order to help attain their goal.



Norman and **Judy Berhannan**, both retirees of Stony Brook University, live in Medford. They own a Gemini catamaran *L'Esperance*, moored off Mt. Sinai Harbor and a Sea Ray Express Cruiser, *Zoom II*, kept at the Bay Point Marina in Blue Point.

Norman grew up boating on the Great South Bay, sailing with his father Norman Sr. who was a former member of the SBCC. Judy has made several trips to the BVI on sailboat charters. The Berhannans enjoy both racing and cruising. Norman began participating in the Tuesday night BSIR races while keeping his previous boat *Courageous* at the Coastal Yachting Marina in Islip. He has also competed in the Around Long Island Regatta.

Norman and Judy are both scuba divers and have traveled extensively in the Caribbean and far east. Norman holds a PADI Instructor rating. They are looking forward to day trips on the Great South Bay with SBCC and longer cruises to Block Island in 2026.



2025 COMMISSIONING DAY



2025 Commissioning Day



2026 INSTALLATION OF OFFICERS



2026 Installation of Officers



2026 PROGRAMS

We had a fantastic season for programs in 2026! Both of 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.

2011 TRANSATLANTIC RACE

Bob Forman regaled us with his exciting experience skippering the *Jaqueline IV* during the race from Newport, R.I., to Lizard Point, South Cornwall, England. The lecture featured a facinating video in which Bob discussed provisioning, tactics, his crew, and weather experiences during the race.



RENDEZVOUS 101

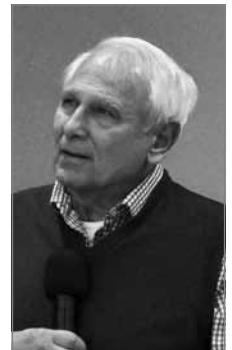
Scott Gesele and Jeff Mattera gave tips and tricks to hosting, attending, and overnighting during an SBCC rendezvous.

Topics included boat preparation, getting to each location, anchoring, and rafting. This was a great opportunity for our newer members to get a feel for what to expect during a rendezvous and to ask questions.

During the refreshments that were served before and after the presentation, the seasoned cruisers got to share their wealth of knowledge and experiences with the newer members.



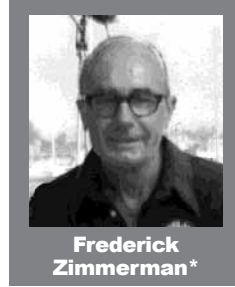
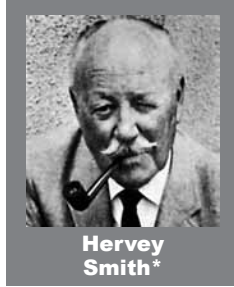
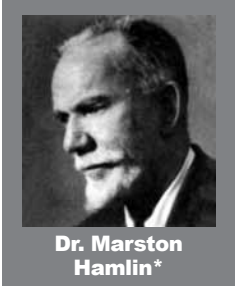
2026 Programs



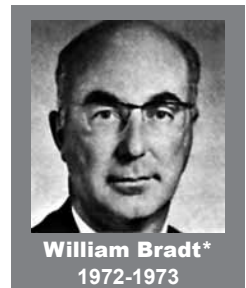
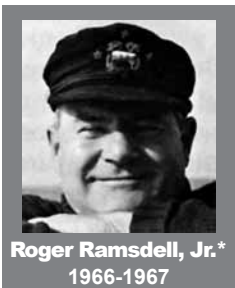
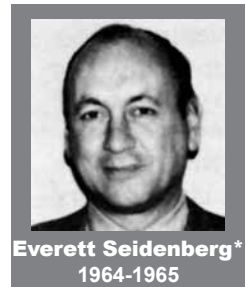
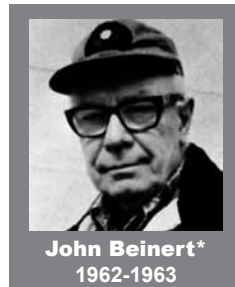
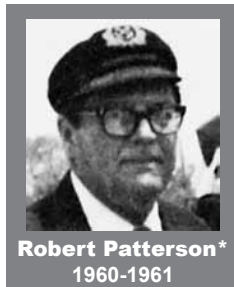
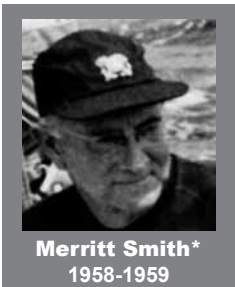
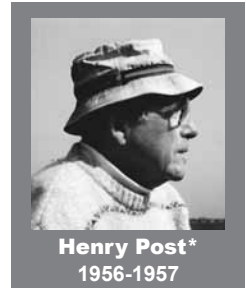
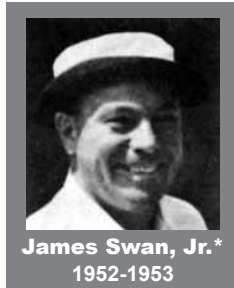
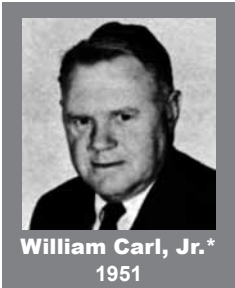
FOUNDING MEMBERS AND PAST COMMODORES

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.

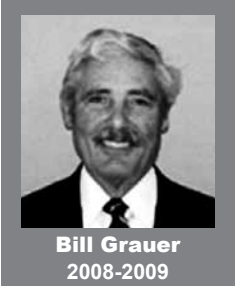
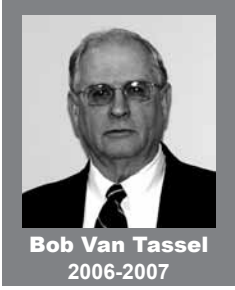
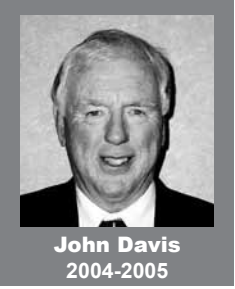
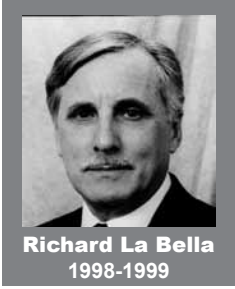
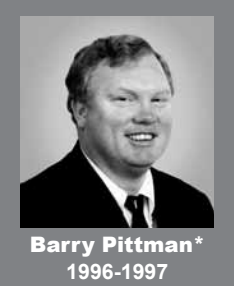
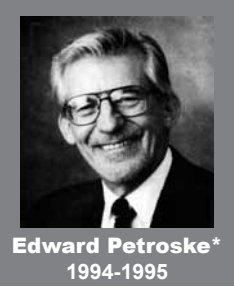
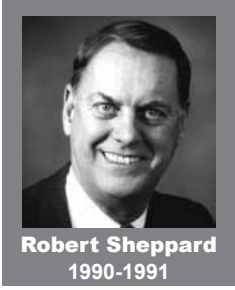
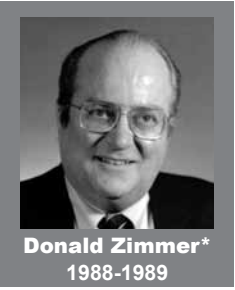
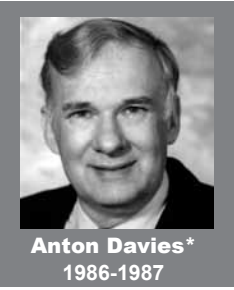
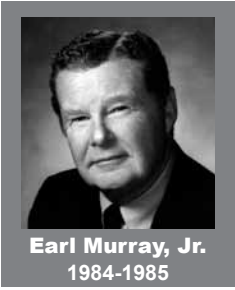
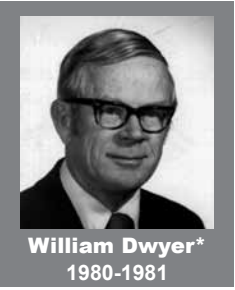
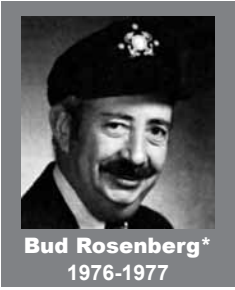
SBCC FOUNDING MEMBERS



SBCC PAST COMMODORES



Founding Members and Past Commodores

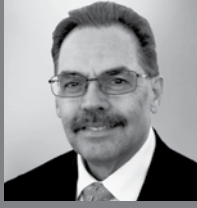


*Deceased

Founding Members and Past Commodores



Ed Pshedesky
2014-2015



Dave Tedesco
2016-2017



Roger Daisley
2018-2019



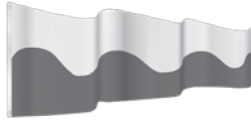
Charles Margeson
2020-2021



Jeff Frederick
2022-2023



Scott Gesele
2024-2025



Past Commodore Scott Gesele with Past Commodores: Bob Sheppard, Rich LaBella, Sally Eilbeck, John Davis, Bob Van Tassel and Dave Tedesco

MEMBERS FOR 50 YEARS OR MORE



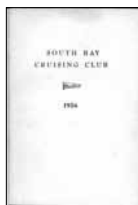
1960	Mary Ann Cook
1961	Dever and Andrea Larmor
1969	Robert & Jacqueline Forman
1970	Earl Murray*
1972	Robert Sheppard*
1974	Richard* & Diane LaBella
1975	Steve & Cathy Brice
1976	William* & Vivian Grauer

* Past Commodore



Past Commodore Scott Gesele with new members: Larry Becker, Aaron Laskowski, Carrie Vasiluth, Scott Becker, Carlene & Egan Picken, Diane & Chuck Ulrich

LOOKING ASTERN: FROM THE YEARBOOK ARCHIVES



1956

Membership 230

FROM THE MASTHEAD

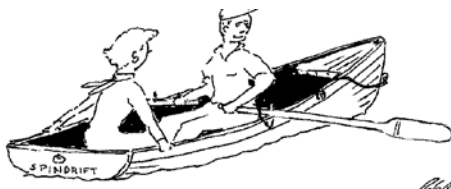
Much water has flowed under the keel since our launching in 1951. Now, with five exciting years of fun and experience behind us, it would be well to look at our wake, determine our present position, and think of the course that lies ahead.

From a very modest beginning our membership has swelled to 230, we now have a fleet of 132 boats, and we are still growing. As we have grown in strength we have gained in influence, and thereby yachting on the Great South Bay has been given a much needed shot in the arm.

Our program for 1956 provides a well-balanced schedule of activities—social, cruising and racing.

LAST PAGE

"A true sailor seeks to avoid the storms he cannot weather, and weather the storms he cannot avoid."



1966

Membership 346

FROM THE MASTHEAD

The Cruising Club means different things to different people, but the result of this very unique organization has been the creation and continuance of the friendships that have become such a precious part of members' lives. ~ Roger G. Ramsdell, Commodore

REVIEW OF 1965 ACTIVITIES

The season's yachting activities started with a beautiful Commissioning Day May 30 at the Babylon Yacht Club, with 32 auxiliaries, 12 stinkpotters, and a group including the boatless commodore and other assorted freeloading members.

Labor Day Weekend was quite successful, with 36 yachts in the Commodore's Race, 23 at the Smith's Pt. Rendezvous aside from the others at Bellport, 15 in the Cruising Race back to Great River Sunday, and 27 at the rendezvous there that evening. Hervey Smith was the chief attraction with the best double of the season—a somersault down the companionway followed by an encore of a trip overboard.

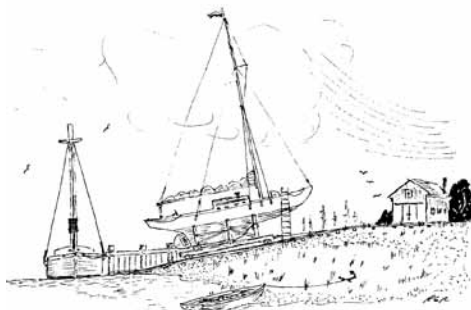
HANDICAPS

Competition in a yacht club, however, always dredges up that eternal bugaboo of sailboat racing—how in the name of Old Poseidon himself do you arrange a competition between different kinds of sailboats that proves anything except bigger boats usually go faster. Hence—Handicaps.

To have handicaps, though, there must be a basis on which to handicap—and here the Club splits. There are the comfortable cruising types looking for a friendly competition to add spice and interest to what is essentially cruising, complete with barnacles, baggy sails, and bailing buckets. And then there are the hard-nosed racing types who gleefully jettison the head, the stove, the bunks, and the cook, and pack hiking ballast into their life-jackets, just to pick up that silver.

LOOKING ASTERN: FROM THE YEARBOOK ARCHIVES

To meet the needs and desires of both types, in this club handicap ratings are established in two different ways: by Performance and by Measurement.



1976

Membership 399

CRUISING INFORMATION

This is the year that our nation is two hundred years old, and the SBCC is twenty-five years old. Our Annual Cruise is designed and scheduled to coincide with Operation Sail—that will put the tall ships on parade on July 4, 1976 in New York Harbor.

Our cruise events this year will revolve around the theme of "The Family Race". Inherent in this thought is the idea of having family "pitch in" and become the crew in a racing situation. This would limit the use of "ringers" in these family races.

A REVIEW

"It all began," Bill Carl said "with three of us – Jamie Swan, Ted Zimmerman and me – saying something like 'wouldn't it be nice if...' the first meeting was called to order at the Babylon Yacht Club on June 11, 1951. If memory serves, there were 15 at the first get together with at least 8 others interested. Being first Commodore was the result of drawing the short straw."

A REVIEW – 1975

The Annual Cruise began on Saturday July 12th in a light southeast breeze and light rain. The bridge at Ponquoque opened only partially and this, plus a bad current, caused three boats to hit it. Hervey Garrett Smith would have cheered the attack. On Sunday 50 club boats challenged the Shinnecock Inlet bound for Block Island. 140 attended the Smorgasboard at Smuggler's Cove on Monday. August 9th, 54 boats drifted across the starting line for the West Island Race. The winds did pick up but remained "flukey." Charlie Hayward beached his boat on the sand bar west of "Crazy Charlie" and Jack Layton, in a fine display of brotherly love and fidelity, followed suit.



1986

Membership 498

YEAR IN REVIEW

Bob Forman's on Memorial Day Weekend: John Classen and his wonderful crew fed some 300 people in what is believed to be the largest turn-out for the Commissioning Day ceremonies ever.

TEEN CRUISE: TOM GOTARD

Our cruise began on Wednesday, July 3rd, with lovely breezes filling the sails as part of the fleet headed toward Robert Moses Boat Basin with the intent of heading for Block Island early July 5th. The sightseers taking the inside waterway waved to the Hampton people planning their 4th parties. The count of teenagers on this cruise is twelve. Dare I call them the "Dirty Dozen?"

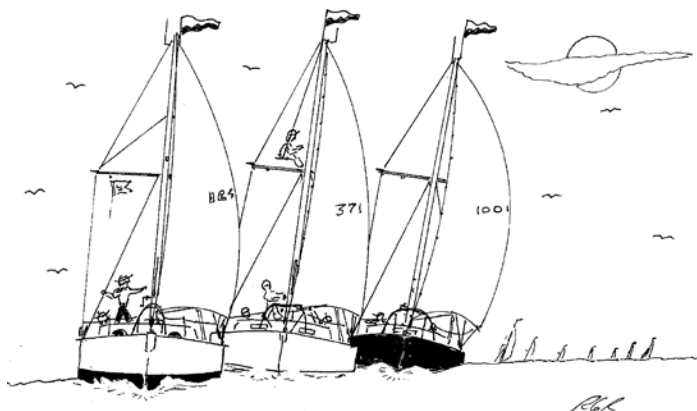
This cruise was planned with our teenagers in mind, which meant cruising with boats having other teens, as well as stopping at ports which would boast of a town and all its conveniences.

A gentle 10-15 knot wind eventually turned into 25 knots and 5 ft. seas, a condition which called for a stop at Cuttyhunk... "Oh no, not Cuttyhunk – they don't have a town there." The gods must have heard the youthful wailing and upon the approach to the "remote" island, the winds became favorable and we had a lovely downwind sail to Hadley Harbor.

GREAT RIVER WEEK

If you enjoy very hot, humid weather, you loved Great River Week 1985! Once again, the week's activities were well attended from the Champagne Breakfast to the Blast with a great amount of racing and socializing in between.

The two days at Watch Hill kept everyone busy as they participated in the Scavenger Hunt, created beautiful sand sculptures and enjoyed the games on the beach for both children and adults. This year, as a matter of fact, the adults kept wishing for the children to finish so they could have THEIR turns!





1996

Membership 239

ONE WEEK CRUISE

Suddenly, the day of threats began for Capt. Joe McCormack. First NOAA Radio broadcasted that Long Island would feel some effects of Hurricane Felix. Capt. Joe gave his orders, "Set sail for Hemlock Cove." Then came Capt. Joe's final and most ominous threat, mutiny. The mutineers, lead by Ed Sowden of the *Voodoo Lady* (Joe's cruise co-captain) refused to set sails for Hemlock Cove. They stated "We will only set sails for Atlantique." Captain Joe stood his ground. The mutineers' then seized Captain Jo McCormack, bound his hands and forced him to walk the plank. Once on the shaking edge of the plank, the Captain, looking down into the water and seeing snappers jumping eagerly, anticipating his arrival, conceded, saying "Atlantique it should be." The Captain's final say was, "If I had room aboard the *Salthart*, I would have hung them all."

THREE-WEEK BOSTON CRUISE

Hosting the oldest and probably the longest parade and a good fireworks display, Bristol is definitely a "Fourth" town. The parade route is pretty crowded but the harbor has plenty of anchoring room. One word of warning---If you make one more circle to get a closer look at the twirlers practicing in their bikinis, watch out for that little group of rocks by the red buoy!!! Fog made the exit from Boston slow and tricky but it cleared by the "half way" bouy and Reynard had a brief encounter with a whale.

We left (Provincetown) at 0800 on the 14th and tacked to the canal entrance to transit once more. We arrived at the east end with the current going our way and entered reading nine knots "over the ground" which was ok until we got to the west end---Three miles of seven foot chop. The books say the north end of Buzzard's Bay is unkind in a southwest wind---BELIEVE IT!!!

RACING IN REVIEW

The 1995 season was certainly one to remember. The weather and racing conditions certainly varied and to some extent could be called "pretty good." No races were called off due to lack of wind but called off due to too much wind. Best of all, not too many races required foul weather gear. Mid-September arrives and it's do or die for most people. The best races of the year are left. The Twilight Wrap-up races are going well with the highest turnout to date. Our final race of the year, which always turns out to be the best, was the TURKEY RACE. An impressive turnout as usual made this event well worth the effort to get there.





2006

Membership 211

Our SBCC members have sailing accomplishments that rival even the largest yacht clubs. Below is a partial listing of places our members have been outside of the Great South Bay, and outside of an SBCC cruise.

BLUE WATER AWARDS

Bob Van Tassel, *Windquest* departed for the Bahamas in early October with a stop in Annapolis for the Boat Show and then on to Ft. Lauderdale via the ICW. Sailed back to Lake Worth, Florida in March for the return trip north on the ICW, arriving home in May covering 4000 miles.

Bill Danilczyk – started in the British Virgin Islands (BVI) with subsequent stops in the US Virgin Islands, Bermuda, Long Island, returning in the fall to Hampton, Virginia and ending the year back in the BVI, for a total of over 3,300nm.

GREEN WATER AWARDS

Dennis Krug – completed a round trip of just over 2,600 nautical miles aboard *Kariana* that included stops in the Chesapeake and Melbourne, Florida before returning home to Long island.

John and Corinne Rambolt – in *CEE-J2* sailed from Long Island to Maine and then down to Southern Florida for about 1,500 total miles.

OTHER ACCOMPLISHMENTS

Eric Forsyth – continues his Atlantic journey on *Fiona* sailing from Northern Brazil south to the Falklands. His entire voyage, started in 2004, was about 22,000 nm.

Aileen Eppig – In January 2005 she raced the Key West Race Week, co-skipped with Doug Davies on his J/27. There were 9 races in five days and they came in first. In April their team raced in the Charleston Race Week. They took seven straight firsts. In the Whitebread (a race around Shelter Island) they won this race and in the overall scoring (of the 100 boats) they came in 5th. They were selected by the committee for the US Offshore Championship to compete in Annapolis at the Naval Academy in the “Navy 44.”





2016

Membership 203

SOCIAL

Our Spring Party was held at Bay Shore YC; Commissioning Day was at Babylon YC; The Blast was catered by the entertainment committee at Vanderbilt Wharf in Oakdale; The Boat Yard party was once again at LI Yacht Sales (Cook's Boat Yard); And our Holiday Party took place at Unqua YC.

