



From The Masthead

SOUTH BAY CRUISING CLUB

August, 1961

FOULKE TROPHY NIGHT RACE, AUG. 26th

This race, which separates the girls from the women, is known for hitting extremes of weather. Last year the time limit ran out but many skippers didn't know there was a time limit and finished anyway. This year there will be no time limit but there will be an alternate, shortened course if the committee believes the wind too light to make a sensible race out of the usual course. If the decision is made to race the shortened course, an "S" flag (white flag, blue square) will fly from the committee boat. The two courses are as follows:

REGULAR COURSE: Warning gun, 1800. Start established by Committee Boat in proximity of Flashing No. 7 in mid-Bay off Babylon Cove; through center span of Captree Bridge; keeping North of Flashing Red No. 32, off Patchogue Bay; round Flashing Green No. 1 off Howells Point to Port; returning up the Bay, keeping North of Flashing Red No. 32 through center span of Captree Bridge to finish line established by Committee Boat in Babylon Cove.

SHORTENED COURSE (Only if "S" flag -- white flag, blue square -- flies from Committee Boat): Warning gun 1800. Start established by Committee Boat in proximity of Flashing No. 7 in mid-Bay off Babylon Cove; through center span of Captree Bridge; round Flashing Green No. 31 off Blue Point, through center span of Captree Bridge to finish line established by Committee Boat in Babylon Cove.

LABOR DAY CHILDREN'S CRUISE AND COMMODORE'S CUP RACE, SEPT., 2 - 4

The Cruising Club Rendezvous is at Smith's Point on Saturday and Sunday nights. This is close enough to Bellport so that skippers can pick up racing small fry from the Bellport dock with no strain. COMMODORE'S CUP RACE is Saturday, September 2nd. Warning gun goes off at 1300. Start established by Committee Boat in Nicoll Bay; to Flashing Red No. 4 off Nicoll's Point leaving it to port; to a finish line established by the Committee Boat in the vicinity of Howell's point.

CHILDREN'S DAY AT SORE THUMB SEPT. 9th

Time is twelve noon. Don't let the name of the place fool you. It should have been called Paradise Point. One of its boosters calls it "the next best thing to Bimini". It's the sandspit off Oak Beach that they built when they dredged the inlet. There are two routes. (1) The Babylon State Channel. But bridge clearance is only 30 feet. Though bridge is bascule type, best advice is forget it if you can't get under when it's closed. You have to telephone bridge tender from a tideswept landing and the delay can cost more time than... Route (2): Up Snakehill Channel, past Whirlpool Point, around the Wa Wa Yonda Club. You come out right at the mouth of the State Channel. This route is only six-tenths mile longer than Route 1 from Babylon dock. Once in inlet, follow buoyed channel. "Sore Thumb" is high ground, readily observable to starboard. It lies at Westernmost group of Oak Beach houses, 3 1/3 miles down inlet from mouth of State Channel. Leave Inlet channel between two can buoys following green flasher. Head in behind thumb. Don't skirt thumb point too close but once north of tip, deep water runs close to shore with ideal beach for children. As usual, directions are complicated but finding the place is simple. Tide will ebb from late morning till late afternoon, just right for our purpose. This is combined Cruising Club / Babylon Yacht Club event. Don't miss it!

35 BOATS MAKE NINTH ANNUAL SBCC CRUISE

Nobody will brag much about the weather, but everyone is bragging about the great time they had. Here are the yachts that made the cruise:

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|----------------|------------------|--------------------------|--------------------|
| 1. Nor'easter | 6. Tranquil | 11. Brandy | 16. Bay Bee |
| 2. Escape | 7. Amber Jack | 12. Dutch Maid(Colleran) | 17. Spindrift |
| 3. Spicy Isles | 8. Golden Dragon | 13. Lively Lady | 18. Southern Cross |
| 4. Star Dust | 9. Quartet | 14. Gardaloo | 19. Valkyrie |
| 5. Compromise | 10. Scamper | 15. Wooden World II | 20. Fun |

21. Sacre Bleu	26. Syrene	31. Wahoo
22. Harpoon	27. Release	32. Salty
23. Neptune	28. Star Bright	33. Big Dipper
24. Marion K II	29. Vi	34. Wild Duck
25. Adventure	30. Nan-Su II	35. Snookie

Twenty-one of the boats made the scheduled rendezvous at Mystic seaport. Highlights of the cruise included a memorable nor'easter storm going into Cormorant Point. Cruise Chairman Harry Klesick arranged for Police boat protection to keep the water smooth for the gin pole crew at Shinicock Canal. A heavy fog and no wind made the Dering to Mystic run interesting. But perfect weather at Mystic cheered things up as 23 children, 3 dogs, and 2 cats descended upon the seaport. Eleven boats rendezvoused in Hamburg Cove, while seven explored Gardner's Bay.

