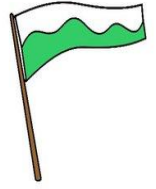




From The Masthead

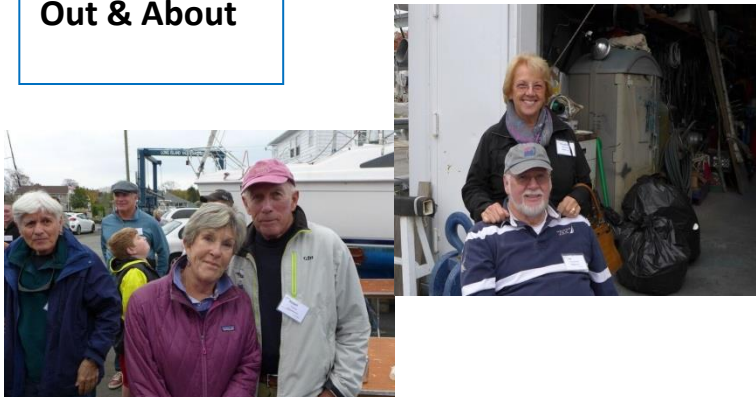
South Bay Cruising Club



December 2015
Volume 65 - No. 12



Out & About



The Boatyard Party was a smashing success. Last year we held the party in the middle of what seemed like a hurricane. This year we held it in the middle of an election, but the weather was pure November. And what a turnout. Maybe it was the first contested election in the history of the SBCC. Or maybe it was the food. I don't know, but it sure looked to me like the biggest event we've had in a long time. So many old friends and a bunch of new ones.

And thanks to Chris Carlberg for using his skill as a craftsman to build something we never needed before...a ballot box.

Congratulations to the slate of 12 candidates elected to form the core of our board and carry our Club into the future.

Next event will be the Holiday Party at the Unqua Corinthian Yacht Club on December 5, which is a change from the original date (Dec. 12). Don't ask. Somewhere in the near future will be the Racing Awards and the Cruising Awards...to be announced.

Then don't forget to save the date, also to be announced, for the installation of Commodore Dave Tedesco and the rest of the newly elected slate.

Believe it or not, plans are being laid as we speak, by the next round of committee chairs, to put together the 2016 yearbook, and the racing, rendezvous and cruising schedules.

As commodore, I'm thrilled at the numbers of new members who have been volunteering their time and effort for the Club. But is it enough? Never. So make that call. Dave still must fill a few key committee chairs, and the larger committees can always use more members. If you have enjoyed the activities of our Club this past year, why not set aside some time and give a little back. Take it from me. Working all sorts of jobs the last seventeen years has kept me and Helen busy, but it sure is a good feeling.

Good luck to our new slate and see you all at Unqua.

Ed Pshedesky
Commodore



Lesson #4: Choose Fearlessness

Jessica Rooney

They say (repeatedly and ad nauseum) that life is about choices. For those of us fortunate enough to be living in this country and sailboat owners, I'd say each of us is privileged enough to have our lives be, to a large extent, about choices. With that privilege comes an awful lot of responsibility, and often that's really overwhelming. In addition to mundane everyday choices, they say that we can choose our moods. Not only can we choose our moods, we MUST choose our moods and we mustn't forget to make "good choices." If we follow this logic, it means we are capable of choosing our mood while sailing, regardless of the conditions.

Since 2012, I have been very intent on learning to sail. My beautiful old girl, One Love found her way into my life 2 months before Sandy. Whether in the form of worry, anxiety, exhilaration, terror, hope, interest, frustration, overwhelming, exasperation, serenity, confusion or complete joy, since that August, she, along with sailing in general, has occupied a major portion of my attention. It's been a myriad of emotions and events over the last 2 seasons (3 years already!). But the most compelling of these emotions has been fear.

I was not a fearful child nor a fearful teenager or young adult. It wasn't until my son appeared (still in gestation), that fear entered my life in a significant and life-oppressing way. Although he was very much wanted, he brought with him a mind-blowing amount of responsibility. I was now in charge of a life that God put in my path. Whaaaaaat? And so from that day forward, all my decisions were about him. As such, I made a lot of decisions based on the "what if scenarios." Although I tried to not let the momentousness of it all overwhelm me, Fear took up residence in my chest and stayed firmly planted from 1999 until April 2014.