CRUISING

Two-Week Cruise. (Golder/Holwell co-captains) Five boats signed up for a leisurely cruise to Essex and Mystic Ct. via Lake Montauk, Shelter Island and Greenport. *Heart of Gold* (which suffered an early breakdown & returned home). But its crew joined the group in Ct., *Galatea*, *Meander*, *Indigo* and *Caribbean Soul* enjoyed a relaxing schedule, though it was unbearably hot. During the cruise, the fleet linked up at various ports with *NAIAD*, *Dream Weaver*, *Arcadia*, *Curlew*, *Maggie Lee*, *Kariana* and *Bleu Moon*.

One-Week Cruise. (Joe & DJ Greco cruise captains) 18 boats gathered in Great River & held an RV at Timberpoint East Marina. Plans to sail to Bellport were dashed by foul weather, so the fleet sailed to Watch Hill for 2 days followed by 3 days at Atlantique where locals groused about "non-residents" causing some SBCCers to leave and anchor outside. But all enjoyed a pot-luck Italian supper while there. 8 boats then headed to Oak Island Lead for the weekend while 5 boats ran to Hemlock Cove for the Saturday RV. 36 boats spent at least 1 day with the cruise while 27 stayed at least 3 nights.

FIONA'S TRAVELS

Eric Forsythe set off on a 10-month cruise. His latest report placed him in the Canary Islands and preparing for his next leg: a 2500-mile crossing to St. Maarten.

RACING OFF THE BAY

Bob Forman & crew aboard *Jacqueline IV* participated in the 2015 Transatlantic Race from Newport to Cornwall, England. They were among a fleet of 38 contenders, 6 of whom dropped out. After 18+ days, *Jacqueline IV* successfully crossed the finish line.

SBCC also had contenders in other off-the-bay races such as the Around Long Island, Whitebread (around Shelter Island) and the Greenport Ocean/Bay race.

RACING ON THE BAY

While the trophy races (West Island, Babylon Cup, Foulke) saw decent participation, the weeknight series, however, suffered from a noticeable drop in enrollment. Although the Babylon series fared well, the Bay Shore series was trimmed in half. The Race Committee planned to implement changes in the off-season to reverse this trend.



IN HONOR OF SEVENTY-FIVE YEARS

by Stephanie Pizer and as noted

Happy seventy-fifth anniversary to the South Bay Cruising Club! In honor of this special event, some long-term members of the club have shared some memories:

DAVE AND JUNE TEDESCO MEMBERS SINCE 1998

June and I were novice sailors when we found out about the SBCC during the summer of 1997. We were sailing on our own the first year we owned *Painkiller*, our Hunter 26.5, and the only place we knew how to sail to was from our marina in West Sayville over to Barrett Beach on Fire Island. I was excited to find a group of sailors who could help us discover new anchorages around the Great South Bay. June didn't share my enthusiasm.



Our first rendezvous was at Watch Hill. We had just taken a navigation course at West Marine, where we learned how to plot a course. I felt like Christopher Columbus once I could actually see the entrance buoys to Watch Hill, following the course I had



plotted from West Sayville. We found a slip amongst the SBCC fleet along the dock and prepared our rendezvous snack.

When I announced to June it was time to join the rendezvous, she sat on the settee, shaking her head. She said, "I'm 40 years old. I don't know why we have to join a club. I have all the friends I need." She reluctantly rose, and we made our way to the bow to disembark onto the dock.



As we approached the bow, two couples walking by stopped and asked if they could help us get off the boat. We handed our food and drinks to Laurie & Gaspare Messina and Jack & Barbara Levitsky. They introduced themselves to us and we followed them to the rendezvous area, where we were immediately greeted by Jack Nielsen, a.k.a. Crazy Jack, and others.

June immediately warmed up to the club because of the hospitality shown to us as new people interested in the club. Sally Eilbeck explained how joining the Hospitality Committee would help us meet many new friends, and we joined the club and the Hospitality Committee. The rest is history.



JOEL AND DOROTHY BECKER
MEMBERS SINCE 1977

Our sailing career started in 1977 with Joel joining the AIL (Airborne Instruments Laboratory) Sailing Club at the suggestion of Dick Graham and Dick LaBella. We had a Catalina 22 at the time. He participated in racing activities. We joined SBCC and were sponsored by Graham and LaBella. We went to some functions and did some overnights at Atlantique. These limited activities continued when we bought a Catalina 27.

Dorothy wasn't comfortable overnighting on a 27, so in 1983, we bought a new Pearson 303 on which we ventured into the ocean with the club. Our first trip was on our own, with advice from members of the club, up the East River and into the Long Island Sound.

In 1998, we bought a Pearson 365, *Counterpoint*. It was very comfortable to live on. We did many cruises and rendezvous. We led several cruises, including several month-long cruises to the Chesapeake. We led a trip north on the Hudson River. On a previous trip up the Hudson, the weather was so hot that some of the members took time off and went to an air-conditioned hotel.

We changed the date of our trip on the Hudson to early fall. What we didn't count on was the rain. We encountered a lot of it. It was a Singing in the Rain cruise. We stopped at the Culinary Institute for an excellent dinner. When we got to Catskill, New York,

we found that our props and keels were strangled by plant life. We had to hire a diver to disentangle our props!

On one of our trips to Block Island, we were in the town of Southampton waters and needed to pump out. The town had a pump-out boat to service boats traveling through its waters. That led Joel to launch a campaign to get more sailboat-accessible pump-out facilities for Islip Town. In 2007, with the assistance of Commodore Bob Van Tassel, the Town of Islip upgraded its land pump-out stations and added a pump-out boat to service boats in the Connetquot River. I hope the town continues the service. When you pump out in the Town of Islip, you can thank Joel for his hard work.

We continued to sail with our club member friends Barbara and Frank Peter on *Vixen* and Joyce and Tom Gotard on *Silhouette*. We made club-sponsored trips to Martha's Vineyard, Newport, and of course, Bristol for the Fourth of July. We moved to Providence, Rhode Island in 2018, where we live in an apartment overlooking the Seekonk River. We can view the river from our balcony.

We sold *Counterpoint* in 2017 to a sailor who kept it on a mooring in East Greenwich Rhode Island, and we never saw the boat again.

We continue to be members of the SBCC and enjoy reading about the news in the Masthead.

In Honor of Seventy-Five Years

LEE AND MARGARET CHRISTIANSEN MEMBERS SINCE 1981

From the Cruise Log of *Maggie Lee* 2006 Cruise to Cape Cod

July 4: VH. We were on an “inside” mooring in Vineyard Haven—my happy place. We had motor sailed from Block Island yesterday. Up and off the boat by 0900 for a Black Dog breakfast. We got a window table for six on the porch, overlooking the harbor. Dennis and Adrian Krug on *Kariana* and their two friends from Michigan, who are on a thirty-five foot Island Packet, joined us. We thoroughly enjoyed the view; kids and dogs on the beach, a dinghy parade and they’re all decked out for the fourth.

We were soon off to Edgartown on the bus. We did the usual; walked all around, looked in the shops, had red, white and blueberry ice cream at Mad Martha’s, sat on the lawn enjoying the BBQ at the Whaling Church, watched the Fourth of July parade which was great.

Then we went into the church for the Vineyard Haven Band concert. They were excellent. We walked up Water Street to be across from the Harborview Hotel and watched fireworks over the gorgeous Edgartown Harbor. People around us were softly singing *America the Beautiful*—just a perfect day.

July 5: VH. It was overcast, humid and rain was coming. We dinked to town for ice, since the refrigeration was not working. Lee made



calls to round up parts, but the only option is from the mainland, so we’re off to Falmouth tomorrow. Took showers at the marina then got back to the boat when the rains came. The rain got heavier, then it poured, then it thundered and then I said, “Off the boat.” Foul weathered it in the dink and headed to town. Much better—we ducked into the Moxie Café (Zagat rated) and what a delight! Wonderful atmosphere and food. Since VH is a dry town, the restaurant owner gave us some of his “wife’s special left-over wine.” The sun came out and we hopped the bus to Oak Bluffs to walk through the campgrounds. Got a call from Dennis and Adriana—cocktails on their boat at 1700.

July 6: VH to Falmouth. We pulled anchor and motored to Falmouth. It was five miles away and took one hour.

We got fuel and water and took a slip at the town dock to wait for the technician to fix our refrigeration. It was sort of fixed, but we still needed a new switch and the best place to get it is Newport.





When you get off the boat, you can walk to everything from here; West Marine, groceries, laundry, nice shops etc. We had lunch at an Irish pub, went to the fish market, then back to *Maggie Lee* for dinner onboard with Dennis and Adrian. It was an excellent evening, good food, good conversation, concert on the green and then back to our boat for cordials.

July 7: Falmouth to Osterville - It's a "ten" weatherwise. They had very limited availability, but Dennis was able to secure two moorings in Osterville, so off we all went at 1200 and it took about two plus hours to go up a long very pretty channel into Cotuit Harbor. We were guests of the Osterville Harbor Marina for twenty-five dollars a night. We settled in by 1530 to relax onboard and then dinked over to *Kariana* for dinner and cocktails.

July 8: We woke up this morning at 0830 when the harbormaster came alongside and left us the morning paper, the *Cape Cod Times*, and three warm pastries in our cockpit. Wow! Very nice and very classy. It



was just another gorgeous day in paradise. We had breakfast, read the paper, showered and headed off to town.

We did a half mile walk into Osterville, which is a very pretty, quintessential Cape Cod town. I managed to do the shops, then lunch at Keeper's which is on the dock next to Crosby's Marina. Then we were off in the dink for a full harbor tour.

We saw such a variety of things; small sailboats racing, large yachts on moorings, houses all along the shore, kayaks, canoes, power boats and classic sailing boats. I just loved it all.

We went back to *Maggie Lee* to freshen up for dinner on *Kariana*. The sunset was followed by the full moon rising—oh my! We had long wonderful conversations in the cockpit and then dinked home to *Maggie Lee*.

TED AND TERRI DROSSOS MEMBERS SINCE 1990

We joined the South Bay Cruising Club in 1990, bright-eyed and bushy-tailed. Wearing our brand-new membership cards like they were VIP passes to the America's Cup skipper's briefing, we attended our first SBCC social event, the Commissioning Day party. Naturally, the first thing I wanted was a copy of the yearbook to see the racing schedule—because of priorities. So after securing my yearbook, I casually mentioned I'm into racing. Big mistake—instantly the guy handing them out hits me with, "Oh... you're one of them." Cue

In Honor of Seventy-Five Years

laughter from a dozen nearby members and me standing there like I just accidentally joined a secret society I didn't know had factions. Apparently, I had unknowingly declared allegiance in the imaginative, decades-old war of Cruisers vs. Racers.

At that moment, the SBCC felt less like a friendly sailing club and more like a low-budget reenactment of a nautical civil war. I half expected someone to hand me a uniform and point me toward the nearest rival fleet. But plot twist—turns out everyone was actually normal. As I met more members, I discovered the shocking truth; some people like cruising, some like racing, and some are wild enough to enjoy both. No flint-lock pistols, no duels at dawn, just people who like boats and talking about boats—a lot.

DENNIS AND ADRIANA KRUG MEMBERS SINCE 1980

1981 – Our first club cruise was into New York Harbor for a Harbor Festival. Why did several club boats have ladders strapped on deck? Ladders were needed to climb off the boats onto the huge ship piers on the Hudson River. We fondly remember those who took us under their wing and gave us the confidence to continue cruising off the bay.

We remember club dinner dances held at LaGrange in West Islip. We remember annual Commissioning Days at Babylon Yacht Club,



when the boat basin was packed with club boats, docked and rafted.

We remember the relighting of the Fire Island Lighthouse on Memorial Day 1986. Hundreds of boats anchored off the lighthouse.

In 1986 we joined the club cruise into New York for the rededication of the Statue of Liberty and Op Sail. We anchored not far from the statue, near the New Jersey piers.

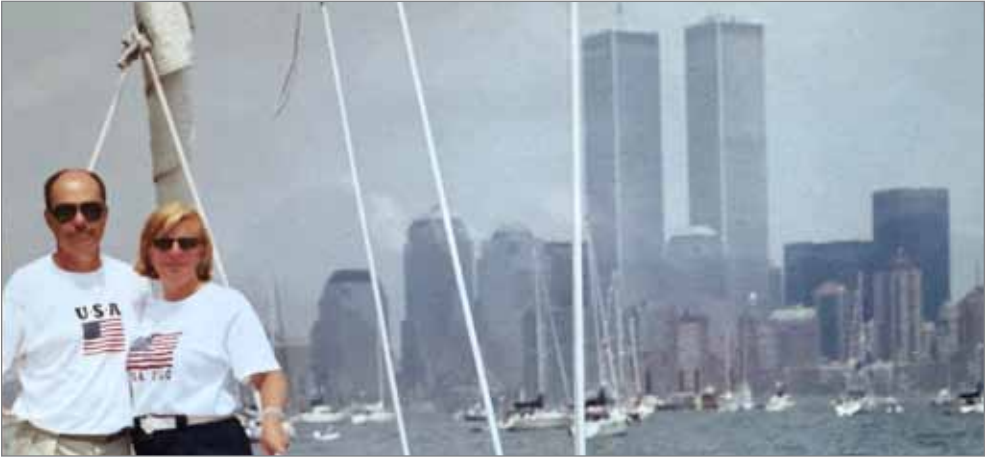


ROGER AND PEG DAISLEY MEMBERS SINCE 2004

I was on a boat in Great River at a rendezvous, and we were chatting. Bob Forman, Fred Golder and I realized we all attended RPI at the same time. Only two of us knew each other back then; Bob Forman and me.

Peg and I were living in New York City, so we kept all the rendezvous equipment in a Babylon member's basement.

I used to help Bob Forman sail his boat up to and from winter storage in Newport. This led me to help him sail his boat home after the Bermuda Race four times over the years. It was always very interesting and there were always



issues: lightning storms, boat issues and wind issues. Each time we had experienced sailors on board (one exception, who was a cook), we just handled the problems. One time when I got up for my 0400 am watch, the entire ocean was bioluminescent.

Once I helped Bill Danilczyk sail his boat to winter storage, and we were going south in the Dismal Swamp. There were only three of us on board, and we hit a sunken tree. Bill stayed at the helm, Rich Troy went forward to look for more problems, and I tossed the dinghy into the water to get the port keel, which had been knocked off, and took it back to the boat. The port rudder also got snapped off. I retrieved that, too.

We motored the boat down to North Carolina using the right keel and stopped at a marina that we had called. They had a large lift that could accommodate Bill's catamaran. When we arrived, the lift had been severely damaged trying to lift a ferry boat out of the water. So we couldn't get the boat lifted and repaired.

We winterized the boat, rented a car and started heading back to New York. We made a pit stop. Upon entering the on ramp of I-95 to continue our trip home, a truck stopped short immediately in front of us. We were able to stop but the car behind us hit us and pushed us into the truck in front of us. We were able to keep driving and eventually made it home.

As a nine or ten year old child, I was racing a "W" course in Amityville. When I took

down the spinnaker, I mistakenly pulled out the halyard. We were told by Adrienne Tessoro's Dad, Ed Farrel, to never let go of a halyard. I remembered, and when crewing for Bob Forman years later in a race in the bay, we started to raise the spinnaker. I had the spinnaker almost up when we got a gust of wind that lifted me off the deck and blew me to the leeward side and dropped me into the water.

I held onto that halyard, and the forward motion of the boat put me at the stern, still holding onto that spinnaker halyard. The crew took the halyard, and another helped me onto the boat, and we raced that leg with a working spinnaker.

One time on the Two-Week Cruise, we joined Fred & Betty Golder aboard *Heart of Gold*. We got to the east end of Long Island, headed toward Block Island and something went wrong with the engine. Fred went down below and was able to fix the it. We sailed wing on wing into Salt Pond. Everyone on the cruise looked back and saw us sailing wing on wing.

RICH AND ANN MOURINO MEMBERS SINCE 1985

In the early 1990s I had my two sons with me on a trip to Great River for The Blast.

We spent the night at Great River and the next day we waited for 1600 for the start of The Blast. There were many boats at that time, as the club members sailed to the River



to celebrate The Blast, more than twenty-five boats. The river was very crowded and it was a very warm day with bright blue sky.

Then at 1600 a horn sounded and everyone got into their dinghy and motored or rowed to the beach at Timber Point as that was the normal place we had The Blast. It looked like D Day with all these dinghies flying to the beach, landing on the beach and walking fast to the picnic tables grabbing hot dogs and other delights.

This was our normal Blast routine until the park required liability insurance later on. I do miss those days.

My family is now grown up and of my three sons only one, Greg, is the sailor. He always was watching what I was doing, the others just enjoyed the ride.



BOB AND JACKIE FORMAN MEMBERS SINCE 1969

Bud Rosenberg set up a committee to come up with a new rating system and Ed Miller headed that up. He was the number two guy in research at Grumman. He is a really smart guy and I've learned a lot from Ed—what makes a boat go fast, etc.

For one of the races to England I did, we had a trophy presentation and dinner at LaGrange in 1976 or 1977. Eric Forsyth showed an 8 mm movie of sailing to the Caribbean, which got me interested in long-distance offshore sailing.

When I won the West Island Race in 1981, there were 105 boats in that race. We also did night racing, which is really cool. One race we finished at 2300! We won that one, too.

We did a club cruise in 1975. One of the places we went to was Mystic with Dick and Sheila Daytz and several others. One of the guys had a windsurfer. I saw that and I thought it was pretty cool so I went out and got one of those and learned how to windsurf and got my son into windsurfing. He got really good at it.

My daughter started sailing at five weeks old. Jackie would not let her go on the boat until she was baptized.

There are so many really interesting things that have taken place over the years in the club and we've had so many good friends in the club. One friend, Marty Kind, was a great guy. He was the Chantyman. He did a number of the Bermuda races with me. Several years ago, I thought he had licked cancer. He called me up and said, "Hey Bob, I want you to figure out a place to get rid of my ashes." We made a movie about Marty's life and then we had a presentation at my house with thirty people. It was very moving. Everyone spoke about Marty and then we went out into the bay by the bridge where we deposited the ashes with white roses.

Marty could fix anything. We had blown a panel out of the spinnaker in one of the Bermuda races. He, with Carl Serrano and myself as an assistant, put a new panel in



the sail and used it in the race. After we got back from spreading his ashes, everybody held onto the spinnaker, pumped it up and down. His son-in-law read some prayers. That was pretty cool.

In 1975, I did my first Around Long Island Race with Dick Daytz on his boat. I was bowman and Jackie went on that race. After that, we did fifteen Around Long Island Races. We won eight of them in our class of eight and we won the overall race on *Jacqueline II*. We won the Newsday Cup in 1984.

I was so green when I first started racing. The first race I went across the starting line going the wrong way. It's been a great run. I've been in the club since 1969. The boat I had at the time was a 19' wooden sailboat. Our next door neighbor Dick Blue was the one that said, "You should join the cruising club." He got us in even though our boat did not qualify!

MARTY O'CONNELL
MEMBER SINCE 1988

EARLY MEMORIES

SBCC events have been a central part of our family summertime memories on the bay. Heading to Hemlock Cove, enjoying swimming in the ocean with other families and around the boats in raftups, exploring the flats and then dinner on the boat. Most

memorable was hearing the ice cream boat chime as they entered the cove and hailing them for a really special treat, everything always tasted better on the boat! It all felt exotic and as if we had travelled far away but yet we were really close to our home port.

Taking the One-Week Cruise and seeing different parts of LI while living on the boat. Walking around FI and bumping into other cruisers and even people who we met in the previous years. One night we went to dinner with a group and jumped on a water taxi to avoid a huge storm that formed and then being treated to a rainbow. At the end of the day the boat and bunks were a welcome haven.

The Fall Family Weekend was one of our favorites. The weather was always kind during the day and making dinner after the day at the beach kept the *Kickin' Back* plenty cozy. Of course, the pumpkin decorating, and creative awards, "The Pumpkin that looked most like a Pirate" was all a lot of fun.





RACING IN THE '80s

When I started racing there was only the Bay Shore Wednesday twilights. Since sailing's popularity was growing and there was a big group of racers that came from west of the bridge, it was decided to add Babylon Twilights on Thursday nights. Back then, it was typical to have fifteen to twenty plus spin and non-spin boats competing. For the start sequence, we used a cannon with blank shotgun shells and hoisted shapes five minutes apart so the two classes took thirty minutes to go.



Day races were even more popular. In 1988, twenty-six boats raced the Creepstakes, twenty-five SBCC boats participated in the BYC Fourth of July Regatta and twenty-seven in Sayville's invitational. For SBCC scored races, the results were mailed out on a postcard and to get the latest weather forecast you would have to call that NWS Weather hotline before leaving the house. Then as now, there was a lot of comradery and good times racing, especially when there was a get-together afterwards.

