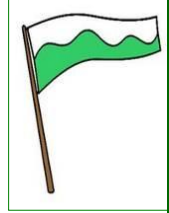




*From The Masthead*  
*South Bay Cruising Club*

*May 2017*  
*Volume 67– No. 2*



**SOUTH BAY CRUISING CLUB  
2017 COMMISSIONING DAY**

***Start the Season Right!!!***

Memorial Day – Monday, May 29<sup>th</sup>  
1200 to 1600 Hours

Babylon Yacht Club  
Eaton Lane & Great South Bay, West Islip, NY

CREEPSTAKES RACE ~ 1100 Hours

Traditional BBQ Fare  
Traditional Spirits and Beverages  
And Dessert too!

General Meeting, Commissioning Ceremonies,  
And Race Awards Mid - Afternoon

**\$20 per person at the door with Advance Reservation**  
made by THURSDAY May 25<sup>th</sup>, \$25 per person for walk-ins.  
Children under 12 are free

Make your reservation by emailing [hospitalitysvp@sbccsail.org](mailto:hospitalitysvp@sbccsail.org)  
OR Leave a message at 516-817-8778

***Don't forget your ID badges!!***

## ***From the Helm***

***Commodore Dave Tedesco***

Spring is finally here, and we are all in various stages of getting our boats ready for the season. Some of us meet regularly with each other in our respective boatyards, waxing, polishing, sanding, staining and doing whatever repairs or improvements are necessary. We were able to get Phoebe Rose in the water early this year, in time for the first rendezvous of the season. Although Mother Nature didn't cooperate, our Fleet Captain and Past Commodore invited the Club over to their house for a land-based rendezvous. We enjoyed great food and even better fellowship!



Rich Troy did a great job with the Winter Program events. June took the above picture she was the only "girl" at the seminar. Hospitality, headed up by Fred & Mara, did a great job with the Spring Cocktail Party, and we are looking forward to opening the Season with Commissioning Day on May 29.

Your SBCC Board Members have been busy working behind the scenes putting together excellent racing, cruising and party events for all of us to enjoy. I am especially looking forward to our annual August SailAhead event. Please look for information for that event, and do your best to support it. It was a real thrill to work with that worthy organization. Please come out and support the Club with your participation.....

because it's all about sailing!

***Dave***



## Pursuing Dreams – Part II

By Jay R. Pizer

(The continuation of Pursuing Dreams from the SBCC 2017 yearbook)

The second dream that I was privileged to have pursued, was that of Mike Duffy, whom many of you know from our club. He has recently retired and moved to New Bern, North Carolina and bought his first home. This was a dream-come-true for him and he wanted to complete his reverie by bringing his Pearson 35 yawl *Loon* to dock there. When I heard about his plan, I volunteered to help him on the trip as I have had a lot of offshore sailing experience and he hadn't taken *Loon* out of the bay. A new SBCC member, Jim Girardi, undertook to complete our crew.

New Bern is located in a sailing mecca on the Neuse River off the stunning Pamlico Sound, very near Oriental, North Carolina, where there are more sailboats than permanent residents! For the first part of the trip we would exit the Fire Island inlet, follow the coast to stop in Cape May, then continuing down the coast to the southern Chesapeake Bay and in to Portsmouth. From there, we would take the Intracoastal waterway to the Pamlico because shoaling makes it difficult to enter through the ocean inlets.

On September 12<sup>th</sup> at about 0400 hours the three of us converged on *Loon*, docked on the Babylon River, with the goal of exiting the inlet at dawn's first light. Mike was at the helm as we neared the Robert Moses Causeway, when we both heard a cry for help from down below. Jim was stuck in the head—the sliding door had jammed. Mike couldn't leave the helm in such a narrow passageway, leaving me to tend to Jim's woeful state. Jim frantically tried to move the recalcitrant door with no success. I too pushed hard without even a budge.



What a way for Jim to pass through the inlet for the first time! Fortunately, years of training and succinct mechanical knowledge saved the day—I kicked the side of the door as hard as I could. Low and behold, the door slid and Jim escaped!