I wanted so much to sail, but I was terrified. How is it a person can want something so scary so badly? How was it that as fairly functioning adult, all of a sudden I couldn't understand a thing? What was it they all were saying? What's a heel and a keel? Pull on which line? Let out which line? Why? Why is it okay that we are almost on our side? Why is the sail flapping and the boom swinging? Furl what? I would take Rescue Remedy (homeopathic sedative) by the handful before going out and during a sail just to take the edge off the panic. How do I pull out of or into that tiny, narrow slip in my tiny, narrow marina in this big, giant boat? How do I not hit all those big boats with the giant, sharp anchors or propellers sticking out? How is it that I have no brakes and everyone seems okay with that?

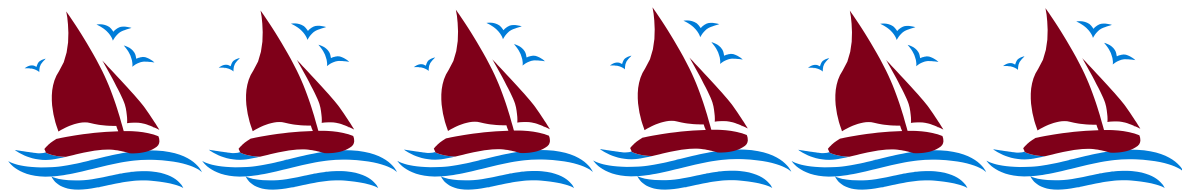
But as we know panic and fear have no place on a boat, or in life for that matter. Fear and panic is what gets you hurt. Bravado does, too, but that's not one of my attributes! When decisions are made based on fear of the "what ifs" or not made at all, that's when it's time to choose fearlessness. Is it easy? How does one get out from under that awful grip of fear?

Apparently, "just stop it." That's what my sailing friend said to me one day on the way to Watch Hill. I was eyeing the ferry coming our way. The GIANT ferry headed straight at us

with death defying speed across the Bay. I expressed my alarm in a slightly shrieky voice. I told her I was afraid. She looked at me blankly and said, "It's not helpful. Your fear doesn't change anything. It doesn't change the ferry. All it does is make this part of our sail unpleasant. Stop it. Pick a different emotion or do something about the circumstance." Needless to say I was stunned into silence. She was right, of course. I didn't want to sully the awesomeness of our sail with the ugliness of Fear. And while it took a while to change the fear habit, it's now no longer a major player. When the panic takes flight I say to myself, "Stop it. I choose calm." Oddly enough, it almost always works.

This summer I was crewing in the Wet Pants PHRF race. We had already not won, so the Captain turned to me and said, "Jess, you drive." Whaaaaaaat? It was blowing at least 18 knots. Me? I'm just a baby! I don't know how to sail! He pointed to buoy 35 and had already moved to the other side of the boat and left me with the tiller. We were totally heeled over and beers were blowing all over. Nobody seemed to notice. Two ninja sailors were nonplussed by my steering which had the life lines (if there were any) almost in the water and me clinging to the deck-hull joint so as not to go flying over like in the Titanic. But they were all fine. I said to myself, "Jess, they seem to think this is normal. Maybe it is. Just keep going." And so I did. I just kept going. We finished the race and nothing terrible happened. I chose fearlessness, as I try to do every day, on land and in the water.