CHARLIE AND JANE MARGESON MEMBERS SINCE 1988

Janie & I joined the SBCC in 1988 at the insistence of Don Zimmer, then SBCC Commodore and owner of a Morgan 34, the same type of boat as our boat then, *Windquest*. Don was so excited to have a young family—with a Morgan!—join the Cruising Club. Some things never change.



In the first few years I attended a few Fire Island rendezvous with my son John. One special RV was to the Robert Moses boat basin where John & his cousin Andrew swam in the basin, saw tropical fish and actually found quite a few real seahorses on the pilings. The water was so clear you could see the dive mask they dropped to the bottom eight feet down! They still talk about that trip.

Our kids' teen years were busy for us but we became active again with the club in the early 2000s and we joined the Hospitality Committee with Sally Eilbeck. Back then the committee members would buy supplies, set up, cook all the food, serve meals and clean up after each party including the Holiday Party. It was different times for sure, so much work, but we loved it.

I remember having one of The Blast parties at the beach park in Great River. We had just formed The South Bay Salty Dogs club band and it was our first time out playing. We ran extension cords across the sand and laid a plywood floor. Members came in inflatables with coolers of food and drinks. I don't know how we didn't electrocute ourselves with all those cords, but we truly did have a blast.



I started racing our new boat *Shadow* in the annual Leukemia Cup Invitational races at Sayville Yacht Club. And yes, I still have the red 2001 Mount Gay Rum Leukemia Cup hat!

We have met so many great members over the years too—the grand ladies Della Bucher, and Nancy Sherman and the infamous Jack the Viking to name a few. Joining the SBCC enabled our whole family to enjoy summers on the bay, with memories we will always cherish.



BOB VAN TASSEL
MEMBER SINCE 1977

The year, 1977—former SBCC commodore, John Beinert, watched me tack up Carll's River, on a hot almost breezeless day with my wife and a boat full of tired kids. I was

sailing my 25-foot Pace Ship Eastwind sloop, and I was returning to my boat slip near Argyle Lake. I had developed engine trouble while in Moriches Bay, and had to sail back to Babylon. After successfully docking the boat, John approached me and introduced himself and asked me to join the SBCC.

I recall that there were over 450 members in my early years with the SBCC. Lots of sailboats on the bay and huge raft-ups in Great River. Sometimes we would tie two large raft-ups together to make an even larger raft.

One Champagne breakfast I helped Past Commodore Mike Smith deliver one hundred and nine iced bottles of champagne to all the boats.

One of the first cruises that I participated in there were about sixty boats. We rendezvoused in Bellport and then Shinnecock where a lot of boats, myself included, had the masts removed for access to Peconic Bay. There were SBCC teams set up to remove the masts, and we used our own SBCC block and tackles.

Then the boats on the cruise split up, with half the fleet going to Hamburg Cove and Mystic. In Mystic we had reservations for sixteen boats and twenty-nine boats showed up. We rafted to accommodate everyone. The other half of the cruise participants that did not go through the canal headed out Shinnecock Inlet for destinations further north.

On another early club cruise that I recall we were stopping for the night in Coecles Harbor, Shelter Island. A member who, like myself, had recently joined the club and



In Honor of Seventy-Five Years

was part of this cruise was Bill Dobbelaer, who had a 28-foot Morgan. The SBCC cruise boats were all tacking in light winds to get to Coecles Harbor and Bill turned his motor on to get there. All the other cruisers kidded him for motoring to the harbor, and from then on, in the SBCC, when you chose to motor in light winds it became known as The Dobbelaer Tack.



JERRY AND JEAN HOLWELL MEMBERS SINCE 2003

We actually began cruising with the club in 1980, accompanying our friends Barbara and Charlie Becker on the 2-Week Cruises. We had a fast powerboat then. Our regular duty was to go boat-to-boat, collect their trash; bring it to the nearest marina dumpster, and then catch up to the fleet enroute to their next port.

The fleet was heading to Mystic Seaport. We arrived first, tied up at the seaport and started making lunch. Jerry looked up from the cabin just in time to see our almost three-year-old daughter's feet going over the stern (the only time she ever fell off the boat). Jerry sprang into action—dropped his beer and went over the stern also, scooped her up and got back in the boat so fast that the contents of his wallet stayed dry. Meanwhile, we wondered where the rest of the fleet was. Turns out they were heading to the wrong buoy and wound up at Fisher's Island. It was a late rendezvous that night. Coming home, Harriet and Ralph Schar lost one cylinder of their outboard and we towed them through Plum Gut.

Another memorable cruise was the Hudson River cruise led by Michael Kohl. It was beastly hot. When the fleet reached Rondout Creek, most of the first mates tied the bows to the dock and made reservations at nearby air-conditioned hotels. On the return downriver, the fleet split—half anchoring on the west

side and half a mile down on the east. After dinner we all enjoyed playing Trivial Pursuit on VHF Channel 16! No one interfered. At the end of the evening, the brother of a club boat owner (no names here), rafted near *Galatea*, settled down to sleep in the cockpit. The children present were startled to see that he was a nudist.

In 2003, we decided to join the SBCC. We brought *Galatea* to our first rendezvous. Frank Peter, Fleet Captain, came over to our boat and asked us to host because the assigned host could not make it. Quite an initiation! Since then, we have hosted many more RVs. (We can never forget Jack Nielsen tossing his dreaded corn, dripping with butter, to rafted boats. Our teak cockpit was stained for years!) We also enjoyed leading three two-week cruises: Peconic Bay, Mystic, and Nantucket (when the original leader left due to illness.)

There were miscalculations. We learned the difference between high tide and slack current the interesting way. There was the time we left the Sore Thumb for Shinnecock. We quickly encountered very high waves coming into the inlet. Unfortunately, Jerry had left the front window open, and when Jean went below to close it, she encountered a varnished sole covered with seawater and shampoo, which had fallen from the counter and spilled. Jean slipped and slid to the window, but Jerry heard her from the bridge, over the diesel noise.

Jerry repeated his error some years later, on another club cruise. After a night at Cormorant Point, *Galatea* and *Becky* were preparing to transit Shinnecock Canal. Our masts were down—*Galatea's* astern and *Becky's* way out over her pulpit. Jerry figured slack current. Wrong! He calculated it for the inlet—way earlier than at the Canal. *Galatea* made it through the canal's open locks making 1 knot under full throttle. *Becky* got to the canal, Charlie saw the situation and turned his floating unicorn a hundred and eighty degrees, narrowly missing the closely following fishing boats, and retreated to safety. Meanwhile, *Galatea* made it to the county marina, just out of the current when her engine died!



Many years later, while heading to Block Island on an SBCC cruise, we were bashing into 6-foot waves blown by 20 knot east winds. The Geseles, new to cruising, were just behind us. A half mile off Gurney's Inn, *Galatea's* fuel filter clogged from all the motion and we stalled. Jerry quickly deployed our anchor and a good amount of our 500-foot rode. Scott and Wendy pulled abreast of us, anchored and would not leave until *Galatea* was up and running again. (While switching filters in this maelstrom, our boat cat, Molly, tried to get to her litter box and fell into the bilge and was shocked to see the huge red block of iron facing her. Jerry removed her with one toss.) The Geseles' kindness was typical of SBCC camaraderie.

A common thread of our SBCC experience has been our involvement on the hospitality committee. We especially remember all those years, shucking 400 clams for the Blast. We still have the six clam knives we provided. We can't count how many band aids were used on novice volunteers over the years. We suspect many cuts were self-inflicted to get out of the task!

JOHN DAVIS
MEMBER SINCE 1983

Like so many SBCC members, my first experiences sailing in our club began with being invited to join other members on their boats. After a couple of seasons of that I was hooked and in 1983 I bought my own boat.

I couldn't believe the number of events the SBCC ran, not to mention the invitational events all the south shore yacht clubs offered us.

Certainly, one of the highlights was the "Great River Week" in August, which opened with the West Island Race followed by four days of racing in Nicoll Bay and ending with a wrap-up race on Saturday. That race was planned to finish early enough to allow everyone to join in The Blast, being held in Timber Point Park that evening. Of course the week also included a rendezvous at the beginning and end.

Another event we always looked forward to was the Ocean Race starting and finishing just outside Fire Island Inlet. It too was usually coupled with a rendezvous at Sore Thumb or Robert Moses Boat Basin.



As much as the SBCC has changed over the decades it has always responded to the needs and desires of the members, allowing it to evolve into the organization we enjoy today.

IN SUMMARY

I hope you have enjoyed the memories these members have shared in honor of the club's seventy-fifth anniversary.



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.



2025 CRUISE AND RENDEZVOUS PROGRAM

TWO-WEEK CRUISE

This year, the two-week cruise headed to Narragansett Bay where we made port at ILYC in Newport, Battleship Cove and Bristol. Several different groups arrived at Block Island at varying dates and nine boats, *Aquae Sulis*, *Aurora*, *Beaumaris*, *Compass Rosie*, *Haven*, *Jewel*, *Kickin' Back*, *Rising Tide*, and *Windswept* left together for Newport. *Bleu Moon* and *Snoopy* joined us mid-cruise. While I was the official cruise captain, significant contributions came from Gerry Gravina and Stephanie Pizer which made my job of planning the itinerary quite a bit easier. Due to some foul weather towards the end of the cruise, we cut Wickford from the itinerary and headed homeward a day earlier than planned. It was another successful cruise which has me looking forward to the 2026 adventure!

ONE-WEEK CRUISE

This year eighteen boats participated in varying parts of the cruise, with eleven, *Aquae Sulis*, *Artimino*, *Aurora*, *Banshee*, *Beaumaris*, *Compass Rosie*, *Extravagant Promises*, *Haven*, *Kariana*, *Phoebe Rose*, and *Shadow*, partaking for at least three days. It was great to have six boats anchored in Great River for "The Blast" and unofficial start of the cruise. Weather was the major theme this year as Hurricane Erin raged in the Atlantic. Plans to visit Sailors Haven and Atlantique were scrubbed in favor of the much more sheltered Watch Hill. We capped off the week in Hemlock Cove with a multi-themed rendezvous, Halloween in August and American Pride. Despite the weather issues, we still enjoyed a great time and are thankful to Watch Hill for accommodating us for four days having had no reservations!

RENDEZVOUS

A total of twenty-three rendezvous were held during the 2025 sailing season. We were blessed with excellent weather for most of the season and only one scheduled rendezvous had no participants, due to poor weather. Charlie and Janie Margeson, aboard *Shadow*, took honors for the most boats in attendance for a rendezvous with eleven. They also took second place for the "Pirates" rendezvous with nine boats in attendance. This year we moved the "New Member" rendezvous at Bellport Park later in the season and it proved to be a good idea as turnout was very strong. Once again, much thanks and appreciation 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. I am thrilled to be passing the Fleet Captain torch to Eddie Anderson. I'm sure he will lead us through yet another fantastic cruising season.



2025 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

Christina & Joe Werkmeister on *Aurora*



ONE-WEEK CRUISE CAPTAIN AWARD

Christina & Joe Werkmeister on *Aurora*

ATTENDED AT LEAST THREE RENDEZVOUS

<i>Aquae Sulis</i>
<i>At Last</i>
<i>Aurora</i>
<i>Banshee</i>
<i>Beaumaris</i>
<i>Bleu Moon</i>
<i>Compass Rosie</i>
<i>Eagle's Wings</i>

<i>Fun Sway</i>
<i>Haven</i>
<i>Rising Tide</i>
<i>Sea Horse</i>
<i>Shadow</i>
<i>Snoopy</i>
<i>Tuesday's Child</i>
<i>Windswept</i>

HOSTED AT LEAST ONE RENDEZVOUS

BY SEA
<i>Aurora</i>
<i>Dust in the Wind</i>
<i>Rising Tide</i>
<i>Haven</i>
<i>Beaumaris</i>
<i>At Last</i>
<i>Banshee</i>

<i>Going Gray</i>
<i>Extravagant Promises</i>
<i>Shadow</i>
<i>Fun Sway</i>
<i>Windswept</i>
<i>Bleu Moon</i>
BY LAND
Jaeger/Carlberg



2025 Cruise and Rendezvous Awards



2025 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 38 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/Sailing Instructions for these events are listed on our racing website. In addition, we have 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. 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 2026 season will consist of seven Thursday night races, from June through mid-September.

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 2026 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 race 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

15.70nm

Start - Bay Shore Area

"10" port

"EW" Crazy Charlie port

"8 EC" starboard

"19 EC" port

"9" port

"4" port

"10" starboard

Finish

Clockwise

15.70nm

Start - Bay Shore Area

"10" port

"4" starboard

"9" starboard

"19 EC" starboard

"8 EC" port

"EW" Crazy Charlie starboard

"10" starboard

Finish



BABYLON COURSES

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

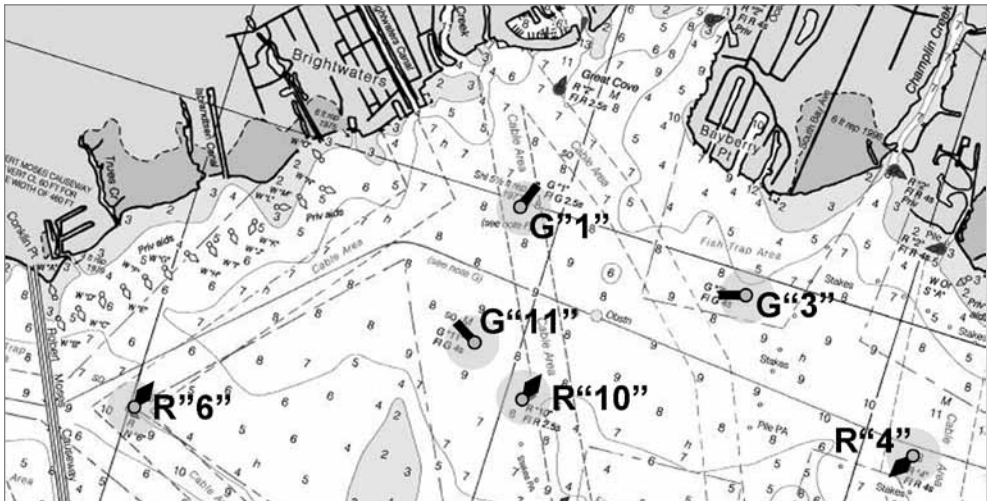
BAY SHORE INVITATIONAL RACE (BSIR) COURSES

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	"4" 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 (S, NE, W, N wind)	COURSE 9 (SW, E, N wind)
4.51nm	4.53nm	4.53nm
Start at "1" port	Start at "1" port	Start at "1" port
"11" port	"10" port	"6" port
"4" port	"3" port	"11" starboard
Finish at "1" port	"1" port	"10" port
	"10" starboard	Finish at "1" port
	Finish at "1" port	
COURSE 10 (S, N, ENE, W wind)	COURSE 11 (S, NE, SE, NW wind)	COURSE 12 (ESE, NW, SW, N wind)
4.54nm	4.82nm	4.82nm
Start at "1" port	Start at "1" port	Start at "1" port
"11" port	"10" port	"4" port
"10" port	"3" starboard	"3" port
"1" port	"4" starboard	"10" starboard
"11" port	Finish at "1" starboard	Finish at "1" starboard
"3" port		
Finish at "1" port		

COURSE 13 (S, ENE, SE, W, N wind)	COURSE 14 (N, ESE, NW, SW wind)	COURSE 15 (S, NE, SE, NW wind)
5.27nm	5.63nm	5.63nm
Start at "1" port	Start at "10" starboard	Start at "1" port
"11" port	"1" starboard	"10" port
"3" starboard	"4" port	"3" starboard
"4" starboard	"3" port	"4" starboard
"11" starboard	"10" starboard	"1" port
Finish at "1" starboard	Finish at "1" starboard	Finish at "10" port

COURSE 16 (SW, NE, W wind)	COURSE 17 (S, NE, W wind)
5.80nm	5.82nm
Start at "1" port	Start at "1" port
"6" port	"10" port
"11" starboard	"3" port
"10" port	"1" port
"3" port	"10" port
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

2026 RACE SCHEDULE

DATE	RACE / EVENT	FIRST GUN	CLASSES	NOTES	RACE CHAIR	START LOCALE	COURSES
Sat May 16	Spring Race to Atlantique SBCC	1200	Pursuit	2, 4, 7, 8, 13	E Winberry	Bay Shore	NOR
Tues May 26	Bay Shore Invitational Race (BSIR) Spring 1	1900	Pursuit	2,4,6,8,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sun May 31	SBCC Commissioning Day						
Tues June 2	Bay Shore Invitational Race (BSIR) Spring 2	1900	Pursuit	2,4,6,8,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Tues June 9	Bay Shore Invitational Race (BSIR) Spring 3	1900	Pursuit	2,4,6,8,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Jun 11	Babylon Twilight Race Spring 1	1900	Reg	2,9,11,13	K Padden	Babylon	1 thru 9
Fri June 12	Babylon Cup Invitational SBCC/BYC	1900	Reg	2, 7, 9, 11, 13	C Margeson /E Anderson	Babylon	1 thru 9
Tues June 16	Bay Shore Invitational Race (BSIR) Spring 4	1900	Pursuit	2,4,6,8,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Tues June 23	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 28	Commodore's Cup SBCC BSIR & Babylon Twi only	1300	Pursuit	2,4,8,11,13	B Wheeler	Babylon/ Bayshore	A or B- see NOR
Tues June 30	Bay Shore Invitational Race (BSIR) Early Summer 2	1900	Pursuit	2,4,6,8,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sun July 5	Babylon Yacht Club July 4th Invitational	1200	Reg	3	BYC	Babylon	1 thru 9
Tues July 7	Bay Shore Invitational Race (BSIR) Early Summer 3	1900	Pursuit	2,4,6,8,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs July 9	Babylon Twilight Race Early Summer 1	1900	Reg	2,9,11,13	C DeMarco	Babylon	1 thru 9
Fri July 10	Start of the SBCC Two-Week Cruise						
Tues July 14	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 21	Bay Shore Invitational Race (BSIR) Mid Summer 1	1900	Pursuit	2,4,6,8,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15

RACE SCHEDULE



2026 Race Schedule

DATE	RACE / EVENT	FIRST GUN	CLASSES	NOTES	RACE CHAIR	START LOCALE	COURSES
Thurs July 23	Around Long Island Race ALIR	1200	Reg		SeaCliff YC	Ellis Island- NY Harbor	
Tues July 28	Bay Shore Invitational Race (BSIR) Mid Summer 2	1900	Pursuit	2,4,6,8,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs July 30	Babylon Twilight Race Early Summer 2	1900	Reg	2,9,11,13	W Van Stipriaan	Babylon	1 thru 9
Sat Aug 1	West Island Invitational Race	1200	Reg	2, 7, 9, 12, 13	J Holst	Bay Shore	West Island
Tues Aug 4	Bay Shore Invitational Race (BSIR) Mid Summer 3	1900	Pursuit	2,4,6,8,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Aug 6	Babylon Twilight Race Late Summer 1	1900	Reg	2,9,11,13	E Anderson	Babylon	1 thru 9
Sunday Aug 9	Bay Shore Yacht Club GSBYRA Invitational Regatta - PHRF	1400	Pursuit	3,4,8	BSYC	Bay Shore	1 thru 15
Tues Aug 11	Bay Shore Invitational Race (BSIR) Mid Summer 4	1900	Pursuit	2,4,6,8,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sat Aug 15	The Blast Start of the One-Week Cruise						
Tues Aug 18	Bay Shore Invitational Race (BSIR) Late Summer 1	1830	Pursuit	2,4,6,8,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Aug 20	Babylon Twilight Race Late Summer 2	1900	Reg	2,9,11,13	W Reichel	Babylon	1 thru 9
Tues Aug 25	Bay Shore Invitational Race (BSIR) Late Summer 2	1830	Pursuit	2,4,6,8,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Saturday Aug 29	Mayor's Cup Invitational Race	1200	Reg	2, 7, 9, 11, 13	J Davis	Babylon	6, 8, 9
Tues Sept 1	Bay Shore Invitational Race (BSIR) Late Summer 3	1830	Pursuit	2,4,6,8,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sat Sept 5	GSBYRA PHRF Bellport Invitational Race		Reg	3	Bellport Bay Yacht Club	Bellport	
Sun Sept 6	GSBYRA Queen of the Bay Race		Reg	3	Bellport Bay Yacht Club	Bellport	
Tues Sept 8	Bay Shore Invitational Race (BSIR) Late Summer 4	1830	Pursuit	2,4,6,8,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15



2026 Race Schedule

DATE	RACE / EVENT	FIRST GUN	CLASSES	NOTES	RACE CHAIR	START LOCALE	COURSES
Thurs Sept 10	Babylon Twilight Race Fall 1	1800	Reg	2,9,11,13	J Holst	Babylon	1 thru 9
Tues Sept 15	Bay Shore Invitational Race (BSIR) Fall 1	1800	Pursuit	2,4,6,8,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Tues Sept 22	Bay Shore Invitational Race (BSIR) Fall 2	1800	Pursuit	2,4,6,8,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Tues Sept 29	Bay Shore Invitational Race (BSIR) Fall 3	1800	Pursuit	2,4,6,8,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Oct 1	Babylon Twilight Race Fall 2	1800	Reg	2,9,11,13	E Picken	Babylon	1 thru 9
Sun Oct 4	Louis Orr Invitational	1200	Reg	2,3, 9,11	BYC	Babylon	1 thru 9
Tues Oct 6	Bay Shore Invitational Race (BSIR) Fall 4	1800	Pursuit	2,4,6,8,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sat Oct 10	Discoverer's Race BSYC & SBCC only	1200	Pursuit	2,4,5,8,13	E Winberry /M Rainis	Bay Shore	NOR



NOTES TO THE RACE SCHEDULE:

1. None
2. See NOR at sbccracing.org
3. Non-SBCC Invitational Race- Obtain information from sponsoring club
4. Non-Spin only
5. BSYC and SBCC boats only
6. NA
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 Will Reichel for required SBCC PHRF Handicap.



