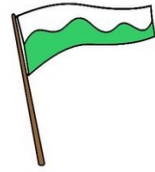




From The Masthead

South Bay Cruising Club

Special Edition October 24th 2011



**All South Bay Cruising Club Members
and Friends of the SBCC
are invited to our SBCC History Program Event**

South Bay Cruising Club

www.sbcsail.org

History of the SBCC

Sunday November 6, 2011

2pm to 5pm at the

YMCA Boulton Center

37 West Main St

Bay Shore, NY, 11706

**Documentary Film by
Harry Manko and the Program Committee**

Refreshments will be served



Reception after 5pm to 6pm Cash Bar

**RSVP by November 1st to Bob Forman
rsformanjr@aol.com or 516 383-6621
84 Garner Lane, Bay Shore, NY 11706**

Sneak preview at

<http://vimeo.com/30521902>

The Early Years



Allegro



Errant



Jack Young



Cruising



Race Committe



Boats Racing

From *"In the Beginning"* by Gene Reardon

The notion of forming an organization to bring together the owners of cruising boats on Great South Bay originated with three sailing friends who lived in the Babylon area at the time. Bill Carl, Jamie Swan and Ted Zimmerman talked up the idea among their friends, with the result that 15 skippers gathered at the Babylon Yacht Club on a rainy Friday night, June 11, 1951.

The initial meeting was chaired by Ted Zimmerman, acting as temporary commodore. That meeting established the purpose and tone of the organization, to have "...cruising auxiliary sailing vessels participate in events mutually beneficial to all concerned in the way of races and rendezvous." There was no need to consider a fixed base for the Club because the early members already belonged to local yacht clubs where their friends and guests would be welcome for social gatherings. These club memberships provided such necessary amenities as boat hoists for the one-designs and junior sailing programs for the children, not to mention the traditional facilities of docks and clubhouses.

That first meeting was a highly productive one. The dues and voting structure were established, William P. Carl Jr. was chosen to be the first commodore, by drawing the short straw as he says, and a burgee design suggested by Hervey Garrett Smith was adopted. The first race, also suggested by Hervey, was scheduled, sailing around West Island in either direction. Additionally, a handicapping system was agreed upon to score it. Two classes would be offered, one for catboats and one for everything else. Only working sails, those used going to windward, could be set and, while outboard powered auxiliaries were allowed in the Club, they were not eligible for prizes.

By the second meeting, a race committee under Jack Travis had been organized, Brion Foulke's motorboat FOLKS commandeered to be committee boat, and the first race committee decision promulgated - barging at the start was not allowed. Furthermore, the first gift of a perpetual trophy had been received, Fred Schnur's Perseverance Trophy for the last boat to finish in the West Island Race.

Thirty-six yachts sailed in the first West Island Race. Gortie Baldwin was the winner by a half hour in his 30-ft S&S sloop CHANTEY, that had been built out of dead trees by Jakobson's in 1947. Jack Croft's 24-1/2-ft NAIAD won the catboat class and Doc Hansen's 26-ft sloop JUDY was ceremoniously awarded the Schnur Trophy.

By the end of the first season, the Club had sailed in the GSBYRA Race Week, participated in its first invitation race, provided by the Sayville Yacht Club, and raced to Bellport to deliver the small fry for the BBYC Labor Day Regatta, thereby starting a traditional Smith Point rendezvous on that weekend. A constitution had been drawn up with the advice of Fred Schnur and the basic committee structure that we have today was in place. The Cruising Committee Chairman was Henry Post; Regatta Committee Chairman, Jack Young, and Social Committee Chairman, Jamie Swan. The Fleet Captain was Hervey Smith and Fleet Surgeon Doc Hansen.

To be continued November 6th 2011 at the Boulton Center

RSVP rsformanjr@aol.com

Hervey Garrett Smith

from Wooden Boat Magazine

Hervey Garrett Smith: Artist, Illustrator, Author, Sailor

Born in Bayport, Long Island, New York, in 1896, Hervey Garrett Smith was as interested in art as he was in boats and the sea, and our world is all the better for it.