#4 Choose Fearlessness



TR 2015

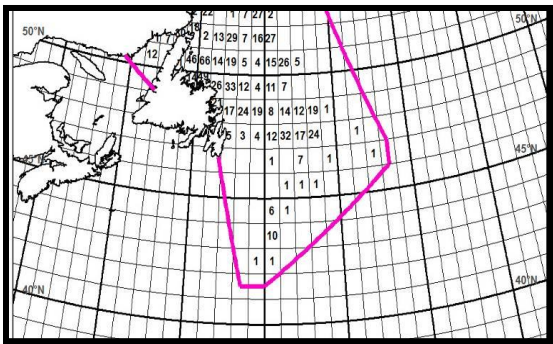
The Challenging Angry North Atlantic

Bob Forman

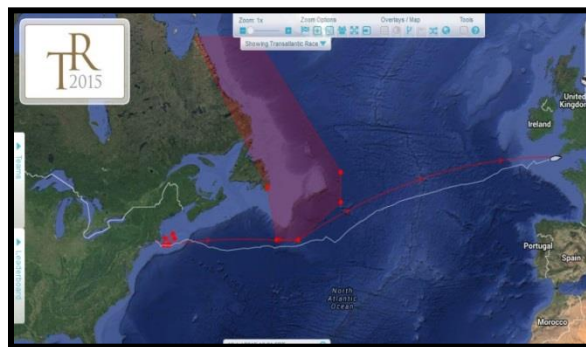
TR 2015 was our second transatlantic Race and would be remembered for its strong winds and big seas that would provide us with thrilling surfing rides down the steep faces of large breaking waves. We and most of the other boats that finished would set new speed records for their boats, have gear failures and experience multiple heart pounding adrenalin rushes each watch. This race would test each boat, her crew and the soundness of their racing program. Thirty eight boats started the race and six dropped out because of gear failure; two returned to Newport and four would up in Horta in the Azores. A seventh boat lost her rig three miles from the finish line but was able to finish thanks to favorable current.

I had simulated transatlantic races with data from 2004 through 2014 and the average wind speed for TR 2015 was 34% higher than the average for the prior eleven years and 58% higher than the Transatlantic Race that we did in 2011. The maximum wind speed (46.1 knots) was 35% higher than the next highest maximum wind (2008) and 68% higher than our last transatlantic race in 2011. The 15 days of very strong winds was something I had never seen before.

TR 2015 starts off the Castle Hill Lighthouse in Newport, RI and finishes off the Lizard Lighthouse on the South Coast of England the distance is approximately 2800 miles. The classic course (which is what we sailed in 2011) is similar to that taken by a jet plane flying from JFK to Heathrow, a modified great circle route which takes advantage of the fact that the further north one goes the smaller a degree of longitude gets. For TR 2015 we would have to stay south of an Iceberg exclusion area do to the late melting ice bergs brought south by the Labrador Current. Below is the ice chart published by the Canadian Government which shows the number of ice bergs in each 1 degree square of latitude and longitude.



Below is a picture of the iceberg exclusion area and the actual course that we took as captured by Yellow Brick Tracking. We actually had to stay south of 40 30 Latitude which is actually south of Bay Shore and puts the Gulf Stream into play.



The objective for our Transatlantic Program is to have a successful and enjoyable lifetime event. In order to achieve this priorities are: safety, have fun and be competitive. A success program has three elements: Boat, crew and preparation.

Boat

Jacqueline IV is a Hinckley SW 42 that was built in 1995/96 with the objective of being a good cruising boat and be competitive in the Newport to Bermuda Race.

Crew

I was blessed with having a truly outstanding crew that in addition to being great sailors had a mix of other skills that enabled us to fix many of the problems and handle injuries that might occur. Most important they worked together as a team

Bob Forman – Skipper/Navigator

Kara Forman – Starting helmsman, provisioning, Navigator

Patrick Gavin-Brynes – Watch Captain, rigger, sailmaker,

Ben Normann – Watch Captain, media

Eric Irwin – Foredeck

Drew Plominsky – Foredeck

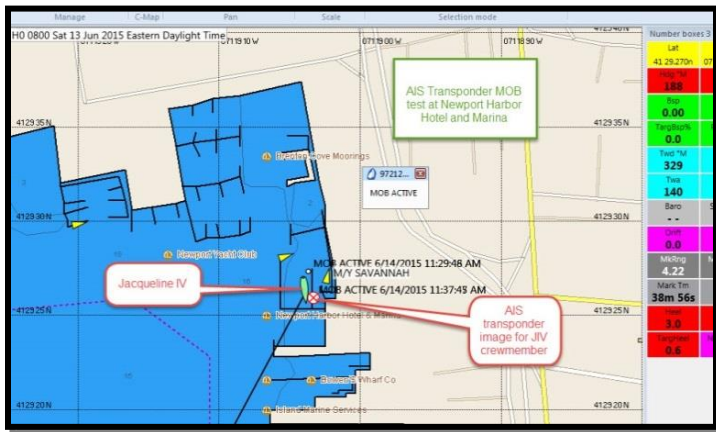
Victor Ganzi – Navigation

Preparation

We spent four years prior to TR 2015 preparing for the race. We started preparing for this Race as we finished the 2011 Transatlantic Race: evaluating what went right in that that race and where we could improve the program. A north Atlantic Race is at the panicle of racing with all of its challenges and requires a strong base of prior experience, meticulous preparation and respect for the conditions you will face. In 2013 we worked with the North sails technology transfer group that takes what North Sails has learned in the America Cup and Volvo Races and makes it available to programs like Jacqueline IV's. This resulted in a new modified medium #1 jib, blast reacher, genoa staysail and code zero.