BSIR 2025—SPEED, SNACKS & SNAGS

by Ted Drossos & Gary Sebouhian

If future historians ever ask, “What was the 2025 BSIR season like?” the correct answer will be: wet, windy, occasionally confusing, often competitive, and never boring.

Spring: Optimism, Rain and the First Signs of Chaos

The season kicked off with a jaw-dropping eleven boats on the line—a miracle considering the number of rainy days that had conspired to keep boats, sails, and sailors equally soggy. Somehow, boats appeared, course number eight was set, and team *Naughty Dog* barked their way to the first win of the year, narrowly holding off *Halve Maen*, who made it clear this would not be a one-boat season—and it wasn’t.

Of course, it didn’t take long for chaos to assert itself. The first mechanical incident belonged to team *Jewel*. They discovered that Bay Shore crab traps are very effective emergency brakes, grinding their downwind charge to a halt. While hopes were high for fresh seafood at the after-race gathering, disappointment prevailed—no crab, just good stories.

Race two introduced us to one of the season’s recurring themes: technology doing its absolute best—and still failing. A boat vanished. Radios were hailed. The earth was briefly suspected of being flat again. In the end, the missing boat finished the race after the race committee left their station, proving that “finishing strong” is subjective.

Spring racing was going smoothly until the moment *Naughty Dog* decided to sacrifice a mast to the sailing gods. A failed piece of rigging, a boom to the head and suddenly the fleet was reminded that while

Five boats, three incidents, eight sailors, and somehow a dozen different versions of reality.

sailboat racing is fun, gravity and physics are undefeated. Thankfully, everyone was okay, help was nearby, and *Naughty Dog*’s mast is now part of the BSIR folklore.

Early Summer: When Tortoises Fly

Summer brought heat, hydration warnings, and the shocking revelation that team *Tortoise* can, under the right conditions, move at astonishing speed. Twice beating team *Chimera* by exactly 20 seconds. Scientists are still studying this phenomenon.

The Mid-Summer Series delivered:

- Perfect sailing nights that made us forget all the bad ones
- Photo-finish battles that kept race committees glued to binoculars
- A dramatic reminder that countdown timers and hearing the horn are both helpful

We also welcomed new boats, said goodbye, not by choice, to the RaceQs app, may it rest in peace and enjoyed finishes so tight that the entire fleet stayed together like nervous ducklings.

There was lots of excitement in the middle of the fleet. The finish between team *At*





Last and team *Haven* was nothing short of a high-octane drama movie that could've been scripted by Hollywood—if Hollywood was into sailboat racing and nail-biting suspense. With less than half a boat length separating them, *At Last* edged out *Haven* by inches to claim 13th place. The Race Committee was on the edge of their seats, unsure whether to score them or just cheer. It was a thrilling finish, and honestly, the real winner was the entertainment aboard both boats.

Mid-Summer: He said, She said

The Mid-Summer Series delivered peak nautical chaos: zero collisions, zero injuries, and 100% confidence that everyone remembers things differently depending on their perspective. Five boats, three incidents, eight sailors, and somehow a dozen different versions of reality. Who was ahead? Who had the right of way? Who should you stay away from? Depends entirely on which crew you ask.

Without RaceQs (the boat tracking app) to play referee, the unofficial ruling was the timeless classic: awkward handshake, forced smiles, and “let’s call it a misunderstanding.”

Truth remains lost at sea and egos remain fully afloat. Everyone will be back next season—refreshed, rehydrated, and absolutely ready to argue about it all over again. There's only one thing left to do—come out to race this season and kick their sterns—figuratively, of course.

Late Summer: Sails Tear, Courses Mutate, and Barges Appear

Late Summer racing started strong until *Cherry Pi* decided to test the durability limits of modern sailcloth by tearing two headsails in one race. Proof that lightning does, in fact, strike twice—just not during a lightning storm.

Then came The Race That Shall Not Be Scored. A barge—loaded with pipe, dredging equipment, and audacity—parked itself directly on buoy #10, or so it seemed to be parked. Faced with certain chaos if it were still there when the fleet would round it later in the race, a mid-race course change was announced repeatedly, loudly, and heroically. One boat, the lead boat, missed the announcement and sailed the original course anyway, and earned extra credit for enthusiasm. Moral of this story, keep your radio on and monitor it.



BSIR 2025—Speed, Snacks & Snags



The race was later declared “not countable,” which is racing-authority-speak for “let’s all pretend this didn’t happen and move on.”

This was followed by one of the best events of the season, a legendary after-race party at Bay Shore Yacht Club, and universal agreement that the committee boat absolutely earned their beverages that night.

Fall: Fast Finishes and Redemption

Fall racing brought earlier starts, cooler air, and team *Jewel* going from crab-trap victim to dominant force—winning races by margins so large people checked their watches to see if they started on time.

The middle of the fleet surged forward, new racers found their groove, and the season wrapped up the only way BSIR knows how: with gratitude for race committees, people stepping up when engines didn’t start, sharing photos, stories and great food, and a fleet that kept showing up week after week.

Final Thoughts

The 2025 BSIR season had:

- Competitive racing
- Unbelievable finishes
- Unexpected dismastings
- Missing radios
- Course changes
- Free boats winning races
- A barge that will never be forgiven

Most importantly, it hosted a community of sailors who kept racing, laughing, helping each other out, and coming back for more—even when things didn’t go exactly as expected. And somehow—despite all logic—the season ended exactly as imagined...with a cancellation. The weather Gods wanted to remind us who the boss is.





Here's to a season well sailed, memories well earned, and a fleet that proves every year that "uneventful races" remain purely theoretical.

In spite of the "Speed, Snacks, Snags" of 2025 twenty-eight boats raced at least one time during the 2025 season. A whopping seven boats managed to cross the finish line in first place at least once. Yes, you read that correctly: seven different winners. This shows incredible parity and skill across the fleet. Truly, talent is everywhere. The seven boats are:

1. *Naughty Dog* - four wins
2. *Beaumaris* - three wins
3. *Halve Maen* - three wins
4. *Jewel* - two wins
5. *Tortoise* - two wins
6. *Chimera* - one win
7. *Pandemonium* - one win

Congratulations to Will Reichel, team *Naughty Dog*, for earning the hard fought Season Champion honor.

Next Season

Lady in Red will be returning for the 2026 season after sitting out the 2025 season on jack stands. Rumor has it she logged hundreds of hours of "dockside optimization" and achieved a flawless record of zero breakdowns, zero protests, and zero starts.

Derailed was sold and will be racing under new command. She will again be a formidable foe for *Pandemonium* and *Bionator* in the C&C 29 MKII SD mini-fleet.

Be forewarned that there will be new race courses. No excuses if you sail the wrong course.

See you all next season—bring spare parts, extra sails, a working radio, and absolutely no expectations.

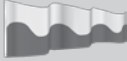


2025 MAJOR AWARDS



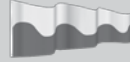
SHEILA DAYTZ AWARD

Wendy & Scott Gesele
Haven



BABYLON TWILIGHT SEASON CHAMPION

Allison Reichel
Naughty Dog



BAY SHORE BSIR SEASON CHAMPION

Will Reichel
Naughty Dog



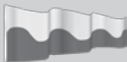
DEALE TROPHY

Walther Van Stipriaan
Halve Maen



KEN KONDOR AWARD

Wendy & Scott Gesele
Haven



COMMODORE'S CUP

Kevin Padden
Rettsie



INVITATIONAL AND TROPHY RACES*

SPRING RACE TO ATLANTIQUE

<i>Jewel</i>	L Becker
<i>Shadow</i>	C Margeson
<i>Pandemonium</i>	G Sebouhian

BABYLON CUP

<i>Vantage</i>	D Hyer Jr
<i>Rettsie</i>	K Padden
<i>Kickin' Back</i>	M O'Connell

COMMODORE'S CUP

<i>Rettsie</i>	K Padden
<i>Pandemonium</i>	G Sebouhian
<i>Czech Mate</i>	C Dennerlein

WEST ISLAND INVITATIONAL

Non Spin

<i>Halve Maen</i>	W Van Stipriaan
<i>Shadow</i>	C Margeson
<i>Naughty Dog</i>	W Reichel

Multi-Hull

<i>Getting There</i>	K Schaefer
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Deale Trophy

<i>Halve Maen</i>	W Van Stipriaan
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MAYOR'S CUP

Spin

<i>Hooch</i>	B Kennedy
<i>Unleashed</i>	J Reichel
<i>Naughty Dog</i>	W Reichel

Non Spin

<i>Shadow</i>	C Margeson
<i>Whitecap</i>	J Holst
<i>Pandemonium</i>	G Sebouhian

LOUIS ORR INVITATIONAL

Spin

<i>Jewel</i>	L Becker
<i>Pandemonium</i>	G Sebouhian

Non Spin

<i>Mystic</i>	J Morgan
<i>Shadow</i>	C Margeson
<i>Unleashed</i>	A Reichel

DISCOVERER'S RACE

Racing Class

<i>Jewel</i>	L Becker
<i>Shadow</i>	C Margeson
<i>Snoopy</i>	D DeRuvo

BSYC - R Terry Award

<i>Jewel</i>	L Becker
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* Invitationals are open to nonmembers, though nonmembers are not eligible for perpetual trophies. 71

2025 Race Awards

BABYLON SPRING SERIES

<i>Rettsie</i>	K Padden
<i>Shadow</i>	C Margeson
<i>Naughty Dog</i>	A Reichel
<i>Kickin' Back</i>	M O'Connell
<i>Sovereign</i>	E Picken
<i>Spare Change</i>	M Quigley

BABYLON LATE SUMMER SERIES

<i>Naughty Dog</i>	A Reichel
<i>Halve Maen</i>	W Van Stipriaan
<i>Rettsie</i>	K Padden
<i>Shadow</i>	C Margeson
<i>Banshee</i>	C DeMarco
<i>Sovereign</i>	E Pickens

BABYLON EARLY SUMMER SERIES

<i>Naughty Dog</i>	A Reichel
<i>Rettsie</i>	K Padden
<i>Shadow</i>	C Margeson
<i>Banshee</i>	C DeMarco
<i>Sovereign</i>	E Pickens
<i>Spare Change</i>	M Quigley

BABYLON FALL SERIES

<i>Naughty Dog</i>	A Reichel
<i>Kickin' Back</i>	M O'Connell
<i>Shadow</i>	C Margeson
<i>Beaumaris</i>	D & B Burns
<i>Rettsie</i>	K Padden
<i>Banshee</i>	C Demarco



BSIR SPRING SERIES

<i>Halve Maen</i>	W Van Stipriaan
<i>Naughty Dog</i>	W Reichel
<i>Beaumaris</i>	D & B Burns
<i>Pandemonium</i>	G Sebouhian
<i>Chimera</i>	D Ahern
<i>Czech Mate</i>	C Dennerlein

BSIR LATE SUMMER SERIES

<i>Beaumaris</i>	D & B Burns
<i>Halve Maen</i>	W Van Stipriaan
<i>Naughty Dog</i>	W Reichel
<i>Cherri Pi</i>	J Grover
<i>Chimera</i>	D Ahern
<i>Moonrise</i>	R Gutmann

BSIR EARLY SUMMER SERIES

<i>Tortoise</i>	B Wheeler
<i>Naughty Dog</i>	W Reichel
<i>Chimera</i>	D Ahern
<i>Pandemonium</i>	G Sebouhian
<i>Bionator</i>	JV Phillips
<i>Czech Mate</i>	C Dennerlein

BSIR FALL SERIES

<i>Jewel</i>	L Becker
<i>Beaumaris</i>	D & B Burns
<i>Chimera</i>	D Ahern
<i>Naughty Dog</i>	W Reichel
<i>Pandemonium</i>	G Sebouhian
<i>Czech Mate</i>	C Dennerlein

BSIR MID-SUMMER SERIES

<i>Naughty Dog</i>	Will Reichel
<i>Pandemonium</i>	G Sebouhian
<i>Jewel</i>	L Becker
<i>Tortoise</i>	B Wheeler
<i>Chimera</i>	D Ahern
<i>Czech Mate</i>	C Dennerlein



2025 RACE AWARDS CEREMONY



2025 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 2026.

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 vs Bay Shore series race held on Sunday, June 28th.

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 running 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 ON AND OFF THE BAY

by Jim Reichel & Will Reichel

PART I — SCAPEGOAT: THE HALYARD FROM HELL KICKS OFF THE SEASON - JIM

Over the many years of my sailing career, now entering my fiftieth year, with forty-nine of those spent sailing and racing in the SBCC, I've watched the club, the boats and the sailors evolve in ways I never could have predicted. The stories get better, the characters get funnier and the chaos somehow becomes more organized.

Whenever I meet new members or club officers, I love hearing about their adventures. And I always laugh when someone asks if I sail, or who I sail with. It brings back decades of memories, some glorious, some painful, all unforgettable.



This year, though? This one takes the cake. A season of great highlights, tragic moments, mechanical betrayals, heroic saves, and some of the best sailing we've ever had. We even sold one of our cherished boats — the J/27 *Silver Bullet*. Four more to go, I'm told. I'm not holding my breath.

THE ANNUAL SPRING RITUAL (NOW WITH DOUBLE THE COST)

We kicked off the year with the same spring checklist we always do—bottom paint, polish, waxing, cleaning—except now everything costs twice as much. Inflation apparently hits boats harder than people.

...during a mark-rounding, a clevis pin came loose on the starboard turnbuckle. The mast snapped clean in two.

On top of the usual chores, we had to upgrade a few things

to stay eligible for offshore racing. Our J/105 met every strict standard except one: **engine mounts that stay attached when the boat is upside down!** Yes, upside down. Yes, that's a real requirement. And yes, apparently that can actually happen.

Next time you look inside your engine compartment, imagine it inverted and you'll understand why someone, somewhere, decided this needed to be a rule. We push the limits on our boat, but hopefully we don't test that particular feature too often.





THE RACE FOR THE CASE—RUM, COLD AIR, AND IMMEDIATE DISASTER

Our season always starts on the North Shore with the hardest race of the year: The Race for the Case. The winner gets rum, which is the only reason half the fleet shows up. A sloppy spring made prep a mad rush, but we made it to the line. Turnout however was light, eight boats total—all J-Boats—five J/105s, two J/80s and one J/109.

I hoped this year would have better participation. It had to be the weather. Conditions were crisp, cool, and perfect. Right out of the gate came highlight number one. Our boat, *Scapegoat*, was having a fantastic race, sitting in second and closing in on a great finish, when our brand-new four hundred dollar spinnaker halyard, complete with a “titanium lifetime warrantied” snap shackle decided it had lived enough life and simply just released itself halfway to the finish at 9 kts. It worked for thirty minutes.

In front of everyone the spinnaker dropped, and retrieving it was a circus act. Luckily, our crew, Chris Sigcinano, Chris DeMarco, my son Will, my brother-in-law Mike Einsettler, and bowman Billy Spitz had seen this movie before. Years of sailing the Melges 24, *Hooch*, prepared us for this exact situation. They scooped the sail out of the water like a vacuum cleaner. I’m not sure it even got wet. But now we had a bigger problem: Two more races to go and no spinnaker halyard. It was stuck at the masthead, and we had no bosun’s chair. Most crews would’ve called it a day.

Ours—not a chance.

THE GREAT MAST-CLIMB OF 2025

Chris DeMarco, who sails with his phone strapped to him like a life support device, Googled a solution. ChatGPT spit out a diagram for a makeshift bosun’s chair made from a dock line. No one trusted it, including Chris, so we sent him up with the main halyard to check his work. Two-foot waves? Fine. Winching a grown man up a mast underway? Not fine. Will and Billy started grinding, but it was a long, painful haul.

The scene was so interesting that the Race Committee swapped the starting order to keep the other boats racing while giving us a chance to fix our mess. Not a usual thing to happen, but the committee boat was actually cheering for us and figured a way to help us indirectly.

We got the halyard down with twenty seconds to spare before our next start. The Race Committee couldn’t believe their eyes when Chris came back down with the halyard in hand. We cut off the traitorous snap shackle and tied a bowline. Lesson learned. Not the start we wanted but absolutely the start we should’ve expected.

PART II — NAUGHTY DOG: THE MAST THAT SAID ‘NOPE’ - WILL

Back on the bay, our C&C 25, *Naughty Dog*, was launched and rigged, setting us up for another season highlight, because apparently one disaster per month isn’t enough. My boat is like an old dog: overlooked, a little scruffy, but loyal and ready to run when it counts. My father and I cleaned it up, fixed the trailer, and did the basics. I heard two more C&C 25s were hitting the water this year, so I gave the bottom an extra sanding and a quick spray of speed wax. This boat is a sleeper, but maybe born to race. We launched the night before the first BSIR race. Why launch early when a clean bottom is fast? Meanwhile, Walther Van Stipriaan had been telling us about his new bottom paint on *Halve Moon*. Sanding, prepping, painting, sanding again, painting again, polishing—too much work—definitely playing mind games on us.

Racing on and off the Bay

BSIR SPRING SERIES—A STRONG START

Race 1: We saw *Halve Maen* practicing, took note—mind games by him as he knows we make it to the start line with just minutes to spare every time. That was the last time we ever saw him in front of us again. Easy first.

Race 2: Walther beat us. We decided to trade off the helm every other week so Billy could learn to steer and teach me bow on *Scapegoat*. He's annoyingly good at it. Things were looking good.



Race 3: The Mast Snaps Like a Breadstick

We took off after the start and were leading by a mile when, during a mark rounding, a clevis pin came loose on the starboard turnbuckle. The mast snapped clean in two. Two seconds, a quiet ping and then chaos. None of us had ever seen this happen before. By some miracle, no one was hurt.

My father, Chris, Billy, and my friend Jack Herzlinger (who, by the way, had the clevis pin in his hand before the mast broke, information he shared after the fact) helped drag the sails and mast aboard. We headed home laughing, because what else are you supposed to do? My grandfather was out there watching the whole thing. He once had this happen on a C&C 25 too. Not his boat, but one across his dock he used to race on.



THE TREE-MAST RESURRECTION

The next day, I drove to Long Island Yacht Sales hoping they had an old C&C 25 mast lying around. With how many they've sold and stored, I figured there had to be something. They have all kinds of junk lying around. A long shot as we needed an exact model version.

I found one in the bushes with a tree growing through it. A real miracle. After some lumberjacking, we hauled it out. Bad rigging, bad halyards, no spreaders—a mess. We brought it to Yacht Service to swap



the rigging and resurrect it. All our parts swapped perfectly and matched without any modification. Unheard of in the sailing world. With help from my Dad, Jack, Chris and even Walther, we had the mast stepped the next night. Just in time for the Babylon and Bay Shore races.

TWILIGHT SERIES — THE NEW MAST GETS BAPTIZED BY WIND

A few days later, my mother Allison took the helm for the SBCC Babylon Twilight Series. Everyone knows her from sailing *Dragonfly*. It was blowing 20-25 knots, and our freshly installed mast, with zero test runs, was immediately put to the test. We were overpowered, the mast was shaking like it wanted to leave the boat, and the old man claimed it was “normal.” He was lying. He had to be nervous, but the mast held. We finished third, less than a minute out of first. Not bad for a boat that had exploded a week earlier.

PART III—BLU-BY-U: TWO MASTS IN FOUR DAYS—BECAUSE ONE DISASTER ISN'T ENOUGH - JIM

After the *Naughty Dog* ordeal and somehow pulling off a full mast swap in thirty-six hours, we were more than ready to get back to what actually matters: racing. This time, we were heading east for the annual Off-Soundings Race out of Watch Hill, Rhode Island, aboard our borrowed ride, *Blu-By-U*, a slick C&C 115 that always sails like we are cheating, compared to our usual fleet. It just moves.