RESULTS OF WEST ISLAND RACE, JULY 29th

Just enough rain to keep hard-working crews cool. But there was a good steady breeze, and it was a good race. Most of the boats went around the island clockwise, which turned out to be the right direction, and racewise. One winner I know made the right decision on the basis that the boat seemed to be going so well on a starboard tack. Here are the results:

<u>CLASS A</u>		<u>CLASS B</u>	
Sparkling Waters	2-34-08	Falcon	2-26-36
Good Girl	2-41-30	Starbright	2-30-59
Sacre Bleu	2-42-09	Sea Witch	2-40-06
Lorelei	2-44-54	Lady Lou V	2-44-05
Maumac	2-45-00	Vi	2-44-06
Valkyrie	2-46-36	Tradewinds	2-44-37
Golden Eagle	2-55-38	Whimsey	2-46-36
Gardaloo	3-01-13	Sumaka III	2-52-28
Harpoon	3-06-46	Amberjack	3-07-17
Hispaniola	Disq.	Escape	3-56-00
Oriana	Disq.	Pegasus	O N F

<u>CLASS C</u>			
Brandy	2-48-52	Jeanne	3-05-39
Betty	2-52-12	Spindrift	3-08-54
Snookie	2-53-51	Shrimp	3-15-26
Nancee	2-58-24	Sea Rover	3-28-30

RESULTS OF GSBYRA RACE WEEK, 1961

Twelve yachts of the Cruising Club raced each day, and many more made the cruise. Of the boats that raced, here are the standings:

Falcon	4½	Whisper	20
Good Girl	9	Roamin' Holiday	24
Maumac	13	Oriana	25
Circe	16	Shrimp	28
Spindrift	17	Princess	28
Jeanie	17¾		

S.B.C.C. RENDEZVOUS AT SMITH'S POINT FOR LABOR DAY
WEEKEND WILL HELP RELIEVE OVERCROWDED BELLPORT DOCK

The Bellport Bay Yacht Club has asked member clubs in the GSBYRA to observe a new practice relating to cruising during Labor Day weekend. This was suggested during a meeting of BBYC members with the Bellport Village Board, which has become alarmed at the concentration of people on the Bellport dock following the races. The Bellport dock, as you probably know, is village property, not yacht club property.

It is urgently requested that all visiting yachts leave the dock and anchor off in the harbor before 10 PM each night. All yacht clubs have been asked to strengthen their "corps of chaperons" and generally to urge a quieter behavior on their cruising membership.

SBCC skippers who are spending the weekend at Bellport have made plans to spend Saturday and Sunday nights at Smith's Point, the official SBCC Rendezvous, which is a much pleasanter spot in any case.

WE'RE NOT SAILING PENGUINS

(by Bob Paterson, Commodore)

Two facts about our racing this season, I think, merit comment. First is the fact that we've had a surprising number of corrected time finishes with less than five seconds separating two boats. Second is the fact that we have had incidents and near-incidents of boats involved in collision.

These observations lead to the conclusion that perhaps we are getting over-competitive on the course.

Competition is fine, if it means getting the very last ounce of pull out of a genoa. Competition is bad if it gets out of hand and leads to "hairy sailing". Two five ton auxiliaries involved in a condosis can lead to broken arms, legs and worse, to say nothing of serious boat damage.

Perhaps it is time to re-appraise the underlying idea of SBCC racing. Over the years our races have been guided by the principle that racing can be more fun than fierceness and still provide a test of a skipper's skill in sailing his craft.

But sailing a bit too close to the next boat or taking unnecessary chances to gain a boat length advantage can only lead to confusion. While sharp racing tactics are well within the rules, it should be remembered that these rules were generally written for fast, smart-handling racing boats -- not cruising auxiliaries that can easily get out of hand.

Maybe we all should race a little "looser" and remember we're not sailing Penguins.

LAST MINUTE NOTE

Merritt Smith is literally holding the presses to plead with skippers in the Commodore's Cup Race not to ask the Committee Boat to tow Prams to Bellport. This has become a real problem in past years.

Bob Pasch
Corresponding Secretary