In 2014 we had the keel, rudder and centerboard refaired with the help of naval architect Jim Taylor. Below we can see Jim Taylor checking the refaired keel against his template.



Personal AIS Transponder

We also gave everyone an AIS personal beacon and then tested the whole system out at the dock in Newport. The personal AIS transponder fits inside of everyone's PFD. Should anyone go overboard they can activate their transponder and its icon will appear on the Expedition computer display as shown below.

Provisioning — six day rotation

Breakfast	Lunch	Dinner
Cereal & Yogurt	Lasagna	Sand & soup
Pancakes and sausage	Chicken Stew	Seafood Cakes
Christmas breakfast	Chinese Noodles & Peanut sauce	Sand & wild rice and veg. soup
Cereal & Yogurt	Chicken Breasts with Couscous	Meat & bean Chili with corn Bread
Oatmeal	Beef Stroganoff	Azuki beans & rice with sausage
Sausage and scrambled eggs	Spaghetti and Meatballs	Sand & curried lentil soup

Food and Provisions

My daughter Kara had responsibility for developing the meal plan and provisioning JIV for the race. She would serve 400 meals during the 18.5 days of the race. The menu consisted of a six day rotation organized so that the same items were served on the 1st, 7th and 14th day. As shown in the chart below the main meal was served at noon and consisted of two days of a freeze dried entree (ex. beef stroganoff), two days of pre-prepared (ex. meatballs and spaghetti) and

two days of casserole (ex. Lasagna). In the chart below the items are color coded: red = freeze dried, blue = casserole and green = pre-prepared.

Training

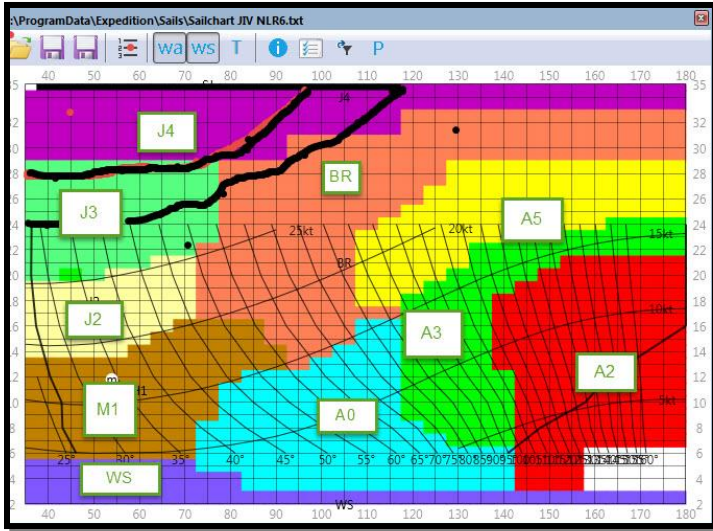
We sailed JIV over 800 miles prior to the race most of which were under race conditions.

Four of the crew went to hands on safety at sea training where we learned how to put out fires, shoot flares, inflate the life raft and get in the water with full foul weather gear and climb into the life raft.

Two of the crew went to a two day Wilderness First Responder first aid class plus a half day CPR class.

Sails

Included in JIV sail quiver were: 6 jibs, 1 main, 1 staysail, 1 storm trysail and 4 spinnakers. We have a sail selection chart which is used to determine what sail we should have up. As you can see by the chart below this is determined by the strength of the wind (vertical axis) and the true wind angle (horizontal axis).



Sail Selection Chart

The Fleet

The fleet of 38 boats was divided into 3 starts so that the boats would finish around the same time. We were in the first start which was on June 28th, the second start was on July 1st and the Third start was on July 5th.