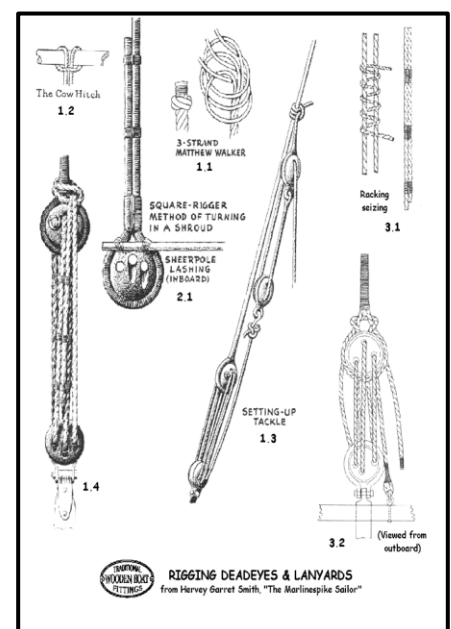
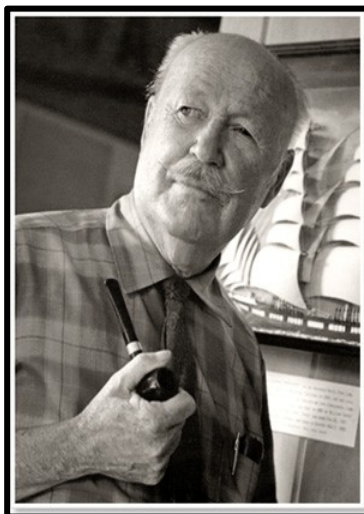
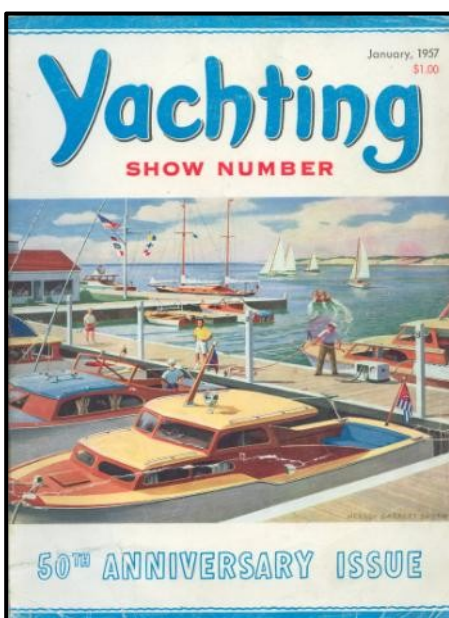
Smith attended the Pratt Institute in New York; after graduation, during World War I, he served as a flight instructor. Following the war he became a freelance artist, providing illustrations for several publications, among them National Geographic and the various boating magazines of the time. He also wrote and illustrated several books, including *The Marlinspike Sailor*, *Boat Carpentry*, *The Small Boat Sailor's Bible*, and *The Arts of the Sailor*.]

Few twentieth-century writers could equal Hervey Garrett Smith's works on the traditional arts of the sailor; none could surpass them. His descriptions of knotting, splicing, fancy work, canvas work, and the practice of marlinspike seamanship are clear, concise, and evocative. So, too, are his drawings, which are technically accurate, easy to follow, and a joy to behold.

The Arts of the Sailor is Smith's finest book, a compendium of information that if followed to the letter will make just another boat out in the harbor one of the shippiest on the coast. The topics run the gamut: the anatomy of rope, sailor's tools, knots, hitches, splicing, whipping, wire and rope service, hand sewing, decorative rope work, chafing gear, reefing, towing, cleats, rope-stopped blocks, and making all sorts of gear, including rope mats, a heaving line, a bosun's chair, and a ditty bag.

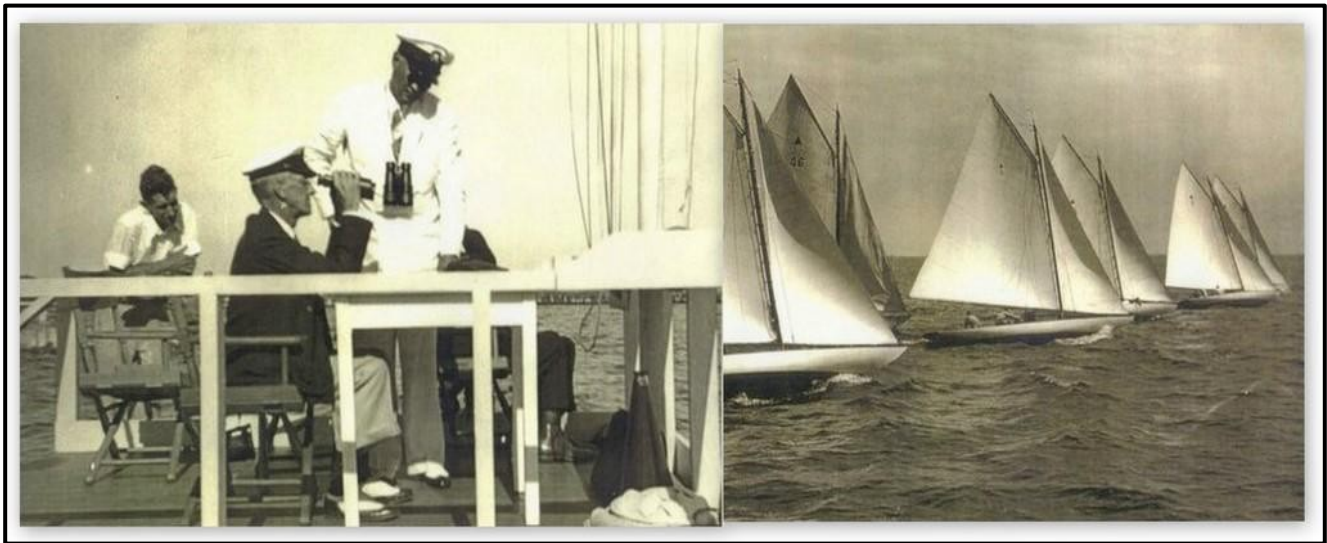
In print continuously since it was first published in 1953, *The Arts of the Sailor* has helped and inspired several generations of sailors to keep alive the traditions of sailorizing.

"The urge to share one's experience stirs within the breast of many men," Smith wrote in the preface to *The Arts of the Sailor*, "and I am no exception; therefore I shall always be a self-appointed missionary, carrying the light to the dark places and preaching the gospel according to Matthew Walker."





From the SBCC Archives



From the Babylon Yacht Club Photo Archives