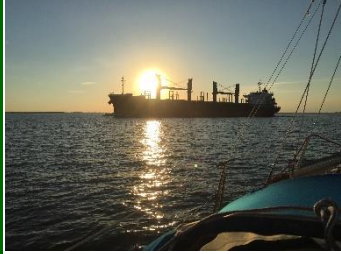
Our next hurdle came soon after, navigating the inlet. Approaching what was visibly the last buoy, we all thought that we were too far from the beach on the Gilgo side. Seeing no other marker, we began to head out through the waves. Before long we felt a resounding thud as the keel hit bottom in the trough of a wave. Yikes, disaster loomed before us right at the start of the trip!

Fortunately, no one panicked and we all responded cohesively, backtracking to safe water. A large fishing boat was now coming through, so we followed. Sure enough, well up ahead was another buoy that had been hidden by the waves. We were later to find out that a buoy sunk the night before!

From there on things went smoothly on our first ocean leg, with moderate winds that required some motoring. We went through the day and night at sea, the Pearson handling beautifully. It was a pleasure to sail her through the night.

On Tuesday morning, I took the boat in Cape May Inlet, having been there before. We went to Utsch's Marina and I was eager to have breakfast at the nearby Lobster House which has a wonderful luncheonette on the side, frequented by locals. The marina was populated by an interesting cast of characters including a stately gentleman from Savannah, and a crazy Russian immigrant who told us all about his coming from poverty in Russia to owning the 42-foot Sabre he was now on. "Only in America" he said with his thick Russian accent.

Sadly, Jim had to head back to New York leaving Mike and I to press on. There was storm activity down south, so we decided to take the Delaware Bay to the C&D Canal and down the Chesapeake Bay, extending the trip 165 nm, but lessening the risk of the open ocean with a short crew. It is also a route with which I am very familiar.



The following day we headed through the canal to the Delaware Bay and this proved to be one of the easiest times I have had there as it is often very choppy. We made the C&D Canal as darkness set in, which is perfect, because it was so well lit—rather like being on a highway. We made it most of the way through, stopping very late to anchor in Delaware city.



Arising early the next morning, I was struck by the beauty of the place. The wind was light, so we motor-sailed down the canal. After entering the northern Chesapeake, the fan belt shredded, shattering our meditative bliss. I started sailing while Mike changed the belt—until one of the alternator nuts fell into the casing and we had to stop. We recovered it, reassembled the unit and the belt worked perfectly.



We chose to forgo stopping in Annapolis, sailing late into the night. The wind piped up to around 15 to 20 knots plus, we took a reef and had one the best sails of the trip—that Pearson can really take it! We had a very long day, eventually anchoring in the shelter of Solomon Island, where there are many marinas, at about 0300 hours the next day.

After resting, we continued south on the Chesapeake, in very light wind at first, eventually working up to about 20 knots. A nasty squall swept northeast, right towards us. Using good seamanship, we headed west and avoided it, but as a result, we did not make as much progress south as we had hoped for and decided to put in at Smiths Point back on the Maryland shore. We had to go through some very narrow breakers, eventually anchoring in tranquil Jack's Creek. We discovered a rip in the mainsail and realized we'd have to leave it reefed until obtaining repair supplies.



Saturday brought more mishaps. While motoring south, we seemed to be losing power. Investigation revealed engine oil had been pouring into the bilge from a blown-out oil filter. What a mess we had to clean up while slowly sailing! Without enough spare oil, we would have to make an unanticipated stopover, and go to The Narrows Marina on the far side of nearby Gwynn Island.



Well, in a science fiction film this is when we would have gone through a mysterious fog, strident music playing in the background. Arriving at The Narrows it seemed like we had been transported back in time. There was no one in sight as we pulled up to the fuel dock. Next to us was a classic wooden Chesapeake sailing vessel. Nearby were two long boat houses containing mostly wooden power boats, all sitting pristinely, with



varnish brilliantly shining. Next to the marina was a run-down motel inhabited by characters who had to be from Marlon Brando's motorcycle movie, *The Wild One*. Adjoining a shack near the fuel dock, there was an area of concrete that had collapsed and was simply roped off with yellow plastic tape like that used at a crime scene—all jaw dropping bizarre!