Here are some of the boats in our class:

Mariette of 1915 was designed by Nathaniel Herreshoff and was built in 1915 in the Herreshoff shipyard in Bristol, RI. LOA 137', Draft 15.75', Beam 23.59', Royal Cornwall YC

Dorade was designed by Olin Stevens and built by his younger brother Rod in Minneford Yacht Yard in City Island, NY in 1930. LOA 52.56'. Beam 10.33' Draft 8.27' Prior winner of Transatlantic and Fastnet Races. Present owner Matt Brooks has assembled a world class crew and is committed to campaigning her and duplicating all of her prior victories. New York YC



Carina - McCurdy and Rhodes 48, Owner - Rives Potts Winner of Fastnet, Newport-Bermuda (St David Lighthouse Trophy) twice, 6 America Cup campaigns. Skipper Rich DuMoulin

Kiva – Hinckley SW 51 Owner/Skipper Mark Stevens

Open Class Rocket Ships

In the third start were four of the fastest yachts in the world who in spite of two days of light wind at the start of their class would all finish the race in 7 days



Rambler88 – Owner/Skipper George David, Juan Kouyoumdjian designed all carbon super maxi with lifting foils and canting keel. Designed to win big boat races on handicap. In TR 2015 beat Comanche on corrected time

Comanche - Owner Jim & Kristy Clark, Skipper - Ken Read, Navigator - Stan Honey. During the TR 2015 established a 24 hour speed record of 618 miles with a top speed of 37 knots. Won line honors over Rambler88.



Phaedo 3 – Mod 70/ CDK Technologies
Owner: Llyod Thornburg. Won line honors in Open Trimaran Class. Established 24 hour Speed record of 653 nautical miles,
Top speed 41.2 knots

Paradox – Beat Phaedo 3 on corrected time

TO BE CONTINUED IN JANUARY MASTHEAD---“THE START OF THE RACE”

TDAP

from our Fleet Surgeon—Peggy Van Tassel

Everyone knows that they need to get a tetanus shot when they step on a rusty nail, right? Actually it is much more involved than that. Yes, you do need a tetanus shot for the rusty nail wound but the shot actually protects you against three diseases. Tetanus, Diphtheria, and Pertussis.

The disease tetanus which the vaccine protects you against is a bacterial infection that can cause death. The bacteria is found in the environment and can enter the body through any break in the skin. Some of the symptoms of the disease are lockjaw, neck stiffness, difficulty swallowing, fever, elevated blood pressure and rapid heart rate.

Diphtheria is a serious bacterial infection that affects the mucous membranes of your nose and throat. It is very rare that people get diphtheria in the United States due to the fact that so many people are vaccinated against it.

According to the CDC pertussis is a highly contagious bacterial infection. It is more commonly known as whooping cough because it is characterized by a severe congested cough and high-pitched noisy breathing. Thick mucus forms in the airways that leads to nonstop coughing. It is especially dangerous for infants and young children to come down with pertussis. That is why it is advised that women get a TDAP vaccine while pregnant and it is advised that parents, grandparents and child care providers be vaccinated against pertussis.

Talk to your doctor about making sure that you and your family are protected.



WELCOME

New Associates--

Gina & Tom Gilberti

East Islip, NY

631-277-9646

giltenfrwd@aol.com

Boat Name: *"It's Now or Never"*

48' Post

The boat is docked at Timber Point Marina East

*"We go through life having no idea how much we
have to give and how important we are to others"-----
Fleet Chaplain*

Light and Fun on New Years Eve

This year I wanted to create a New Year's menu that allows me to prepare ahead of time and is a little unexpected and fun. Here's what I came up with.

Appetizers

Prosciutto wrapped pears
Pepper Jelly goat cheese spread
Ricotta and Roasted grape crostini

Main Course

Pumpkin Ravioli in Butter & Sage Sauce

Side Dish

TriColor Salad with Orange Balsamic Dressing

The appetizers in this menu can and should be made in advance so that all you need to do is assemble them and put them in the oven New Year's Eve.

Prosciutto Wrapped Pears

Use one pear for every 4 people being served. Peel, core and cut into wedges.
Use 1 extremely thin slice of Prosciutto di Parma for each pear wedge
1 pat of butter
1 tablespoon olive oil
1 teaspoon sherry vinegar
1 sage leaf



The day before: In a non-stick pan, place your butter, olive oil and sage leaf. Allow to heat together until the butter begins to sizzle, and then remove the sage. Place your pear wedges in the pan with the butter/oil mixture, sprinkle with the sherry vinegar, and allow to brown a little on each side turning the wedges frequently. Put aside and allow to cool. Refrigerate until ready to assemble.

The night of: Wrap each pear wedge with 1 very thin slice of prosciutto and place on a baking pan. Place in a preheated oven until you see the prosciutto become slightly transparent (this will only happen if the prosciutto has been sliced as thin as possible by the deli). Serve hot.