Our boat was in pieces as it hadn't been sailed yet, so it got put together by us sometime around midnight, same as the last ten years in the slip at Greenport, as we prepped for a 0600 departure. There's nothing quite like rigging a race boat half-asleep with a Mountain Dew in one hand and lines in the other. But Off-Soundings is always a favorite: someone else's boat, with actual luxuries like refrigeration, air conditioning, and a stand-up head. It's basically a vacation with consequences. And the boat itself? A weapon in light air. Tall mast, long boom,

and the kind of setup that finds breeze when everyone else is staring at limp telltales.

DAY 1—DRIFTING, ARGUING, AND A MIRACLE

This year's course was a straight shot from Watch Hill to Block Island. And right on cue, the wind shut off minutes after the start. Of course it did. With over a hundred boats drifting in every direction, things got tense fast.

On board, we had me, my son Will, Mike Einsettler, Chris DeMarco, Chris Sigcinano, Mike Canuso (the real owner), and Dave Commando. We had done the responsible thing and consulted weather routing models, courtesy of Chris DeMarco.

Twenty minutes in, we ignored all of it and went looking for a miracle instead. We were right at The Race where Block Island Sound collides with Long Island Sound, a swirling mess of current and whirlpools pushing close to 4 knots. At times it felt like we were sailing backward faster than we could go forward. After a few hours of heated “tactical discussions”, we pointed the boat about a hundred degrees off our layline, basically sailing away from where we needed to go. But slowly, suspiciously, it started to work. We found just enough breeze to fight the current. Crawling along at 2-3 knots, watching the GPS insist we were getting farther away, we kept going.

And then, by pure dumb luck, we slipped into the long-awaited tidal shift before anyone else. Suddenly, we were moving really well. The rest of the fleet—parked. We rode that change all the way to the finish off Old Harbor breakwater while everyone else watched. A first place finish, earned the hard way, or maybe the lucky way, but we'll take it. We went straight to the dockside bar for Block Island mudslides.

DAY 2 — BREEZE, SPEED, AND A CARBON FIBER CATASTROPHE

Day two was a different battlefield. The hangovers were real, sleep was optional, but spirits were high. The course was the classic lap around Block Island, always the

Racing on and off the Bay



“hard way.” We finally had breeze, building seas and a forecast promising things would only ramp up. Perfect conditions for the boat to stretch its legs. We nailed the start and within ten minutes, carved out a nice position, hanging with boats much bigger than us.

Heading east along the island, we were locked into solid breeze and smoother water near shore. Everything felt dialed in. We were setting up for the first tack when it all went sideways. We punched into a wave, heard a couple of pops, the usual noise the jib sheet does loading up and stretching. No big deal. I headed down to adjust it. Then came the explosion.

A violent shudder ran through the boat, and in an instant, the mast was done—splintered—gone. This wasn’t some tired aluminum stick, this was a carbon fiber work



of art, built to take a beating. It didn’t matter. No luck for us, I guess.

THE MAST RECOVERY TEAM (NOW WITH TOO MUCH EXPERIENCE)

To their credit, our now highly experienced “mast recovery team” went straight into action. No panic. No yelling. Just muscle memory at this point. We had the rig secured and back onboard in under five minutes. The break was just above the upper spreader, leaving about twenty-five feet of jagged carbon fiber whipping around thirty feet in the air in four foot waves—not ideal. We tied everything down and motored back into Old Salt Pond to figure out what happened.

POSTMORTEM - A \$76,000 OOPS

Turns out it wasn’t weather, load, or anything dramatic. Just a simple, brutal mistake. The upper shroud turnbuckle had been cross-threaded by the riggers when the mast was reinstalled. As the load came on in that wave, the threaded rod pulled straight out, instantly. Left behind was a little pile of bronze dust and a useless turnbuckle barrel sitting on deck. Game over.



If you ever want to be the center of attention at Block Island, this is one way to do it. Tied up at the dock, we became the main attraction. Everyone who walked by offered their expert theories on what went wrong. Not a single person could spot the real reason for the failure. Everyone had a comment of what we did wrong. And when we told them,

you could see fear hit them that something so small, something you'd never think about to check, can take the whole rig down in seconds. That's the part that sticks with you.

TWO MASTS IN FOUR DAYS

Naughty Dog: \$275 and back in business.

Blu-By-U: \$76,000 and hopefully sailing again by June of 2026.

Just another week on the water.

PART IV—SCAPEGOAT: ALIR - BEER, BUGS, AND THE MIDNIGHT BANG HEARD ACROSS THE OCEAN - JIM

If you've followed any of our SBCC racing stories over the years, you already know this race is the one we love, the Around Long Island Race. Two hundred plus miles of "this is amazing" immediately followed by "never again." It's the kind of race that tests skill, preparation, luck, and your ability to function on questionable sleep and a steady diet of beer and regret. This year, though, we came in ready. Offshore gear?—loaded. New AIS?—installed. Weather routing?—higher

quality and updated. Food and water?—cut in half, a bold strategy. Beer?—fully stocked. We're not animals.

Our crew was locked in months ahead. Confidence was high. This was our year. On board we had me, my son Will, Mike Einsettler, Will's friend Jack Herzlinger, Chris Sigcinano, Chris Riley, and Dennis Ahern (from BSIR fame *Chimera*).

THE PILGRIMAGE TO LIBERTY LANDING (WHERE GOOD INTENTIONS GO TO DIE)

The day before the start, we made the annual pilgrimage from Northport Harbor down to Liberty Landing near Ellis Island. It was race HQ, party central, and the place where all good intentions go to ferment. We tied up next to *Halve Maen*, with SBCC's own Walther Van Stipriaan and Eric Winberry going double-handed.

Walther had worked like a madman getting the boat ready. His division?—way tougher than ours. Dark and Stormie's flowed like a well-trimmed spinnaker. Spirits were high. Judgment—less so. Race morning brought the traditional feast, a breakfast so good it felt



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like a final meal before battle. For what this race costs, you'd better believe we weren't skipping the free food.

THE START - FERRIES, TANKERS, JET SKIS, AND CHAOS

We had an early start, chasing favorable current like it owed us money. The fleet was stacked: big race boats, fast cruisers, and a handful of "comfortable sailors" hiding under dodgers and biminis. You can always spot them, zero rail meat, maximum shade, living their best life. They start first. We start them down later. We got off the line clean and immediately entered the usual New York City obstacle course:

- Ferries flying by
- Tankers parked wherever they feel like
- Boats wandering like they forgot this was a race
- Jet skis drifting through the start line like confused water pigeons

This year, we used the classic *Scapegoat* strategy: sail the straightest line possible... even if it means threading the needle between floating steel skyscrapers. It always works, but you need guts to get that close to ships that occasionally move.

OUT TO SEA—THE DREAM CONDITIONS

Once past the Verrazzano and out into the ocean, life got very good. Lunch, beers, sunscreen, hope. Then, as predicted, the wind filled to 15–20 knots—spinnaker up. Clean, smooth, beautiful set and sailing conditions. We settled into a ripping reach down the south shore: Speed: 8–11 knots, Waves: building 2–4 feet, Vibe: elite. Two fingers on the wheel. Two beers in the pedestal holders. Nobody wanted to give up the helm. It was the kind of ocean sailing you



see in movies except better. We flew past Fire Island at record pace, casually cooking an early dinner of hot ziti and chicken cutlets at a 30-degree heel, like it was a Food Network special: "Cooking While Questioning Why You're Out Here." Montauk? Only seven hours away at this rate. No tacking, no gybing and best of all, no Shinnecock parking lot this year.

NIGHTFALL - SAFETY HARNESSES ON, FOCUS UP THE MIDNIGHT BANG - THE SOUND THAT AGES YOU TEN YEARS

After dinner cleanup, we shifted into night watches. Harnesses on, focus up. everything felt dialed in. Until 0115 hours. BANG. The sound was so loud it echoed below deck. In that split second, every single one of us thought the same thing, "That's the mast." We're done, one more down, a hat trick. Then I saw it in complete darkness, our black spinnaker casually sailing past us like it had somewhere better to be. The halyard was gone. the speed dropped from 12 to 7 knots instantly. I threw the boat into a well-controlled panic stop, basically the nautical version of slamming the brakes and hoping for the best. Will and Big Mike sprang into action from down below, and somehow hauled the water-filled sail back on board like a pair of action heroes. The thing had shrimped under the boat so hard it flattened us out in 4-foot waves. Honestly? A ridiculous save. One we could never have done on the Melges 24 — a sail half its size.

Mental check:

- Mast: still standing
- Crew: accounted for
- Pride: slightly damaged

Again, our high-tech halyard failed—this time at the splice. It had heated up inside the mast exit from moving back and forth over the sheave in the waves, loading up due to insane pressure going up and down the big waves. With the spinnaker recovered, we had to change the genoa to the jib as the breeze was up, not an easy task in the dark. We were right at the tip of Montauk Point and would've needed to gybe the spinnaker anyway, however the angle would've been too tight to carry it. Other boats behind us were not flying kites, which was probably the right call avoiding our problem. Even in survival mode, we blasted around Montauk. Others weren't as lucky. We lost some time to the lead boats, but we only lost a halyard—not a mast. Progress.

THE FINAL STRETCH - HOPE, BETRAYAL, AND THE SLOWEST 0.3 MILES IN HISTORY

Morning came with a friendly southwest breeze and favorable current through Plum Gut. For once, the race wasn't actively trying to destroy us. Midday: halfway through the Sound. Sixty miles to go. Projected finish: Friday 1930 hours. We knew better than to celebrate. We sailed comfortably at good





speed to the last point of land where we then needed to turn for the finish line. Just three miles from glory. We could literally see it—Glen Cove breakwater, Race Committee standing by. And then, wind: gone. Just... gone. Three miles at 3 knots. Two miles at 1 knot. One mile at “are we even moving?” The current was about to betray us completely. We were sitting in second place, watching it slip away in slow motion with nothing we could do. As the sun came up the next day and the current flipped, we painfully crawled across the finish line. Six boats, in a 100-yard radius, taking five hours to cross. Final result: From second to fifth—in 0.3 miles. After two hundred twenty-five miles. Unquestionably brutal.

A SILVER LINING - WALTHER'S BIG WIN

There was good news, though. Our team, which consisted of three boats in different divisions, team up for the best combined score. We managed to finish first with our overall scores, and even better, later that day, Walther rolled in on *Halve Maen* and casually won his division, ultimately winning the overall for his group—doublehanded. A massive accomplishment. The Around Long Island Race delivers every time: Speed, chaos, great sailing, terrible timing, nasty bugs (flying teeth living out in the ocean) and just enough heartbreak to make you sign up next year to try again.

PART V—DUCK: 27 CREW? WE BROUGHT SIX AND STILL CAUSED THE MOST CHAOS - JIM

Because of our unfortunate “*Blu-By-U* situation”, we needed a new boat to head out east. Fortunately, we called in a favor from Billy Blackman, known across Babylon and Bay Shore as part coach, part legend, and part myth. If you’ve ever sailed the bay, you’ve either met Billy or heard a story about him that may or may not be true. Billy retired last year and did what all reasonable sailors do: He bought a Pearson 37 IOR relic named *Duck*, then moved to Bristol, Rhode Island to live his best salty life.

We had sailed with him once before in a race that got canceled. So, redemption was required. We found it in the Around the Island Race, hosted by Conanicut Yacht Club, the ninety-eighth annual legendary race. We owed him one as he always sails with us when we need help on short notice. It’s thirty miles, with twelve divisions. Everything from Catalina 22s to Farr 88s, plus foiling 50-foot catamarans that look like they were designed by NASA—perfect. Nothing like mixing antiques and spaceships in one race to keep things interesting.

THE CREW: SMALL BUT MIGHTY (AND LOUD)

Our crew was stacked: Me, Will, Paul Rendich, Chris S, Billy Blackman and most importantly, Dave Johnson. Dave, formerly highly mobile, now operating in his final evolved form as main trimmer, tactician, and full-time commander of chaos. The man could run a small country from the cockpit if he had to.

THE START- “SIMPLE DAY RACE,” HE SAID

The race starts in Newport Harbor and wraps around Jamestown Island, passing under two massive bridges. “Go through the center spans, simple, easy day race,” that was what Billy had claimed. What Billy didn’t mention is that this race uses staggered starts. So by the time we got moving, it felt like merging onto the LIE at rush hour



except everyone is all over the place and no one has brakes.

The Race Committee required a radio check-in, so we checked in with six crew members, feeling very confident and with a job for each person. Thirty minutes later in the start sequence, another boat checked in with twenty-seven people, twenty-seven souls. At that point, it's less a sailboat race and more a catered event. I'm assuming they had a grillmaster, a bartender, and someone assigned exclusively to background music control.

THE *DUCK* - A MACHINE, BUT NOT THE FAST KIND

The *Duck* itself was a machine. Not a fast machine. Not a modern machine. But definitely a machine. It had running backstays, babystays, jumper stays, wires everywhere hooked to blocks and lines, some with no ends and hydraulic everything. Electronics that worked only when they felt like it. A mast the size of a telephone pole. Enough tools onboard to open a repair shop. Three batteries capable of powering a small apartment.

We were moving well until we hit the second bridge, halfway through an uneventful race, when the wind just died. Completely. The fleet compressed into one giant floating

parking lot. Boats everywhere. No movement. Just current, confusion, and regret again.

ENTER THE FOILING CATS - AKA THE SPACESHIPS

And then—out of nowhere—the foiling cats came screaming through the fleet at 15-20 knots while we were barely making 2 knots. We have never seen sailboats go that fast and so quietly. No wake and gybing every twenty seconds like caffeinated hummingbirds. Support boats everywhere, drones overhead, photo boats, a full production, right in the middle of this chaos: Dave Johnson. He was currently helming the boat as we couldn't do it right for him. Calm, commanding, directing traffic like a harbor master who turned rogue. Boats closing in too close for him, catamarans and the big offshore speedsters weaving through. Someone taking his wind lane. People panicking.

Dave was now running the show out there, all one hundred boats. He was in his element, until one of the foiling cats cut us off by feet. Seconds later, their drone dropped out of the sky and splashed into the water right next to us. Looked very expensive as it floated for a few seconds and then disappeared. Without missing a beat, Dave delivered the line of the race: "Payback's a bitch, baby." Will followed that up with the standard nautical visual signal as well. We are here to win.

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THE DUCK WAKES UP

After the bridge, the breeze filled in and the *Duck* finally woke up. We started moving, weaving through rocks and islands like an obstacle course. No clear lanes, no mercy, Tight racing everywhere. It felt less like a sailboat race and more like a full-contact sport. Boats overlapped, never separated by much room, with everyone fighting for inches. We sailed a great race and thought we were on the podium.

THE HEARTBREAK - CORRECTED TIME STRIKES AGAIN

Disappointment soon struck. After all our hard work, it turned out a few boats we never even saw were corrected ahead of us beating us by mere seconds. Next year, we're coming back and the *Duck* is going on a diet, the tools are getting thrown overboard and the microwave is done.

PART VI—NAUGHTY DOG: THE SUMMER RAMPAGE AND THE SEASON FINALE - WILL

Our mainsail was getting real old and we never got around to fixing it properly. It still worked but for how long? I help out in the sail loft, and while cleaning up one day, I found a sail donated to us by longtime SBCC member and crewmate Paul Rendich. It was a Kevlar Melges 24 main that was destined

for SeaBags. Not anymore. I laid it out on the floor and saw it was way bigger than what we needed.

I learned in 24 hours how to recut a sail by tracing the old one (which was very fast), making batten pockets, recutting the luff, adding sail numbers, and making patches. I had my old man sew it and tweak out some speed. This was going to be our secret weapon.

BAY SHORE SERIES - THE RAMPAGE BEGINS

The next few series out in Bay Shore were fun. We had great racing against: *Halve Maen*, our rivals *Pandemonium*, Duncan Burns on his Tartan 372, *Beaumaris*, and our watch-out-for boats, *Tortoise*, *Chimera*, *Snoopy*, and *Moonrise*. They were always around us at the end. In the end, we raced harder and always pushed for sailing shorter leg distances, which are the keys to winning pursuit-style racing. For the year, I think we passed close to two hundred and fifty boats, maybe more. Season Championship—we finally sailed enough to qualify.

BABYLON TWILIGHT SERIES - MOM TAKES THE HELM

As the season wound down, my mom, Allison, skippered the *Naughty Dog* on Thursday nights. She steers, I trim, and my



dad skirts the jib. Four races in the series, (which used to be twenty with fifteen plus boats) seven boats out racing. She steers that boat like a rocket—straight upwind, no mercy. Pinching off boats, not letting anyone pass. The next three Babylon races, we took three firsts. We clinched by race three. Another win for the *Naughty Dog* Team. Hopefully next year we get a few more boats—and I heard a rumor we're adding more races.



WEST ISLAND RACE - HERO OR "WHY DID YOU GO THAT WAY?"

Next big event: the West Island Race. This race lets you choose which way around the island to go, meaning one boat becomes the hero, and the rest ask, "Why did you go that way?" This year, we had a small crew: with me, my dad and Paul Rendich. Pushing the limits?—absolutely. Long race?—definitely. Confidence?—questionable. Last year, Rendich picked the wrong way (which my dad says he does every year), so we took a chance and followed the big boys, *Shadow*, *Rettsie*, *Kickin' Back*, *Halve Maen*—all headed south. Rendich said it was the right way. Naturally, I became concerned. He's zero for three on my boat.

The race was a long drag race with the behemoths taking off with their waterline length and catching more wind. The reason we don't like following them. But, we followed them around anyway, and halfway through the race could barely see them. *Halve Maen* was so far ahead he was in a different



zip code. Luckily, the legs to the finish were upwind, our strength. We started sailing better, put down the beers (only kidding, no cup holders on the *Dog*), and cracked the whip on Rendich. Out of the eight boats that raced, we took third place, not bad. The old *Dog* had some life that day. Walther on *Halve Maen* won it all. It had to be the bottom paint Walther put on.

LOUIS ORR RACE - THE GREAT BRIDGE TRAFFIC JAM AND LAST RACE

The last weekend race of the year was the Louis Orr Race, in mid October, sponsored by the Babylon Yacht Club. It always has a great turnout. A week before the race, we hauled out *Unleashed*, our spare parts boat and cleaned the bottom. My grandfather, John Davis, was nudged to skipper it. We had the bodies, but had worn-out sails for him.



Racing on and off the Bay



The race started right off the BYC dock and looked grim—no wind. The wind was 0.5 knots. Surely, they'll delay? Nope, The gun fired. Off to the races, I guess. I was steering *Naughty Dog* and my grandfather was behind us, trapped behind a no-steerage, wandering *Rettsie*. I could see we had a jump on him, even at 1 kt. Never heard Gramps talk like that. He was out to win this race one more time. We had about fifteen boats, a few with spinnakers, all trading places whenever a tiny gust came by. Minutes turned to hours as everyone drifted toward the bridge. After about an hour, all the boats converged and became stuck side-by-side at the Robert Moses Bridge. All traffic blocked. Powerboats were stuck watching this nonsense.

While we watched the chaos, my grandfather sniffed out some wind and sailed right by us. We caught the same breeze and passed him

back. We went back and forth to the bridge. Gramps has been sailing a C&C 25 a long time—always wins. I have to keep an eye on him to learn and catalog his tricks.

As we started to pass through the bridge, he headed way up toward the side overhanging girders. He wanted to get windward of me and used the bridge clearance to do it. He sailed right to the bend in the span and passed everyone in minutes. Inches from the top span, a calculated move from his playbook of decades of experience. The race really started there.

Ultimately, each boat slowly got the wind and positions barely changed after that. I tried to trick *Unleashed* a few times thinking maybe they were asleep at the stick but never pulled it off. Gramps took third and we were fifth. A great way to end the season!!





ON A REAL SAD NOTE – HEAVY HEARTS FOR OUR VALUED TEAMMATE AND GREAT FRIEND

Well after sailing was over and all our boats were put away, we woke up to news that two of our beloved team members and close friends were involved in a tragic boating accident in the Fire Island Inlet. Chris Sigcinano and his long-time close friend Dave Johnson, were out for a boat ride on Chris's Dyer 29, *Sybaris*, as they do almost every day, and ran into some very unstable conditions while coming in the inlet. Unexpectantly, they were confronted with massive following seas that over-powered their boat, flipping and ultimately sinking the boat.

Chris was able to hold on until help arrived, but tragically, Dave had disappeared and got

separated from Chris. We are sure he gave a good fight. It was in his nature.

Dave is sorely missed and will be forever remembered by us on the *Scapegoat* and *Naughty Dog* as a great shipmate, an incredible sailor with a unique attitude towards life. So many of the SBCC boats he sailed on will say the same. A big loss for all of us. I am sure wherever he is at, he's sailing his way—the Dave way. R.I.P.



THE GREAT LOOP – PART ONE

by Mara Liesegang

We have been dreaming about this trip for years—planning... preparing...learning. We purchased our new to us boat in 2019, so we had time to learn her systems, get comfortable with her and prep her for the trip. Our goal was to leave somewhere from the middle to the end of May in 2023.