Mike went out to explore. He managed to contact the marina owner, Mr. Preston, who had diesel oil and possibly sail repair tape, but since the next day was Sunday, we would have to wait until after church—which would be about 1100 hours y'all.

I went to explore the island on my own a bit and found it to be a simple, beautiful place of a bygone era. Stopping at a small convenience store, I got a good dose of the local flavor talking to the owners and enjoying a sandwich on a picnic bench. Upon my return, I was stunned to find all of my clothing pinned to the lifelines. Mike had filled the water tank in the forward berth, where I had been sleeping, then found that the leaky hose had flooded my clothes draw and soaked the mattress.

Turning it over, I was able to sleep on the dry vinyl on the reverse side, somewhat like sleeping on a giant sponge.

The following day Mr. Preston, a very affable fellow, came by as promised. It turned out that the diesel oil he had spoken of was fuel, not engine oil, but no worries. Most accommodatingly, he would simply drive over to the local 7/11 and get us some. Mike volunteered to go with him.

When Mike asked how much we owed for the berth, duct tape and the ride to the 7/11, after careful consideration, Preston responded, "ten dollars." As I originally stated, we had gone back in time—there is just no doubt about it. We left Preston's marina, and continued on our journey south, passing back through the fog to modern times, most regrettably.

We covered a lot of distance sailing nicely, eventually passing the Hampton Roads Bridge after dark and reaching the Elizabeth River. We made our way south passing the Norfolk Naval yards, continuing on to the start of the Intracoastal Waterway, finally stopping at Ocean Yacht Marina in Portsmouth. Later that night we walked to town and miraculously I found myself eating fantastic pizza and drinking Victory Golden Monkey, one of my all-time favorites beers! On our return a policeman informed us that it was free to stay overnight at the city dock. We moved there at about 0130 hours.



Monday morning, we resumed our course south along the Intracoastal, coming to The Great Bridge Lock and smoothly tied up to the bollards on the side. The lock changes the water level a couple of feet. Soon after is Great Bridge Bridge—no that is not a typo, as the operator smugly informed me when I radioed to request opening the drawbridge.

After this point we left modern civilization behind in trade for the natural beauty of the North River and adjacent nature preserve. The wind built and we tried unsuccessfully to anchor near the Pungo Ferry Road Bridge, but had to back track a little to a more sheltered area for the night.

Rain from Tropical Storm Julia started that evening, foreshadowing events to come. The following day we were to get 11 inches of rain, which wreaked havoc in the area, including some wet sailors. Our route opened up as we sailed through Currituck Bay, entering North Carolina. We were surrounded by natural splendor as we continued on through Coinjock Bay. Our route tapered back to a canal and the rain intensified along with the wind and current. I longingly looked at the restaurant at Coinjock Marina as we passed. Mike thought likewise, so we did a quick 180 degree turn heading for the dock. Astonishingly, the current stopped the boat without having to reverse the engine!

Over a marvelous hot bowl of crab soup and a prime rib sandwich Mike pleaded, "Why don't we stay here for the night?" I was driven to go on, but looking at my dripping foul weather gear, I wisely yielded. Many ostentatious power boats also took refuge there, most with a large flat screen on every deck including outside! I enjoyed exchanging stories with my fellow cruisers and a few local crab fishermen. Returning to *Loon*, the port lights on either side of my damp bunk were leaking badly. I got two plastic bags to funnel the rain on either side to the floor and managed to stay mostly dry on my vinyl covered sponge—luxury! (I have heard it said that sailing is the most expensive way to travel fourth class.)

Wednesday brought better weather as the rain curtailed. We crossed the infamous choppy Albemarle Sound, with the wind in the mid-twenties, gusting to thirty. Manning the helm, I thought it was the best sail of the trip, as we flew across with a double-reefed main and a bit of jib.

On the other side is the Alligator River with a swing bridge at the entrance. We struck the sails, started the motor right up and it died shortly thereafter! The big waves had churned up the fuel tank so badly that changing the filter didn't cure it and we had to anchor. Hooking up a two-gallon can of clean fuel directly to the engine intake got us through the bridge and allowed us to continue sailing. Little did we know that being devoid of civilization, the Alligator River is completely off the grid, offering no communication to the outside world—shades of *Heart of Darkness*

We ended up going downwind, playing the sail in light air as darkness fell. We were both getting antsy to arrive in New Bern and surprisingly, Mike wanted to go on when we reached the Alligator River/Pungo Canal. I was feeling good despite being at helm nearly all day and we decide to sail into the night.