Pepper Jelly Goat Cheese Spread

1 small ramekin per guest (3oz. capacity)

1 jar of your favorite hot pepper jelly (I like Dickinson's Hot Pepper Spread)

2 1/2 oz. of goat cheese per guest (use a strong tasting goat cheese in order to balance out the flavors of this spread)

The day before: Allow the goat cheese to become room temperature so it becomes creamy and easier to use. Fill each ramekin with the goat cheese. Cover the top of the goat cheese with the pepper jelly to the top.

The night of: Place ramekins in a preheated oven until the pepper jelly begins to bubble. Remove and serve warm with crostini that you will make for the next recipe.

Ricotta and Roasted Grape Crostini

1 French baguette

Fresh Ricotta, strained

Olive oil

Red pitted grapes

Honey

Rosemary

Balsamic vinegar

Salt and pepper to taste

The day before: strain the fresh ricotta in a cheesecloth lined colander. Allow to strain for an hour then place in the refrigerator overnight.

The day of: cut the baguette into 1/2" slices, brush them with olive oil and bake in a 400 degree oven until golden brown.

In a bowl, toss the grapes (4 to 5 grapes per crostini should be enough) with a sprinkle of balsamic vinegar, a few rosemary leaves and a drizzle of olive oil.

Allow grapes to roast, stirring occasionally, until they are soft and the skins begin to split.

While the grapes are roasting, take the ricotta out of the refrigerator and add salt and cracked pepper to taste. Spread the ricotta over each crostini, spoon the warm roasted grapes over the ricotta, drizzle with a little honey.

Arrange all three appetizers on a single plate while they are still warm. Make extra crostini to use with the goat cheese spread. Serve with an oaky Chardonnay.

Pumpkin Ravioli in Butter & Sage Sauce

Buy pumpkin ravioli at a Pastosa store or any good Italian specialty store
Butter (1tablespoon per guest)
Fresh sage leaves coarsely chopped (2 leaves per guest)
Grated Parmiggiano di Reggiano cheese
Fresh nutmeg (grated)
Zest of one medium lemon
Salt



Bring a pot of salted water to boil. Keep in mind that the ravioli will only take a few minutes to cook (when they float they are cooked), so prep your sauce while the water is still reaching its boiling point and before you put the ravioli in the pot.

For the sauce, in a large nonstick pan on low heat, cook the butter and allow to slightly brown (do not burn). Add the sage leaves, toss a little longer and remove the pan from the stove, allowing the butter to marinate with the sage and become infused as it is cooling.

Once your ravioli are cooked, gently drain then through a colander and place them in a large mixing platter. Pour the sage infused butter over the ravioli, sprinkle with the lemon zest, grate some nutmeg over the top and start tossing gently until the ravioli are evenly covered with the butter sauce. Sprinkle a generous amount of Parmiggiano and again toss gently until the ravioli are evenly coated. Serve immediate.

Tricolor Salad with Orange Balsamic Vinaigrette

This salad is made with radicchio, Belgian endive and arugula.

For the vinaigrette:

1/3 cup orange juice with pulp
1/3 tablespoon balsamic vinegar
2 teaspoons of honey
Zest of a small lemon
Olive oil
Salt and pepper

Place first four ingredients in a small mixer. While blending, drizzle the olive oil slowly so that you create a creamy vinaigrette. Toss salad with vinaigrette only when ready to serve. Salt and pepper to taste.



Happy Holidays to all the members of the South Bay Cruising Club.

May 2016 bring us all peace, joy and the promise of another Bay breeze followed by a mellow sunset.

Two SBCC Members Awarded Great South Bay Yacht Racing Association Educational Grants



Congratulations to Chris DeMarco and Ian Holzmacher who were awarded GSBYRA Grants to help with their educational expenses

In addition to ensuring the SBCC's future by promoting sailing on the bay - the Great South Bay Yacht Racing Association offers financial assistance to young sailors who wish to continue their education beyond high school.

Applicants for these grants qualify by participating in organized sailing. Those who wish to apply should keep track of their sailing activities but also keep in mind that it is not just how often you participate but how you participate that counts. Promoting good sportsmanship - volunteering and promoting sailing are taken into consideration as well.

This program which was established by Glenn Schmidt of the Bay Shore Yacht Club and is funded by donations and GSBYRA Yearbook advertising has helped out families with over \$44,000 in grants to date.