Life threw us a curve ball and we were delayed. The house was sold in April and we ended up staying in Sayville at a friend's apartment. When fall rolled around we decided to RV it across the country while we were waiting for the next spring.

Another curveball hit us in 2024! We finally shoved off on June 16, 2025, about three weeks later than we had wanted, but we were finally **ON OUR WAY**. Our first stop was Hemlock Cove with intentions of going out Jones Inlet the next morning. We were fogged in, for several days! We gave up and went to Massapequa to stay with the Pizers until that Saturday, when we were finally able to get out of the inlet. We started with the motto of no planned itinerary, but geez!

We made our way out through Jones Inlet, across southern Long Island to Sheepshead Bay Yacht Club to stay for the night, where we were excited to see an SBCC burgee hanging. The next day we went through

New York Harbor during a microburst and then on to Nyack. It was **SO HOT** we stayed at anchor for two nights, waiting out some of the heat, then headed to Catskill to have our mast taken down at Hop-O-Nose Marina.

Traveling through narrow channels with underwater rock ledges on both sides where you have to call securité before entering because there is so little room to pass.

The crane they used was ancient, over a hundred plus years old and it had been used to build parts of the Erie Canal. Their team worked well though and they did a great job. Our grandson Nathan joined us here and

stayed with us for five weeks. Now we finally felt that we were **REALLY ON OUR WAY!**



Mast on deck, we were now a 34' motor boat with an eight-foot spear at each end! Our next stop was Troy and north of Troy, there is a decision to be made. Turn left and go to the Erie Canal, or go right to the Champlain Canal. We decided years ago that we were turning right.





This is when we were to start “locking.” There was an issue with one of the locks on the Erie, and many boats were stuck waiting. We were concerned our more adventurous route would end up with more traffic but we were fine. Many boats had to take the Erie as they were too tall to fit under some of the Champlain route bridges.



At thirty-four feet we were the runt of the boats and the only sailboat we saw looping throughout our entire journey. The sailboat ratio of loopers is between five to ten percent, but I think this year it was much less. There were a few boats way ahead of us, but we were bringing up the rear on this journey and we were it for the sailing department.

This adventure brought us up the Champlain Canal, into Lake Champlain, then the Richelieu River and Chambly Canal to the St. Lawrence River. We were concerned about

the St. Lawrence as we were to be headed upstream. There were occasions of us going only 2.3 knots at full power, but we made it through.

We crossed over the St. Lawrence and into the Ottawa River, heading further north, up the famous “Flight of Eight” locks and into Ottawa City. We then ventured down the Rideau Canal taking us from Ottawa to Kingston and back into the St. Lawrence. We backtracked east for a few days and took in some of the Thousand Islands before heading across to Trenton to start the Trent Severn Waterway (TSW). The TSW runs north of Lake Ontario across Ontario Province and drops you into Georgian Bay, which is the east end of Lake Huron.

The mast went back up in Penetanguishene, or Pentang as the locals call it. We were now



The Great Loop – Part One



able to SAIL in the Great Lakes! Heading west/southwest...the same direction as the prevailing winds! We did get in some lovely sail time, albeit nowhere near as much as we had hoped. Georgian Bay was spectacular, and we wanted to stay!

After several days of logistics, we called our insurance company to tell them the boat would remain in Canada for the winter. Nope, not happening! You can sail in Canada, you may NOT winter there! Suffice it to say, we were not happy about this, but had no choice other than to hightail it to Michigan. After MANY days of hunting, we finally found a marina that had space for us to leave *Dusty* for the winter in Mackinaw City. Mast back down, with indoor heated storage—she will never let us leave her in the cold again!

Our Canada Parks Pass was purchased in March. This got us through all the locks and allowed us to moor or dock along the canals and rivers as well as in some areas of the Georgian Bay, all for one fee, some of which was refunded when Canada decided not to charge for passage—win!

So, what was the most exciting part? It's hard to say. We had so many wonderful experiences. Boaters are wonderful. Loopers are great! We have met many wonderful people!

We spent a short period of time in places where we felt we could have spent the whole summer. It was almost depressing being on Lake Champlain, Lake Ontario and the Thousand Islands as a motor boat. Both places could be for an entire sailing season and then some. Being in the St. Lawrence with all its shipping of cargo coming and





going—although it was not as much as we expected. Traveling through narrow channels with underwater rock ledges on both sides where you have to call *securité* before entering because there is so little room to pass. There were similar situations in the canals, narrow sections with little passing room. Having friends surprise you at a lock when you had no idea they were “in the neighborhood!” Docked at locks, sometimes two or three boats deep waiting for passage. This didn’t happen to us often, but there are advantages to bringing up the rear!

All the little towns and cities we meandered through, got weathered in at, waterside restaurants reachable by boat or seaplane only all added to the charm of the trip. Being the only one anchored in an area as large as Patchogue Bay, seeing the Northern Lights, watching a flock of Golden Eyes running across the water, beautiful sunsets across

gorgeous anchorages. The coolest town was Mackinac Island. There is something about no cars, horse drawn carriages and bicycles being the only means of transportation, that was like going back in time. Ottawa was by far the coolest city we were in. The government buildings were beautiful and the Flight of Eight spectacular. We could go on and on!

The locking was amazing. One hundred and one locks to Georgian Bay. We never realized there were so many different kinds. In most cases there is a standard Pound Lock. The doors open, you travel into the lock, hold onto the supplied lines or cables, up or down you go and then out the other side. Sometimes we traveled only a few feet, other times it was sixty-five! The Commercial locks in Montreal were HUGE. It was a bit unnerving to see various colored paint scraped into the sidewalls, most likely from



The Great Loop – Part One



large container and cargo ships. Recreational boaters were scheduled through once per day and don't be late!



There were guillotine locks that opened up and down, some had docks to tie up to inside them that went up or down with you.

Staircase or “flight” locks are where there are several locks in a row. The bottom gate of one lock serves as the top gate to the next. Sometimes there were two or three locks in a row—in Ottawa, there were eight!

The Caisson or Lift locks were most impressive. We entered a pool of water, where the gate had dropped down below us. The gate closes and the entire pool goes up or down while a second goes in the opposite direction. The one going down carries a foot more water, making it heavier, the entire operation working as a cantilever. The Peterborough Lift Lock was sixty-five feet; the Kirkland was forty-nine feet. Both of these were built in the very early 1900s, still operating as originally built! Many of the locks were built in the late 1800s, and many are still manually operated!

The most exciting was “The Big Chute Marine Railway”, an Incline Plane Lock where the boat was transported on a carriage up and over a road and dropped into the





water on the other side. Picture a travel lift that holds the boat balanced on its keel while being on a railcar designed to stay level as it goes over an incline then a decline of sixty feet. First designed and built in 1917, a newer, larger version was built in 1978.



There were just as many various bridges that we went through and under—swing,

vertical lift, bascule, retractable, very high (think Verrazano or Tappan Zee) and some very low. Our air draft is ten feet with the mast on deck, and we went under a few bridges that we could stand up on the cabin top and touch! Those were opening bridges, but we did not need to wait. Often there was a bridge right at a lock that the lock tenders controlled as we entered or exited.

So, the bottom line, this trip was too spectacular to rush through. We simply had to stop and go back for another season before starting our journey down the rivers. Part Two should be in the next yearbook!

If anyone is interested in more in depth following, feel free to follow our Facebook Page, *Dust in the Wind*. The thumbnail picture is of the two of us so you can decipher ours from others of the same name. Friend us to follow. If we don't reply within a few days, shoot one of us a text. We may not have recognized the name!



THE TWO-WEEK CRUISE

by Joe Werkmeister

2025 presented a very new sailing experience for me, as I decided to take on the challenge of leading the two-week off-the-bay cruise. Initially, I was very nervous about the prospect of leading a group of experienced sailors for two weeks. I had zero knowledge of the area from the sea and had never planned such a venture.

However, as usual, fellow cruisers provided the guidance, assistance, and reassurance that comes with experience, and we were able to enjoy a very successful cruise. Planning began with a cruise meeting on February twenty-second, where I showed a PowerPoint presentation with my proposals for a cruise to the Narragansett Bay area. Thanks go to Stephanie Pizer for having provided me with notes from a previous cruise to the area. This helped a great deal with my preparation.

By the end of the meeting, we decided to go with that plan and I was able to begin putting together an itinerary. Once I had developed a general itinerary, Jerry Gravina developed the spreadsheet indicating his recommended departure times based upon tide and current conditions. Jerry deserves a BIG thank you!

I used this spreadsheet to develop the final plan. So, as you may now realize, contributions from others made my role as cruise captain significantly easier! That's the way we do things in the SBCC.

The cruise started for *Aurora* on July eleventh with my brother Dave and I departing Sunset Harbor in East Patchogue for an overnight anchor in Bellport Bay. Our wives, Christina and Kathy, met us at the dock

and we dinghied in and headed to Porter's Restaurant in Bellport village for a nice pre-cruise dinner. We caught a Bruce Springsteen cover band at the Bellport bandshell and retired at 2200 in anticipation of an 0530 start on Saturday.



We were eventually joined in Bellport Bay Friday by *Compass Rosie*, *Jewel*, *Kickin' Back* and *Windswept* and by *Aquae Sulis* on Saturday morning, July twelfth. We all set sail—well, more like set motors—to take the inside route to Cormorant Point. We departed under cloudy skies and had the usual difficulty contacting the Smith Point Bridge tender. Thankfully, a call to Tow Boat Moriches provided the assistance needed to reach him. Equally thankfully this year, none of us ran aground and we arrived at Cormorant Point without incident. Practice makes perfect, I suppose!

Meanwhile, *Rising Tide* and *Beaumaris* departed Fire Island Inlet at 1700 on the eleventh and did a straight run to Block Island, arriving at 1030 on the twelfth. They rendezvoused with *Haven* who had headed out to Block solo doing a straight overnight run on July sixth.





The inside fleet left Cormorant Point at 0530 on the thirteenth in fog but it was not so dense that we could not see the buoys. We all transited the inlet without issue. Unfortunately, the wind was on our nose and we had to motor the entire way to Block Island. I did try to motor-sail after rounding Montauk Point but abandoned that idea after about an hour when I decided that we were heading too far off course. We made excellent speed on the back end which made up for the slow going in the early morning fog. The fog lifted for good at about 0930 and we arrived at Block Island on schedule at 1630.

Aurora was lucky to catch a departing sailor who offered us his mooring ball while the rest of the fleet chose to anchor. Unfortunately, *Aquae Sulis* experienced mechanical problems enroute and had to divert to Lake Montauk. Jamie was able to make the necessary repairs and planned to meet us at ILYC. However, when we awoke the following morning, we discovered he had actually changed plans and came to Block to head to Newport with the fleet. Dave and I met up with Jay Pizer and his crewman, John McKenna, for a nice dinner at Dead Eye Dick's. Those anchoring chose to stay aboard for the night.



On July fourteenth we departed Block Island with a fleet of nine boats. We motor sailed in light winds averaging about 6-7 kts as we headed on a beam reach toward the Ida Lewis Yacht Club in Newport, Rhode Island. I dropped a dinghy oar in the water from failing to secure them with a bungee on the stern of the boat. We had to double back to



retrieve it and wound up trailing the fleet for most of the trip. We were able to catch *Windswept* and *Jewel* at the tail end and thanks to *Haven* leaving on their transponder I was able to easily locate the mooring field and picked up our mooring ball at 1400. Our wives arrived by car at 1530 and we met up with them in the parking area. We went into town and had a quiet relaxing early dinner at the Tennis Hall of Fame restaurant. I highly recommend it!

After dinner we walked around town and did some shopping, including ice cream at Kempler's and an exploration of Bannister's Wharf. We retired to *Aurora* at 2100.

On July fifteenth, we enjoyed the showers at ILYC and then headed off to the Cliff Walk and the drive on Ocean Avenue. We first stopped at the lighthouse and then stopped at a few scenic spots and ventured down

The Two-Week Cruise



into the water. We visited the Portuguese monuments and then looked for a bite to eat at the café. The offerings were slim, so we headed out and wound up at Flo's Clam Shop in Middleton. This was a very cool island vibe location and we enjoyed a seafood lunch on the deck overlooking the ocean. We followed lunch with about a one-mile Cliff Walk and then headed to Stop and Shop for provisions.

After provisioning *Aurora*, we headed up to the ILYC restaurant where we met up with the Bernichons and the O'Connells and enjoyed pizza and cocktails. We headed back to *Aurora* at 2030. On July sixteenth we took the Oldport Launch and headed into town to do some shopping and to visit the sailing museum. We had a late lunch at O'Briens and eventually walked back to ILYC to enjoy a group dinner with the entire fleet, which had been joined by Dave and Sue DeRuvo on *Snoopy* this day.

July seventeenth brought the next leg of the cruise to Battleship Cove. We got pumped out and filled our water tank prior to our 1000 departure from ILYC. Our wives headed back home and *Snoopy* stayed behind to enjoy

more time in Newport with plans to reunite with us in Bristol. The rest of us headed out.

The Navionics route had us going under the low section of the Jamestown bridge, so I diverted the fleet west to pass under the tallest span. We enjoyed an awesome downwind sail with just the main averaging 6 kts, occasionally hitting 7 kts and one time we hit 8 kts. We arrived at the Cove at 1330, and I was very happy to have been assigned to the mooring buoy closest to the dinghy dock which happened to be merely yards from the submarine berthed in the harbor. *Bleu Moon* joined the fleet in the Cove after having been out cruising for several weeks prior.

Most of us went up to the Topsy Seagull for drinks and some headed out to Primo's for dinner. Unfortunately, the alleged pump out and showers did not materialize as expected but we made do. On July eighteenth we spent about four hours touring the three ships, Battleship, *USS Massachusetts*, Destroyer, *USS Joseph P. Kennedy Jr.* and Submarine, *USS Lionfish*. We could literally have spent the entire day on these amazing vessels.





We had lunch and dinner on *Aurora*. The crew of *Rising Tide*, Jay and John, came aboard *Aurora* for a few beers. Most stayed on their boats for the evening, but some ventured out to enjoy dinner at Sagres, a fantastic Portuguese restaurant.



On July nineteenth the fleet headed out for a quick hour and a half trip to Bristol Harbor. Our departure was slightly delayed due to *Beaumaris* having mechanical issues. They were initially unable to start their engine but after many from the fleet offered suggestions, Duncan was eventually able to start the engine by jumping the starter.

We arrived in Bristol in a calm sea but as the day passed the wind built and the harbor became extremely choppy. We had dinghied into shore and the ride back to *Aurora* was rather wet! *Bleu Moon*, being the experienced cruisers that they are, looked for calmer waters and decided to head into the lee shore of Prudence Island, a half hour motor from Bristol Harbor. *Snoopy* and *Rising Tide* obtained slips in the marina and *Aquae Sulis*, *Windswept*, and *Aurora* decided to follow

Bleu Moon's lead and head over to Prudence Island. We enjoyed a very calm night and dinner on the boat.

On July twentieth, the four of us at Prudence Island headed back to our moorings in Bristol. Most of the fleet enjoyed touring the Herschoff Museum and many of us followed that up with a nice meal at the Lobster Pot.

Some of us then headed out to Thames for cocktails and enjoyed a live band performing. At one point, we saw a storm in the distance heading our way, so we headed back to the boats to batten down the hatches. Fortunately, while the storm passed closely by it was not a direct hit, and we did not experience any of its effects.

Due to some poor weather being forecasted, we modified our plan, not to head to Wickford and decided that on July twenty-first we would go directly back to Block Island in order to get home ahead of the expected weather. So, eleven boats headed out at 0800 on a beam reach under sunny skies and light winds.

After about an hour, the wind picked up and we had a fantastic sail all the way to Block Island. Once past Point Judith, *Jewel* broke off and headed into the Peconic Bay to meet up with friends.

Upon reaching the entrance to Salt Pond, I attempted to furl my headsail, but the furling line fouled and I was unable to furl the last two thirds of my sail in. I set the autopilot heading away from the entrance to the pond and set out to fix the issue. This required me to manually unwrap the furling line and to manually rewrap it. My first attempt

The Two-Week Cruise

resulted in the line tangling once again but I was successful on the second attempt. We arrived at 1430 and most of the fleet had anchored due to the lack of available town moorings. *Aurora* and *Windswept* acquired private moorings. The Geseles hosted a 1700 hour rendezvous aboard *Haven* that everyone attended. As the rendezvous broke up, some decided to head to Ballard's for some live music while the rest of us headed back to our boats.

July twenty-second was a lay day at Block and my brother and I decided to rent mopeds on which to tour the island. After we finished our moped cruise, we headed over for the obligatory beer at The National Hotel. After another beer or two on *Aurora* we headed back out for a group dinner at the Poor Person's Pub.

We enjoyed a nice dinner and then some of us headed back to the National for drinks and to enjoy the live music. I guess we were drinking a lot that day!

On July twenty-third Jay Pizer on *Rising Tide* left Block just before first light that morning to head straight back to Fire Island Inlet, single handed. Jay's account of the day:

"It was a perfect, clear day and I was able to see Montauk Point Lighthouse on exiting Salt Pond! The wind was light and I motored on flat seas until late in the afternoon the wind came up. I got to the inlet at about 1800 and motorsailed in with a strong current at 10 knots of boat speed. I had rigged a preventer and was able to do a smooth single handed jibe to make the last turn in. A perfect ending to a beautiful day at sea."



Aurora left Block Island with *Compass Rosie*, *Kickin' Back*, *Snoopy*, and *Windswept* at 0800 and headed back to Cormerant Point under a sunny sky and calm sea.

We had a beautiful day with partial motoring, partial motor sailing and about four to five hours of close-hauled sailing in 10-11 kts of wind. Later in the run, the wind shifted almost full west and we were forced to motor the rest of the way. *Snoopy* and *Kickin' Back* tried tacking, but upon realizing the futility, they gave up after a few tacks. We arrived at 1730 to find *Jewel* already anchored following his transit from Peconic Bay. With a planned departure of 0515 the next morning, we all spent the night on our boats.

On July twenty-fourth, we departed Cormorant Point as planned at 0515 and took the inside route home, again without incident. Unfortunately, the winds were far too strong to sail in Bellport Bay and we wound up motoring all the way home. Despite the few inevitable mechanical issues we encountered, it was an awesome cruise, everyone arrived home safely and everyone had a great time. Another great cruise is in the books!





THE ACCOUNT OF DUNCAN BURNS

Haven, *Aquae Sulis*, and *Beaumaris* traveled together on July twenty-sixth from Block Island to Long Island. We left in light winds towards Montauk with Scott and Wendy arriving first in Shinnecock. The inlet was friendly with a favorable current.

We all anchored in Cormorant Cove in the picturesque background of the Hamptons. Barb woke up in the middle of the night and yelled, "I am awake, I think we are aground, the boat is perfectly still." I looked at my phone app and we hadn't moved an inch, but I went to the cockpit and realized for the first time in three weeks, the boat wasn't rocking at all. I came below and told her, "You're going to have to learn to sleep again on a stationary bed in a few nights. Get used to it!" In the morning, *Aquae Sulis* had already set sail for the inside passage when *Haven* and *Beaumaris* departed on a beautiful sailing day.

We raised our sails and shut off the engines, keeping an eye on a few cells on the weather

map. We sailed right next to each other with both captain and crew sharing the helm and trim positions. We sailed through two quick rain showers with very little wind, having both decided to roll up the sails just in case and motor through the wind shifts and pouring rain. The transitions were smooth and we had the sails back up in a jiffy.

Scott and Wendy took their sails down at the Fire Island Inlet like pros with their roller furling main while Barb and I labored to fold the mainsail in heavy seas. Turning south at Kismet and seeing the familiar Crazy Charlie buoy, we knew our adventure was almost over. We entered the Great South Bay on a beautiful afternoon, trimmed our sails, and we were treated to a fabulous sail back to our docks.



THE ONE-WEEK CRUISE ON THE BAY

by Joe Werkmeister

The 2025 One-Week Cruise began for *Aurora* on August fifteenth. Christina and I motorsailed from our dock, at Sunset Harbor in East Patchogue, to the Connetquot River. We enjoyed being on site in the river the night before The Blast. We arrived just before sunset and had a pleasant evening on the boat. *Haven* and *Compass*



Rosie had arrived earlier in the day. We were eventually joined in the river by *Beaumaris*, *Kariana*, and *Rising Tide*. On the sixteenth, we enjoyed The Blast in beautiful weather and then attended the Margaritaville rendezvous, hosted by the Geseles aboard *Haven*.