The canal is very narrow and *extremely* dark, as there is no moon and the sides are barely visible despite their nearness. We were doing well, but needing to watch the GPS and depth continually is fatiguing.

The GPS showed clear water ahead coming under what we later identified as the Fairfield Bridge and the bright lights killed our diminished night vision. Distracted from watching the depth for a moment trying to verify our location, we heard a horrific scraping and went solidly aground. Yikes!

Against sane judgment, I slid into the Alligator River/Pungo Canal floating an anchor on life preservers. You can imagine what was going through my mind as I wondered why that log floating towards me had green eyes. The bottom was a horror, covered with logs and debris. There was a fast moving current and I did not want to risk going too far in the dark. So, leaving the alligators and water moccasins behind, I reentered the boat. Unfortunately, the anchor did not hold and we couldn't kedge off. Defeated, it would have to wait until morning's

light. Miraculously, Mike managed to radio the Coast Guard, who in turn, alerted Tow Boat US. The poor 'gators would have to breakfast elsewhere. Remarkably, the next morning, we could not raise anyone on the radio without help from the reflecting ionosphere.

Thursday morning, with our ripped mainsail and fuel tank problem, we humbly accepted a tow to a boatyard in the town of Belhaven. The fuel line was so clogged that it had to be repeatedly blown out with compressed air and a new fuel filter was installed. Our troubles were minor next to the 38-foot Hunter with a bent rudder post and a large powerboat with a bent shaft, both from log collisions. Give me the open ocean anytime; those waterways are fraught with sea monsters waiting to grab you.

When I went into the boatyard office, the owner handed me the phone saying, "I think the Coast Guard's lookin' for ya!" We had been "incommunicado" for forty hours, so when I picked up the phone I said, "I assume that Stephanie must have called you." The Coast Guard had been able to track us via cameras under all the bridges. Next time I will moon the cameras, so they know it's us. I then called Stephanie, who was thrilled to hear from me and I was even more thrilled to hear her voice.

The boatyard owner kindly lent us the yard's golf cart and we took a town tour, stopping for ice cream. While driving, Mike's head slumped over on me. Wondering as to the cause of his sudden affection, I looked over to find him fast asleep! Our ordeal had caught up with him. After a nap, we went to a tavern for dinner, where by chance, the owner was a former Islip resident whose uncle was Donald Zimmer a past SBCC Commodore—what a small world!

Departing the boatyard, we crossed the Pamlico River, then took an inland canal to Bay River, finally making it to the picturesque Pamlico Sound. We then headed east to enter the Neuse River, eventually passing Oriental and its endless array of sailing yachts. Wow, Mike is going to have such a great time sailing here!

Big storm fronts were sweeping past New Bern in the distance, but we managed to avoid them. By the time we approached the impressive expanse of the Neuse River Bridge, the storm had abated leaving a beautiful evening in its wake. A jazz band heralded our arrival



over at Union Point Park, as we passed under the Front Street Bridge. We quickly made our way to our final destination, smoothly pulling into the dock at the nearby Bridgepointe Marina.

It's is a fabulous place, giving berths to a myriad of prestigious sailboats including Morrisises, Hinckleys and now Mike's most accomplished Pearson. And so, at about 2030 hours on Friday the 23<sup>rd</sup>, Mike's dream had been fulfilled, with *Loon* arriving mostly intact at his new port-of-call. I sincerely wish him all of the best for his future in New Bern.