It is never too soon to start your log- so young sailors and families who would like to apply should download and application at the link below and plan to get out sailing.

GSBYRA felt Ian and Chris were a good investment. When you mail in your SBCC dues renewal please consider paying the voluntary GSBYRA dues as an investment in our future.



Mike Duffy

SBCC GSBYRA Delegate.

mtduffy51@msn.com 631- 258 1254

<http://www.gsbyra.org/grants.htm>

From the Regatta Captain-----

Aileen Eppig

It has been my pleasure to be the Regatta Captain for my second go around. The entire racing group made this very pleasant and easy to do.

I have been asked to be the scorer for next 2 years and I am looking forward to staying on the board so I can give input from the racers.

Thanks,

Aileen



From the Fleet Captain-----

D.J. Greco

Well it's the end of my two-year term as Fleet Captain for the SBCC, and what a GR8 two years it's been. We had a lot of fun with the rendezvous, cruises, parties, and of course I had a GR8 time singing with the band.

Thanks to all of you who hosted and participated in all of the rendezvous. Without you, we could not have a party every week in the sailing season. Thanks to those who helped coordinate the spring and fall pursuit races and rendezvous – Mark Romaine, Harry Manko, and those who helped at the finish line, and all of you who cooked up a feast.

Thanks to so many of you for your appreciative kind words that you gave me as I encouraged you (or nagged you) to get out there and join in the fun each week. Thanks to our Commodore, Ed Pshedsky, and Vice Commodore, Dave Tedesco, who supported the Fleet with funding to help make some of our events even more enjoyable.

Thanks to our Chantyman, Harry Manko, for getting the band together for practices at his home, buying new equipment and lugging the equipment to gigs, and thanks to Jayne Manko for putting up with all of it. The band has improved so much in the past two years thanks to Harry. Thanks also to Gaspare, a true professional, who joined the band for a while and added so much to the entire band experience. We will truly miss him.

And finally thanks to my husband, Joe, who put up with all my worries and fears that I was not doing enough to make this a fun and GR8 Club to be a part of. Joe always says, "I just want to go sailing!!!" It's become much more than that since we joined the SBCC eight years ago.

As I step down as Fleet Captain, Helen Pshedsky will take my position, and I am sure you will give her the same support you gave me the last two years. I look forward to my new position as Welcoming Committee the next two years. Thanks again.

Check out The Sayville Historical Society's Civil War exhibit that is available for viewing for a limited time.

~Civil War Exhibit ~

Join us for the 150th Commemoration of the War that features objects from the 1860s as well as excerpts of diaries and letters written by those who were there.

Sayville Historical Society

at the corner of

Collins Avenue and Edwards Street

1 block south of Main Street

Open Saturdays: September 26th thru Dec. 12th 10am - 2pm

Sundays: September 27th thru Dec. 13th 2-4 pm

Call 631 563-0186 for information

Suggested Donation \$5.00

Hi Everyone,

I am still in need of some volunteers for three Board positions during my upcoming term as Commodore. If you are interested in serving as Fleet Chaplain, GSBYRA Representative, or Hospitality Chairperson (or Co-Chair), please contact me at (516) 398-2777 or send me an e-mail at capt1@optonline.net.

Thanks,

Dave Tedesco

Anchor Locker

Does anyone have anything nautical for sale? Contact me, June Tedesco, at capt1@optonline.net. Send me your short Ad along with contact information for the next Masthead.

Moving out of State---Boat For Sale C&C 25 ft. Sailboat (SUNSHINE)

Please contact Glenn Lemaitre at L.I. Yacht sales [631-665-5144](tel:631-665-5144)

Any questions please call Marty Kind for details--cell [631-807-7017](tel:631-807-7017)

Sacrificing beloved Sunshine \$3000

Also for sale:

- 1) Ice-eater
- 2) 7ft. Fiberglass Dinghy

END OF SEASON SALE!!! BECAUSE OF DIMINISHED DEMAND, PRICES INCREASED BY 10%

Joel Becker [631 234-4062](tel:631-234-4062) becker.joel.e@gmail.com

1. Dirty rail-mounted stainless circular charcoal grill-- will clean if necessary \$70
2. Teak cocktail table- fits on Edson pedestal. Appx15" x 24" Good condition not much wrong with it \$150
3. Anchor rode - Approx. 16' of 3/8" chain (sort of rusty) and 180' of well used 5/8" 3 strand twist. No weak spots. Won't wash this- you might want to wear gloves. \$145



For Sale:

2012 Mercury Dinghy with air floor and all the accessories. Spring loaded wheels mounted on the transom for easy moving on land...they flip up when in the water. I also have a "down the chute" air deflector, and a 15 amp Guest battery charger that anyone can have for free, if they can use them. \$850. It is in "like new" condition.