On the seventeenth, four boats (*Aurora*, *Beaumaris*, *Haven*, and *Rising Tide*) sailed to Bellport Bay for the official start of the One-Week Cruise. *Artimino* also joined the fleet in Bellport Bay having sailed from Bayberry Point. We met up with Jamie Blumenthal who docks his boat in Bellport Marina. He arranged for *Aurora* and *Beaumaris* to occupy the two empty slips next to *Aquae Sulis*. This was much appreciated as it turned out to be



a very windy night and we were comfortable at the dock. We all went out to a new French restaurant in Bellport Village, called LaPlage, and enjoyed a nice dinner. We followed that up with ice cream at Carla Marla's!

Because of Hurricane Erin we decided to alter plans after just one day on the cruise. Our plan was to sail to Sailors Haven on Monday but realizing that the weather would make for a miserable stay there, I arranged moving the fleet to Watch Hill, which is significantly more sheltered.

Three boats had decided to go to Sailors Haven rather than go to Bellport and had arrived earlier. Unfortunately, they did not fare well. They were subjected to a very rough night and one boat suffered significant damage. One captain succumbed to a nasty bout of sea sickness.

Before leaving Bellport on the eighteenth, Christina and I took advantage of Jamie's offer to utilize his truck to head home. We took refreshing showers and filled our



The One-Week Cruise on the Bay



bellies. Christina was able to harvest her garden! We arrived back at Bellport Marina at 1330 and prepared to depart for Watch Hill. It was extremely choppy in the marina, but we were pleasantly surprised to find the bay rather calm.

We motored to Watch Hill and after waiting for the ferry to exit, we transited the channel without incident. We were concerned about low water in the channel, but fortunately, everyone made it into the marina without touching bottom. Quite a few SBCC boats had already arrived, so there were plenty of hands to help the later arrivals dock. There was no rendezvous as many of us had arrived later in the day and were still settling in. Scott set up his movie screen and projector in a sheltered area by the dock master's office and provided the evening entertainment.

On the nineteenth, everyone enjoyed a relaxing day to themselves. Christina and I ventured down to the beach, but strong winds put a quick end to our short walk. We all gathered for a nice rendezvous on A Dock where we had set up tables on the picnic platform.

Scott again provided movie entertainment for the evening. Unfortunately, our movie was interrupted by rain, and we had to quickly pack up the equipment and head back to our boats. Some headed over to Davis Park and enjoyed a nice meal at the Casino.

Once again, we decided to alter plans due to Hurricane Erin. We had planned to sail from Sailors Haven to Atlantique for a two-day stay Wednesday and Thursday. Fortunately, Watch Hill was able to accommodate us for the extra two days, and we all decided to stay put!



The One-Week Cruise on the Bay

The twentieth brought us rain! Winds from Erin blew steadily at 20 or more knots with gusts into the mid 30s. Venturing outside the boat was only for the hardy and most stayed on board all day. I for one, being hardy (lol) needed to get off the boat for a while so I donned my foul weather gear and headed over to the food truck. I met up with Dave Tedesco, another hardy soul, and enjoyed a beer! Some of the fleet decided to head home today as the weather forecast showed no improvement in the short term. All arrived safely after “enjoying” spirited sails home!

The twenty-first arrived with little abatement in the wind, but the rain had gone away. Christina and I walked down to Davis Park with Jerry Gravina and enjoyed a few afternoon cocktails! That evening, the Geseles held a rendezvous aboard *Haven*. We all walked down to the end of the boardwalk to marvel at the power of the wind as the surf was quite impressive and the sunset was amazing.

Some of us headed back to *Haven* to finish watching the movie that had been interrupted by the rain. This showing was also interrupted! The water in the marina rose above the docks and, not knowing just how high it would rise, we all scampered back to our boats while we could.

None of the planned activities took place due to the weather but all things considered we were fortunate to be able to stay in the shelter of Watch Hill to ride out the storm and made



the best of our days there. We wound up with eighteen boats attending at some point at Watch Hill!

On the twenty-second, eight of the nine of us remaining at Watch Hill ventured out in beautiful sunny weather and calm seas. *Artimino* decided to stay at Watch Hill for the weekend. *Compass Rosie* headed to Great River to rendezvous with family. *Aquae Sulis* and *Haven* headed to Hemlock Cove to be on site for the rendezvous on Saturday. Christina and I headed home to take showers and once again harvest the garden.

We headed back out at about 1500 and went to Hemlock Cove. The wind was dead on the nose, which sadly, seems to be the case whenever we go to Hemlock, so we had to motor the entire way.

We arrived in Hemlock Cove at about 1700 and joined *Aquae Sulis* and *Haven* already at anchor. We spent a quiet night on *Aurora* as did the Geseles on *Haven*. Jamie met up



The One-Week Cruise on the Bay



with Lisa who had arrived by car, and they headed out to the East End to be on site for their hundred mile bike ride the next day!

The twenty-third brought beautiful sunny skies and low humidity. We hosted the rendezvous aboard *Aurora* having been joined in the cove by *Banshee*, *Georgi Girl*, *Rising Tide*, and *Shadow*. We also had visits from our Legal Chair, Jeremy Wiss and his fiancé as well as from Nick and Eniko DeMarco.

On Sunday the twenty-fourth we departed Hemlock Cove and were treated to a fantastic sail all the way home! It was a great ending to a challenging One-Week Cruise, but as per the norm, we were nimble and took what came at us in stride, adjusted the original plan and had a very successful cruise!

2025 ONE-WEEK CRUISE PARTICIPANTS (STAYED AT LEAST 3 NIGHTS)

Aquae Sulis

Artimino

Aurora

Banshee

Beaumaris

Compass Rosie

Extravagant Promises

Haven

Kariana

Phoebe Rose

Shadow



THE SPRING COCKTAIL PARTY



THE BLAST



The Blast



BOAT YARD PARTY



THE HOLIDAY PARTY



The Holiday Party



SBCC MEMBER LISTINGS

SBCC MEMBERS

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Addeo, Anthony	2019	302 Sandpiper Drive, Riverhead, NY 11901 B:516-249-4444 x25 C(M):516-978-0072 E(M):addeo@addeolaw.com	<i>Artimino</i>	264
Aiossa, Mark & Vanessa	2015	7 Copperleaf Lane, Colts Neck, NJ 07722 C(M):516-369-5181 C(S):347-564-5446 E(M):maiossa3@gmail.com E(S):vanessa.rodriguez710@gmail.com	<i>Resilience</i>	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	<i>At Last</i>	101
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	<i>Eve II</i>	25059
Baxter, Belle	1998	411 1st Ave. N., Apt. 314, St. Petersburg, Florida 33701-3874 C(M):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):bobecker12@verizon.net E(S):bbbecker2003@yahoo.com		
Becker, Dorothy	1977	355 Blackstone Blvd., Apt. 437, Providence, RI 02906 H:401-443-4354 C(M):631-766-4189 C(S):516-639-1806 E(M):dibecker138@gmail.com E(S):becker.joel.e@gmail.com		
Becker, Lawrence	2015	17 Burnett Ave., Bay Shore, NY 11706 C(M):631-987-7047 E(M):larrybecker3@hotmail.com	<i>Jewel</i>	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	<i>Windswept</i>	261
Biesel, 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	<i>Shaz</i>	410
Blumenthal, Jamie	2021	38 Circuit Rd., Bellport, NY 11713 H:631-286-6454 C(M):631-372-2000 E(M):jamieb9959@gmail.com	<i>Aquae Sulis</i>	
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	<i>Spirit</i>	76
Boyle, Ken & Sharon	2003	27 Macon Ave., Sayville, NY 11762 H:631-589-7131 C(M):631-834-3407 C(S):631-834-3495 E(M):kb4221@gmail.com E(S):gosail1@verizon.net	<i>Akimbo</i>	33978
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	<i>Hydra</i>	51558
Brice, Stephen & Cathy	1975	144 Ocean Ave., Amityville, NY 11701 C(M):631-495-9632 E(M):stevensail@hotmail.com	<i>Busman's Holiday</i>	732

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SBCC Member Listings

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Burke, Thomas & Marie	2009	124 Hiawatha Drive, Bay Shore, NY 11706 H:631-666-2421 B:212-264-0800 C(M):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 B:631-838-1476 C(M):631-838-1476 E(M):sandccands@aol.com		
Chambers, Tim	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):chris1185@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		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):rhdaisley@gmail.com E(S):mdaisley@msn.com		
Daniczyk, 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):wjdaniczkyk@gmail.com E(S):mdaniczyk@gmail.com	Runaway	47
Davis, John & Kathryn	1983	503 Avon Place, West Islip, NY 11795 H:631-987-4753 B:631-669-0005 C(M):631-987-4753 E(M):jdavisfly@aol.com		Power
Davison, Thomas & Susan	2010	42 Hamilton St., Sayville, NY 11782 H: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		

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Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
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
Dennerlein, Chris & Helene	2026	22 Brookes Rd., North Babylon, New York 11703 H:631-587-6390 C(M):631-848-5054 C(S):631-987-9831 E(M):jcdenn1959@gmail.com	Derailed	217
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):miduffy51@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
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 Windfall	Power 9
Forman, Robert & Jacqueline	1969	84 Garner Lane, Bay Shore, NY 11706 H:631-666-7555 B:631-665-9409 C(M):516-383-6621 C(S):631-742-8102 E(M):rsformanjr@aol.com E(S):jiforman1@aol.com		
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):originalblonut@yahoo.com	Haven	944

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Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Glinski, Daniel & Jane	2004	1028 Martinstein Avenue, Bay Shore, NY 11706 H:631-242-2841 E(M):jadda57441@gmail.com	<i>Midnight Sun</i>	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	<i>Heart of Gold</i>	15
Gomez, Berenice & Jose	2025	521 Irving Street, Westbury, NY 11590 C(M):516-666-2520 C(S):516-662-2995 E(M):vertcg@gmail.com E(S):jos.insurance@gmail.com	<i>Bandolera</i>	25063
Goodwin, Christopher & Vanessa	2016	2146 Crescent St., Apt. D8, Astoria, NY 11105 C(M):631-617-0010 C(S):908-659-6470 E(M):chrsgoodwin90@yahoo.com E(S):vanessasalado@gmail.com	<i>Intrepid</i>	185
Gotard, Joyce	1977	372 Hickory Street, Massapequa, NY 11758 H:516-541-2805 C(M):516-318-2967 E(M):avopns@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@pianomastersllc.com	<i>Compass Rosie</i>	738
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):cavalleri@mindspring.com	<i>Floriana</i>	242
Gutmann, Robert & Ruth	2019	4 Cherokee Lane, Commack, NY 11725 C(M):516-376-4559 C(S):631-379-9575 E(M):captaingutmann@gmail.com E(S):ruthgainessip@gmail.com	<i>Cherokee Rose Moonrise Wild Card</i>	160 446 1628
Hackett, James	2020	59 Bay Ave., Bayport, NY 11705 C(M):631-901-6809 E(M):james.j.hackett@gmail.com	<i>Are We There Yet?</i>	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	<i>Ana Maria</i>	101
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	<i>Point of View; Whitecap</i>	Power 13642
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	<i>Galatea</i>	Power
Holzmacher, Ian & Shannon	2018	26 Wilson Drive, Babylon, NY 11702 H:631-661-0294 C(M):631-983-7376 E(M):ian@performancefeetworks.com	<i>Wanderlust</i>	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	<i>Filbuster</i>	12

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SBCC MEMBERS

SBCC Member Listings

SBCC MEMBERS

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
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):mjjaeger01@optonline.net	Ripple	18
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	Kariana	42380
Krug, Dennis & Adriana	1980	158 Baywoods Lane, Bay Shore, NY 11706 H:631-328-1726 B:516-380-3038 C(M):516-380-3038 C(S):516-314-9682 E(M):denniskrug@yahoo.com E(S):adrianaj99@yahoo.com	Blaze	725
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):labelarj@gmail.com E(S):labellad725@gmail.com	Clas Sea M	1053
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	Incredible	305
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	Gracie Rose	Power
LaTorre, Ginny	1981	11 Cutter Place, West Babylon, NY 11704 H:631-321-7311 E(M):crrf1855@optonline.net	Dust in the Wind	10
Levitsky, Barbara	1993	150 Scarlett Drive, Commack, NY 11725 H:631-724-5855 C(M):631-786-0053 E(M):barblev13@yahoo.com	Cur Non	354
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	Our Dreamliner	25054
Lindahl, Kenneth	2021	30 Lawrence Drive, Brightwaters, NY 11718 C(M):631-560-2159 E(M):capt11079@yahoo.com	Passando Vento	145
Lindell, Marie	2023	534 E. Hudson Street, Long Beach, NY 11561 C(M):631-523-7478 E(M):marie.s.lindell@gmail.com	Papillion	166
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		
Loretta, Nicholas	2013	58 Karis Ct., Bay Shore, NY 11706 C(M):631-495-3545 E(M):nicholasloretta@gmail.com		

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Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Malinka, Robert & Linda	1990	60 East Lake Drive, Amityville, NY 11701 H:631-598-3561 C(M):631-327-8061 E(M):ranger1442@gmail.com	Ranger	1442
Margeson, Charles & Jane	1988	6 Braham Ave., Amityville, NY 11701 H:631-691-5569 C(M):631-235-2965 C(S):631-235-2966 E(M):cdmargeson1@gmail.com E(S):jimg0618@aol.com	Shadow	203
Marinaccio, Pat	1984	43 Chapel Hill Drive, Brentwood, NY 11717 H:631-231-6457 B:631-632-7890 C(M):631-523-8386 E(M):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		
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@ddmrealstate.com		
Mattera, Jeff	1981	485 North Windsor Ave., Brightwaters, NY 11718 C(M):631-431-1350 E(M):jimmattera@yahoo.com	Eagle's Wings	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	Jessica Lynn	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	Bleu Moon	439
McKenna, John	2022	25 Roe Ct., Islip, NY 11751 C(M):631-681-1767 E(M):mcke01@gmail.com	Cat 25	25046
McLoughlin, Bryan	1997	116 Paris Court, West Islip, NY 11795 B:631-661-4761 C(M):516-768-5221 E(M):bmtack@yahoo.com	Seahorse	Power
Messina, Chip & Cathleen	2014	239 Keillum Street, West Babylon, NY 11704 C(M):631-559-4648 C(S):718-913-6934 E(M):chip12846@gmail.com E(S):cathleen32449@gmail.com		
Messina, Gaspare & Laurie	1994	13090 Brookshire Lake Blvd., Fort Myers, FL 33966 C(M):631-707-1576 C(S):516-848-6785 E(M):axxel276@gmail.com E(S):gaxelash@aol.com		
Miano, Thomas	2020	7 Inlet View, Bay Shore, NY 11706 C(M):917-693-5498 E(M):tmiano150@gmail.com	Thriller	2261
Milligi, Michael & Eileen	2005	P.O. Box 465, Brightwaters, NY 11718 H:631-665-9430 C(M):631-774-3786 E(M):amblinmike@gmail.com	Breakers	Power

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Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Mirchel, Andrew & Helaina	2018	36 Sequams Lane East, West Islip, NY 11795 H:631-587-3687 C(M):631-902-3848 C(S):631-245-0603 E(M):amirchel36@optonline.net E(S):hmirche@optonline.net	Galatea	177
Montana, Susan & Robert	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	Whisper	25012
Morgan, Jack & Kathleen	1997	451 Potter Boulevard, Brightwaters, NY 11718 B:631-639-3710 C(M):631-560-7839 E(M):susan11718@gmail.com	Mystic	42740
Morgan, Steve & Diane	2015	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	Salt Shaker	221
Mourino, Richard & Ann	1985	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	Lady Ann	Power
Murphy, Dennis & Brianne	2021	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	Caguama Gidget	52 Power
Murray, Earl W. Jr.	1970	7 Southview Court, Yaphank, NY 11980 C(M):631-252-0699 E(M):dennis@southshoresurf.com E(S):brianne.ny@gmail.com		
Murray, William & Connie	1983	4953 Bacopa Lane #605, St. Petersburg, FL 33715 H:727-864-2572 C(M):727-599-7765 E(M):waterloo9e@gmail.com		
Nachemin, Farley & Patricia	2022	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	Silver Pearl	5583
Nador, Joseph	2023	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	Respite	25049
Nilsson, Rick & Marylou	2025	311 Windsor Ave., Brightwaters, NY 11718 H:631-433-6702 C(M):631-433-6702 E(M):jmsnadorjr@gmail.com	Wherever the Wind Blows	31010
Novak, Irene	1986	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	H2O Buggy Summerhome II	Power 46
Odland, Steve	2020	246 Marilyn Street, East Islip, NY 11730 H:631-277-9201 C(M):631-678-8933 E(M):larrynirene34@gmail.com	Ra'iatea	2273
511 West Brown Street, Luverne, MN 56156 H:507-283-2022 C(M):612-308-7413 E(M):steve.odland@gmail.com				

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SBCC Member Listings

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
O'Connell, Martin & Marcell	1988	133 Tahulah Lane, West Islip, NY 11795 H:631-422-2216 C(M):516-901-5994 E(M):martoon@kb5gang.com E(S):marcell@kb5gang.com	Kickin` Back	1227
Padden, Kevin & Loretta	1989	33 Litchfield Avenue, Babylon, NY 11702 H:631-661-7958 C(M):631-241-0482 E(M):kpadden@gpinet.com	Reitsie	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):mjimpadpit@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):stephiecp318@gmail.com	Rising Tide	50110
Pshedeky, 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 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@qtrinc.com E(S):ronnieq942@gmail.com	Spare Change	717
Quinn, Michael & Jackie	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
Rappold, Gus	2023	5 Salem St., Hicksville, NY 11801 H:516-935-2253 C(M):516-468-9539 E(M):ironfistbrewery@yahoo.com	Lunatic Stray Cat Witchdoctor	5264 1227 182
Reed, Brian & Cynthia	2016	35 Lincoln Avenue, Massapequa, NY 11758 H:516-798-1304 B:516-545-6192 C(M):516-987-8987 C(S):516-456-9449 E(M):reedbr@optonline.net E(S):careed@optonline.net	Sea Reed	802
Reed, Glenn & Heather	2014	123 John's Neck Rd., Shirley, NY 11967 C(M):917-214-3577 C(S):917-214-3588 E(M):gr1r@yahoo.com E(S):drihd@yahoo.com	Allison Rose Intruder	251 25003

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SBCC Member Listings

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
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 Unleashed	Power 329 619 42372
Reichel, William	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 Aways	3781
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
Schneller, Greg	1982	83 Sequams Lane West, West Islip, NY 11795 C(M):631-560-9320 E(M):mirage536@msn.com	Mirage II	311
Scott, Brian	2025	9 Lebrun Ave., Amityville, New York 11701 C(M):516-429-0424 E(M):bscott920@gmail.com	Joint Venture II	25064
Seboughian, Gary & Annie	2010	5011 199th Street, Flushing, NY 11365 H:718-225-0791 C(M):516-551-4399 E(M):gary.seboughian@gmail.com	Pandemonium	2224
Sesack, William	2024	16 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):captnshep@aol.com	No Teak Aah	Power
Sidebottom, Martha Jean	2020	Placencia, Belize C(M):631-774-3548 E(M):jeansidebottom@yahoo.com	Brizzy1	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	Last Laugh	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	Fishsmith Sailsmith	Power 684
Soloff, Susan	2008	5231 Beardall Street, Unit 102, Raleigh, NC 27616 C(M):516-849-9557 E(M):s52yarm@gmail.com	Solitude Stealingtime	432 8754

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SBCC Member Listings

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Stephani, Alexis & Cathy	2021	192 West 17th Street, Deer Park, NY 11729 H:631-586-4597 C(M):631-834-2812 C(S):631-793-3051 E(M):alexis.stephani@gmail.com E(S):cathy.stephani@gmail.com	Soleil	321
Tedesco, Dave & June	1998	178 Clintonville Rd., Cooperstown, NY 13326 H:516-398-2777 C(M):516-398-2777 C(S):516-398-1630 E(M):captin5538@gmail.com E(S):junebug5538@gmail.com	Phoebe Rose	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@msn.com	Going Gray	Power
Troy, Rich & Sue	2003	1 Szymus Ave., Bethpage, NY 11714 C(M):516-455-0028 C(S):516-380-2694 E(M):tkoyman@gmail.com E(S):tkoyman@gmail.com	Fun Sway	60
Ulrich, Chuck & Diane	2025	63 Johnson Lane, Bay Shore, NY 11706 C(M):631-504-1753 C(S):631-948-4249 E(M):ulrich63@yahoo.com	Miss Wilder	1104
Van Nostrand, David & Jeanne	1979	14 Christopher Court, Babylon, NY 11702 H:631-669-8862 B:631-264-0031 C(M):631-994-9283 E(M):dvncpa@aol.com	Lorna Doone	120
Van Stipriaan, Walther & Katelyn	2023	42 South Bay Ave., Amityville, NY 11701 C(M):860-829-7928 E(M):walther@vanstipriaan.com E(S):katelynyoung11@gmail.com	Halve Maen	75
Van Tassel, Robert & Peggy	1977	3 Sumpwams Ave., Babylon, NY 11702 C(M):516-551-4712 C(S):631-278-0188 E(M):sailwindquest@hotmail.com E(S):peggy.pvt@gmail.com	Blue Eyes Margaret Gale	614 2267
Vetter, Robert & Joann	1989	75 Bayview Drive, Oakdale, NY 11769 H:631-589-8209 E(M):bobvetter@optonline.net	Dragon's Power	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	Aurora	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	Meander	Power
Wheeler, William & Sandra	1990	19 Lawrence Lane, Bay Shore, NY 11706 H:631-666-7369 C(M):516-810-7605 C(S):631-896-4066 E(M):billray407@aol.com E(S):sandy@swheeler.me	Tortoise	40014
Williamson, Douglas & Kathy	2014	18 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