Jim Persson—631-666-0165

For Sale:

2006 Yamaha 9.9 HP engine

Model T9.9ExH2 Long Shaft

Asking \$1800

Ask for Larry [631-375-9793](tel:631-375-9793)

Folding Steering Wheel for Sale

Lewmar folding 36" wheel, elk hide cover, fits straight or tapered shaft, slightly used -\$750.00 - Donald Zimmer - [203 988 8031](tel:2039888031) **New Number**

Anchor for Sale

40 lb Danforth Anchor with 6 foot chain and 100 ft of line spliced-on Price \$120.00
Please call Marilyn Brous at 631-264-3861

Want Ad for Misc. Sail Boat Parts

New club Member is looking for extra blocks or other hardware to purchase for O'Day 22.
Contact Justin: jrosee@gmail.com or [631-793-7225](tel:6317937225)

Boats for Sale—



David Egolf egolfd@sunysuffolk.edu

Newport 30 MK II 1974 \$12,900

Draft 4'9" Beam 10'8"

Gary Mull (12 Meter) Design

Owner is a licensed captain and sailing instructor.

As the second owner I've enjoyed this boat for over 30 years of cruising to many destinations between New York City and Nantucket. She'll easily do another thirty for the next captain.

Sails Full Batten Main
150% Genoa
Ulmer Cruising Spinnaker

Schaefer Roller Furling

Ground Tackle 20 lb CQR 20 ft chain 180 ft line
Danforth 22H 20 ft chain 200 ft line

Primary Winches Lewmar 40 Self Tailing

Secondary Winches Main Halyard
Genoa Halyard
Mainsheet

Spray Dodger

Electronics Raymarine Autopilot
Raymarine Wind Speed and Direction
Depthfinder Aft
Depthfinder Forward
Garmin 182C GPS

Engine Atomic 4 Rebuilt by Moyer Marine 2010 Installed by Westins

Engine Instruments Tachometer Ammeter
Oil Pressure Temperature
Vacuum Gauge

Galley Pressure Water – 40 Gal
Dockside Refrigeration Microwave Large Ice Locker

Head Toilet rebuilt 2013

Hi, This is Lisa Donatelli, SBCC associate member and singer in the South Bay Salty Dogs. My husband Dan and I are sailors based in Manhasset Bay on the LI Sound. We are getting a larger sailboat and would like to sell our current boat, for which we love and care. My husband knows every inch of this boat like the back of his hand and reworked and improved many of the systems. I believe we were the 3rd owners; we have had her for 15 years.



Name "Steel Sky": \$19,500.

Pearson 303 Sloop

Draw: 4'8", fin keel

Beam 12" Length 30'

Built in 1983, very good condition

Yanmar diesel engine

Belowdecks:

Very roomy, great storage. Lights throughout.

Fore: V berth with custom steps, shelf and cubbies

Full electric/manual head with y valve, sink, handheld shower, electric drain

Salon: 2 couches that convert to 2 single beds, folding table for 4, storage, kitchenette area

Sleeps 5 comfortably. Light and airy inside thanks to two large overhead and 4 side ports.

AM/FM/USB radio with custom cockpit speakers; wall mounted TV with dvd player

Custom wood storage cabinets above couches, teak interior trim. Beige privacy curtains.

Salon Aft: Kitchenette area (to port): sink with faucet and foot pump; icebox, alcohol stove, storage.

Salon Aft: (starboard): Quarterberth, lazarettes

Salon aft center: engine access under hatch ladder

Lots of handholds

Above decks:

Roomy cockpit with cushions, built in cubbies, custom captain's chair, port lazarette

Standard instrumentation, full wheel

Swim ladder

Traveler on track in cockpit, easy to single hand sail

Dutchman system on mainsail, jib roller furling

Sails in good condition

Bimini, dodger, connector, mainsail cover.

Danforth anchor

Points very well and performs in light and heavy winds. Sturdy yet exciting to sail. Very comfortable cruiser.

Contact Dan Donatelli for information: 516-767-9500.

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