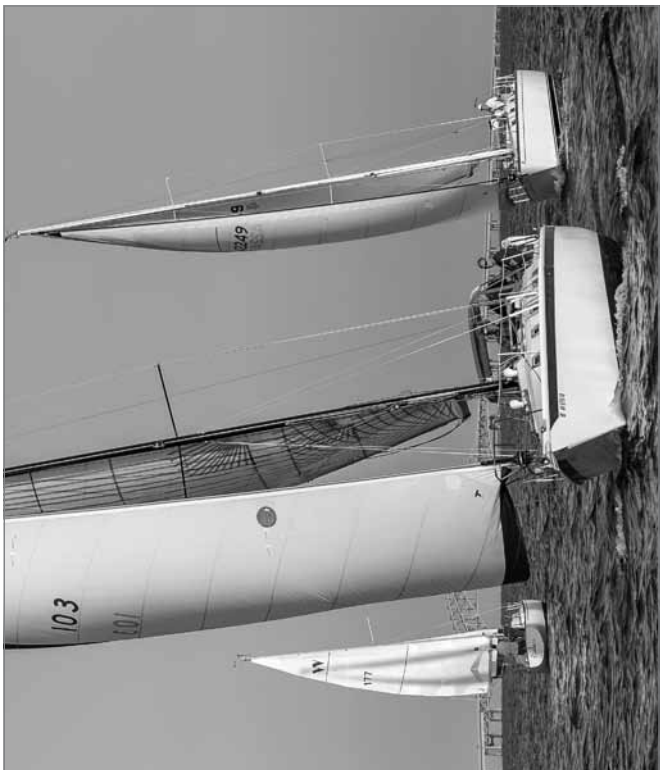


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SBCC Member Listings

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
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@uniquestatemts.com	Bb14	25040

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ASSOCIATE LISTINGS



Name	Joined	Address, Phone Numbers, & E-mail	Boat Name
Becker, Scott & Nancy	2025	1795 Madison Ave., Bellmore, NY 11710 C(M):516-498-4943 C(S):631-838-0454 E(M):aiinvesting@duck.com E(S):nbab1106@gmail.com	Nancy
Berthannan, Norman & Judith	2025	22 Winged Foot Drive, Medford, NY 11763 H:631-924-1953 C(M):631-885-3408C(S):631-885-3396 E(M):normashley@aol.com E(S):jayprd32@aol.com	L` Esperance Zoom II
Brooks, Ward & Laura	1990	11 Ocean Ave., Blue Point, NY 11715 H:631-363-3179 C(M):631-576-7794 E(M):wardbrooks0@gmail.com	
Donatelli, Lisa & Daniel	2011	50 Bogart Avenue, Port Washington, NY 11050 C(M):516-987-2542 C(S):516-987-2670 E(M):pommier50lad@aol.com	Moondance
Flaughter, Scott & Jeanne Marie	2017	8 Wigwam Path, Babylon, NY 11702 C(M):646-522-8434 C(S):526-313-6856 E(M):sflaughter11@gmail.com E(S):jimflaughter@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):giltentfrwd@aol.com	It's Now or Never
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	
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):ivylane3@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):jewolfgt@yahoo.com E(S):jackiemwolf@yahoo.com	Nauti Wolf
Wolff, Marc	2025	1134 Hymen 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

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FLEET SAILING AUXILIARIES

Sail #	Boat Name	Name	Rig	LOA	Draft	Model
	<i>Aquae Sulis</i>	J. Blumenthal	sloop	36'	2'5"	Southerly 110
9	<i>Windfall</i>	G. Folcarelli	sloop	29'	5'3"	C & C 29-II
10	<i>Dust in the Wind</i>	F. Liesegang	sloop	34'6"	4'	Pearson 34-2
12	<i>Filibuster</i>	D. Hyer	sloop	30'	3'6"	Morgan 30
15	<i>Heart of Gold</i>	F. Golder	sloop	39'9"	4'9"	Gulfstar Sailmaster
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>	I. 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
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 36-2
75	<i>Halve Maen</i>	W. Van Stipriaan	sloop	33'7"	4'5"	Tartan 33
76	<i>Spirit</i>	K. Bogdan	sloop	38'	4'4"	Morgan 38
99	<i>Jewel</i>	L. Becker	sloop	27'	2'9"	O'Day 272
101	<i>At Last</i>	E. Anderson	sloop	36'	4'3"	Sabre
101	<i>Ana Maria</i>	P. Halpin	sloop	42'	5'	Catalina 425
103	<i>Rettsie</i>	K. Padden	sloop	38'	4'11"	Ericson 38-1 SD
115	<i>Wanderlust</i>	I. Holzmacher	sloop	35'	3'9"	Pearson
120	<i>Lorna Doone</i>	D. Van Nostrand	sloop	33'	3'	S&S
134	<i>Thistle</i>	D. Purnhagen	sloop	24'	3'5"	Quickstep 24
136	<i>Last Call</i>	M. Duffy	sloop	35'5"	4'11"	Endeavor 35ft
141	<i>Aurora</i>	J. Werkmeister	sloop	35'	4'6"	Catalina 350
144	<i>Njord</i>	S. Eilbeck	sloop	37'	4'3"	Tartan 37-1 CB
145	<i>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
185	<i>Intrepid</i>	C. Goodwin	sloop	28'	3'11"	Tartan



Fleet Sailing Auxiliaries

Sail #	Boat Name	Name	Rig	LOA	Draft	Model
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>	C. Dennerlein	sloop	29'	4'	C&C 29
220	<i>Merry Ann</i>	M. Cook	sloop	30'		C&C 30 MKI 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
264	<i>Artimino</i>	A. Addeo	sloop	37'	4' 6"	Tartan
305	<i>Incredible</i>	D. Larmor	sloop	26'	2' 4"	Bombay Express
311	<i>Mirage II</i>	G. Schneller	sloop	34'	4'	Sabre 34 MKII
321	<i>Soleil</i>	A. Stephani	sloop	32' 7"	4' 3"	Beneteau Oceanis 321
329	<i>Hooch</i>	J. Reichel	sloop	24'	4' 11"	Melges-24 Odr
352	<i>Moondance</i>	L. Donatelli	sloop	38'	5'	2002 Catalina 380
354	<i>Cur Non</i>	K. Lindahl	sloop	30'	3' 8"	O'Day
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'	18"	S2 7.9
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 MKI 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)
802	<i>Sea Reed</i>	B. Reed	sloop	34'	3' 6"	Morgan
902	<i>Extravagant Promises</i>	R. DeSimone	sloop	32' 6"	4' 8"	Catalina 320



Fleet Sailing Auxiliaries

Sail #	Boat Name	Name	Rig	LOA	Draft	Model
913	<i>Vantage</i>	D. Hyer	sloop	22'	3'8"	J-22 ODR
944	<i>Haven</i>	S. Gesele	sloop	42'	4'10"	Catalina 42
1053	<i>Clas Sea M</i>	C. Lapp	sloop	36'	4'	Catalina 36
1104	<i>Miss Wilder</i>	C. Ulrich	sloop	34'	3'9"	Tartan 34C
1227	<i>Stray Cat</i>	G. Rappold	catamaran	35'	3'	Gemini Legacy 35
1227	<i>Kickin` Back</i>	M. O'Connell	sloop	34'	4'6"	Tartan 34-2
1288	<i>Sweet Lorraine</i>	D. Sweeney	sloop	37'	4'7"	Beneteau 37
1442	<i>Ranger</i>	R. Malinka	sloop	25'	3'6"	Cape Dory 25D
1515	<i>Tandem</i>	D. Williamson	sloop	30'	3'5"	Tartan 3000
1628	<i>Wild Card</i>	R. Gutmann	sloop	19'	4'	Flying Scot
1848	<i>Rover</i>	N. DeMarco	sloop	19'	4'	O'Day Mariner
1860	<i>Jessica Lynn</i>	J. Mayor	sloop	38'	5'4"	Beneteau First 38
2224	<i>Pandemonium</i>	G. Sebouhian	sloop	29'	4'	C&C 29 MKII SD
2261	<i>Thriller</i>	T. Miano	sloop	23'5"	2'9"	Beneteau First 235
2267	<i>Margaret Gale</i>	R. Van Tassel	sloop	36'4"	4'6"	Catalina 36 MKII
2273	<i>Ra`iatea</i>	S. Odland	sloop	35'6"	4'6"	Catalina 36 MKII
3441	<i>Nancy</i>	S. Becker	sloop	19'	18"	Mariner
3781	<i>Stowe Aways</i>	B. Roig	sloop	37'	4'6"	Island Packet 37
4201	<i>Eagle's Wings</i>	J. Mattera	sloop	35'5"	3'9"	Bristol 35.5 CB
4760	<i>Are We There Yet?</i>	J. Hackett	sloop	27'	4'	Catalina 27
5264	<i>Lunatic</i>	G. Rappold	sloop	18'	3'10"	2008 Buccaneer 18
5538	<i>Phoebe Rose</i>	D. Tedesco	sloop	30'	4'	Catalina 30 MKII
5583	<i>Silver Pearl</i>	F. Nachemin	sloop	25'	3'	Catalina 25
6623	<i>Out of Bounds</i>	B. Ruggiero	sloop	27'	3'5"	Catalina 27
8754	<i>Stealingtime</i>	S. Soloff	sloop	35'	4'11"	Ericson 35 MKIII
10357	<i>Resilience</i>	M. Aiossa	sloop	42'	6"	Morgan 42 MKII
11047	<i>Lady in Red</i>	T. Drossos	sloop	36'4"	4'10"	C&C 110
11185	<i>Maggie Lee</i>	L. Christiansen	sloop	34'8"	4'2"	C&C 35-3
13642	<i>Whitecap</i>	J. Holst	sloop	26'	4'	Pearson 26



Fleet Sailing Auxiliaries

Sail #	Boat Name	Name	Rig	LOA	Draft	Model
14364	<i>Radio Flyer</i>	V. Ganzi	sloop	25'	3'6"	C&C 25 MKI
25003	<i>Intruder</i>	G. Reed	trimaran	40'	2'5"	Condor 40 Trimaran
25004	<i>Cambria</i>	J. Frederick	sloop	38'	4'6"	Moody 38 CC
25007	<i>Tuesday's Child</i>	N. DeMarco	sloop	20'	3'3"	Pacific Seacraft Flicka
25012	<i>Whisper</i>	S. Moran	sloop	36'	4'6"	Catalina
25038	<i>Calico</i>	T. Chambers	cat	18'6"	19"	Marshall Sanderling Catboat
25040	<i>Bb14</i>	S. Woodrick	sloop	17'3"	2'6"	BB14
25044	<i>Sailaway</i>	J. Wiss	sloop	29'11"	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'	20"	Rhodes Continental
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'	3.5'	Bayfield 29
25063	<i>Bandolera</i>	B. Gomez	sloop	30'4"	4'	Pearson Wanderer 30
25064	<i>Joint Venture II</i>	B. Scott	sloop	28'	3'8"	Catalina 28 MK II
25066	<i>L'Esperance</i>	N. Berhannan	catamaran	34'	18"	Gemini 105 M
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
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. Braile	sloop	33'	6'5"	C&C 33-2



YACHTS BY NAME

Yacht	Sail#	Owner
<i>Artimino</i>	264	A. Addeo
<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>		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>Bandolera</i>	25063	B. Gomez
<i>Banshee</i>	68	C. DeMarco
<i>Bb14</i>	25040	S. Woodrick
<i>Beaumaris</i>	42249	D. Burns
<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	C. Dennerlein
<i>Dust in the Wind</i>	10	F. Liesegang
<i>Eagle's Wings</i>	4201	J. Mattera
<i>Emerald Seas</i>	39	F. Cornman
<i>Eve II</i>	25059	B. Basso
<i>Extravagant Promises</i>	902	R. DeSimone
<i>Fillbuster</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>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. Braile
<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>Joint Venture II</i>	25064	B. Scott
<i>Kariana</i>	42380	D. Krug
<i>Kickin` Back</i>	1227	M. O'Connell
<i>Lady in Red</i>	11047	T. Drossos
<i>Last Call</i>	136	M. Duffy
<i>Lorna Doone</i>	120	D. Van Nostrand
<i>Luna Blu</i>	145	M. Saganic
<i>Lunatic</i>	5264	G. Rappold
<i>L'Esperance</i>	25066	N. Berhannan
<i>Maggie Lee</i>	11185	L. Christiansen
<i>Margaret Gale</i>	2267	R. Van Tassel
<i>Merry Ann</i>	220	M. Cook
<i>Midnight Sun</i>	33	D. Glinski
<i>Mirage II</i>	311	G. Schneller
<i>Miss Wilder</i>	1104	C. Ulrich
<i>Moondance</i>	352	L. Donatelli
<i>Moonrise</i>	446	R. Gutmann
<i>Mystic</i>	42740	J. Morgan
<i>Nancy</i>	3441	S. Becker
<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`iatea</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



Yachts by Name

Yacht	Sail#	Owner
<i>Scapegoat</i>	619	J. Reichel
<i>Sea Reed</i>	802	B. Reed
<i>Shadow</i>	203	C. Margeson
<i>Shaz</i>	410	J. Biesel
<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>Stealingtime</i>	8754	S. Soloff
<i>Stowe Aways</i>	3781	B. Roig
<i>Stray Cat</i>	1227	G. Rappold
<i>Summerhome II</i>	46	I. Novak
<i>Sweet Lorraine</i>	1288	D. Sweeney

Yacht	Sail#	Owner
<i>Tandem</i>	1515	D. Williamson
<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>Windfall</i>	9	G. Folcarelli
<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'	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>Fishsmith</i>	R. Smith	23'	1'7"	Seaswirl Striper 2301WA
<i>Galatea</i>	G. Holwell	32'	4'	Grand Banks
<i>Georgi Girl</i>	G. Sandgren	32'	26"	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"	Flyepoint/BHM
<i>Gulf Rascal</i>	V. Ganzi	68'		Hatteras Convertible
<i>H2O Buggy</i>	I. Novak	20'		Proline
<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>Your Love</i>	R. Wood	33'	3'2"	Cabo 31 Express
<i>Zoom II</i>	N. Berhannan	22'	3'	Searay



In Memoriam

“

*We buried him high on a windy hill,
But his soul went out to sea.
I know, for I heard, when all was still,
His sea-soul say to me:
Put no tombstone at my head,
For here I do not make my bed.
Strew no flowers on my grave,
I've gone back to the wind and wave.
Do not, do not weep for me,
For I am happy with my sea.*

— Langston Hughes

”



Joel Becker

Marilyn Brous

Phyllis Chambers

Aaron Laskowski

Larry Novak



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

Ruth Gutmann

Marcie O'Connell

Margaret Christiansen

Richard LaBella

Jay Pizer

Elizabeth Frederick

Charlie Margeson

Stephanie Pizer

Jeff Frederick

Pam McCarthy

Jim Reichel

Scott Gesele

Todd McCarthy

Rich Troy

Wendy Gesele

Rich Mourino

Eric Winberry

Front and inside cover photos were taken by Richard LaBella

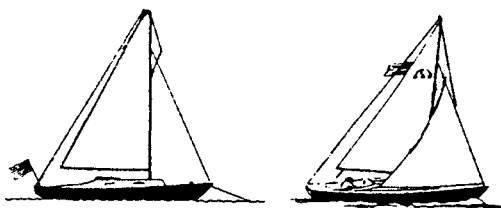
Back cover photo was taken by Jay Pizer of *Rising Tide*, the SBCC flagship

SBCC YACHT ROUTINE AND FLAG ETIQUETTE

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

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

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

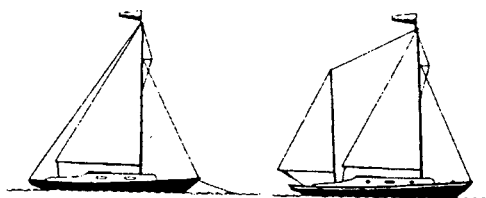


THE ENSIGN

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

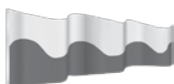
When not under way, the ensign is flown from the stern staff. When under way, power boats fly the ensign from the stern staff. Sailboats have several choices: all sailboats may fly the ensign from the stern staff; gaff-rigged yachts may fly the ensign from the peak; marconi-rigged yachts may fly the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

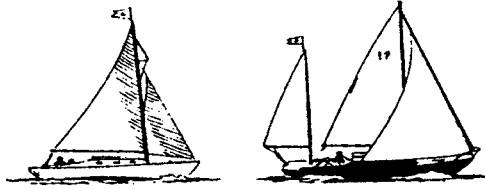
The ensign may be flown from morning (8:00 a.m.) to evening colors (sunset) whether the boat is at rest, under sail, or under power. The ensign shall not be flown by a sailboat that is in a race. At morning colors, the ensign is hoisted smartly before other flags. At evening colors, the ensign is lowered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



BURGEE

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





PRIVATE SIGNAL

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

FLAG OFFICER'S FLAGS

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

SIZE OF FLAGS

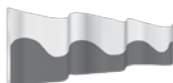
ENSIGN:	On the fly, the ensign should be a minimum of one inch for every one foot of the boat's overall length.
BURGEE:	The burgee's dimensions for sailboats are, on the fly, approximately $\frac{1}{2}$ inch for each foot of distance between the water and the top of the tallest mast; and for power boats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

PROCEDURE FOR OBSERVING COLORS

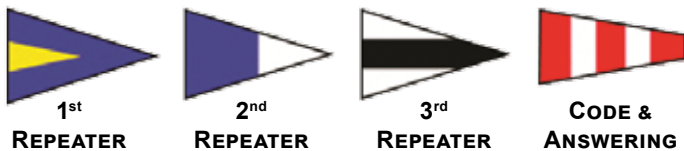
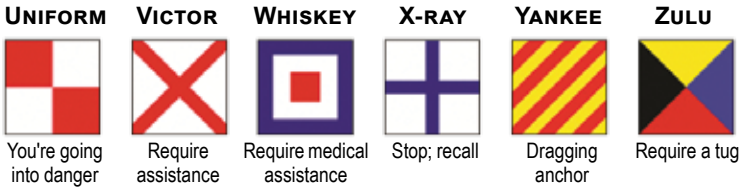
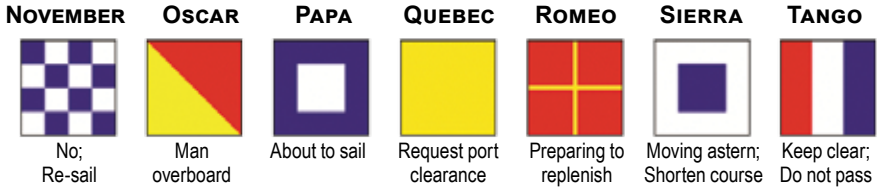
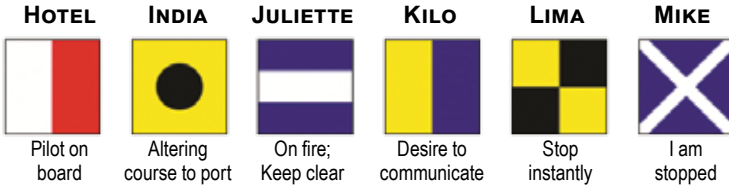
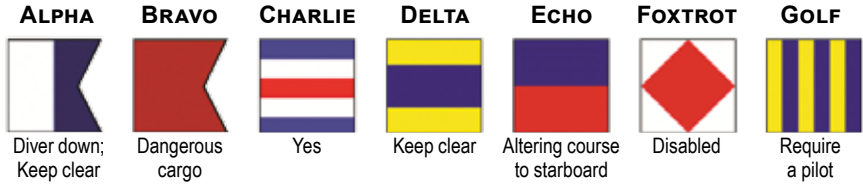
It shall be the responsibility of each skipper attached to a fleet or attending a rendezvous to perform the ceremony of colors aboard his or her yacht. However, only the rendezvous host or fleet captain shall issue sound signals during evening colors.

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

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



INTERNATIONAL CODE FLAGS AND PENNANTS





VISIT YOUR SBCC WEBSITE!

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

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

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

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

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

Glen Bernichon glen@bernichon.com

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