***THIS IS SOMETHING A LITTLE DIFFERENT  
AND THE REASON WE ARE POSTING THIS IS BECAUSE  
OUR OWN SALTY DOGS WILL BE PERFORMING***

***STAR FOUNDATION'S 4th ANNUAL  
Motorcycle Run and Party for Wildlife  
Join us: Saturday, June 17, 2017 rain or shine***

***Registration 12—1 PM***

***Suffolk Harley  
4020 Sunrise Hwy., Oakdale, NY  
“Blessing of the Bikes ”***

***Destination Party 3 PM***

***The Maples  
10 Ryerson Avenue  
Manorville, NY***

***ALL PROCEEDS go towards the  
STAR Foundation Animal Rescue  
and Rehabilitation Programs.  
STAR Foundation is a 100% volunteer  
operated 501(c)(3) organization saving  
wildlife for over 20 years.***

***Rider \$25 (includes party)  
Passenger \$20 (includes party)  
Party only \$20 All are welcome***

***Live music by SALTY DOGS, Good Food, Cash Bar,  
Lots of Fun, Raffles, Prizes and Surprises too!***

## **Love of boating, family and the Great South Bay brings friends together after 40 Years ....**

Submitted by Gina Gilberti  
*It's Now or Never*

Let's just say we were in our early teens when we graduated grade school from St Josephs in Babylon some 40 years ago...I lived in West Islip all my life and Beth lived in Babylon. Family and faith made us friends in grade school but like most graduates, we went our separate paths for HS and then later each of us settled not far from the grade school we both attended.



I moved a whole 7 mile miles from West Islip to East Islip and still live there with my husband Tom of 30 years. Tom and I always had a boat; Tom many years before me. We love Fire Island and making new friends. Joining SBCC and sponsored by our friends Larry and Irene and Todd and Pam, was easy because the people and boaters of SBCC are just the nicest people to become friends with.

At our most recent Spring gathering, I knew after seeing this lovely lady and her smile at several gatherings in our first year with SBCC, the familiar face seen in my childhood was Beth. I finally approached....she is still as happy and lovely as I remember her. While the years of raising a family have taken us in correlating longitudes and latitudes, it was great to see a familiar face, a huge hug and think so fondly of my childhood, life at school and the summers at the beach and those playful days of just being a girl .....

Now I look forward to seeing Beth and her husband Ed at these gatherings and hope to make new memories as well..... 40 years never went so fast and we are both blessed with wonderful family and friends...thank you SBCC for bringing us together.



## **FROM REGATTA**

The Annual Spring to Atlantique Invitational Regatta was held last Saturday, May 20th. Although the conditions were not partly sunny as predicted, there was very little rain and the wind conditions were perfect for racing.

Ten boats raced and for the most part, the boats that chose the westerly course fared a little better. After racing the competitors met at Atlantique to share some food and attend post racing festivities. All in all I think it is fair to say that the day was a success. We appreciate all of the folks that came out to race. These events are always better with more boats. Many thanks to my partner-in-crime, Marty O'Connell. Marty was a great help and my voice of reason. Thank you Marty!

Some of the racers stayed overnight and attended the rendezvous hosted by Chris and Sandy Carlberg. Saturday was the first official SBCC race of the season and Tuesday/Thursday twilight racing begins this week.

Saturday's race results are as follows;

Date	Start Time	Weather	Wind direction	Wind speed		Race Committee	
5/20/17	1100	overcast	ESE	10-15 kn		M. O'Connell	
Skipper	Boat name	Sail #		Finish		E. Anderson	
H.Manko	Full Circle	51841		1			
J. Breuer	Tangled up in Blue	11		2			
G. Sebiuhan	Pandemonium	2224		3			
T. Mccarthy	Bleu Moon	439		4			
B. McLaughlin	Windswept	62		5			
D. O'Donnell	Indigo	50		6			
Jay Pizer	Cayenne	1452		7			
E. Winberry	Aleboat	232		8			
F. Gagliardi	Pelagic	1855		9			
C. Edwards	Watercolor	<b>M</b>		10			

**Farro...the little grain with the Big Bang**

Farro Perlato or Pearled Barley is a wheat grain that packs a lot of protein in a very tiny grain. This ancient grain has been eaten around the world for centuries and is gaining popularity for its health benefits and its ability to adapt to different recipes. And while it does contain gluten, it contains lower levels than today's wheat which makes it much more tolerable for anyone sensitive to gluten.

Farro has lots of fiber, B vitamins, zinc, iron and even a good dose of protein. It's easy to make, hard to mess up and is a great dish to prepare ahead and bring on board!



**Basic Farro Salad**

Ingredients:

8 oz. Italian Farro

2 cups chopped fresh Cherry tomatoes

1/2 cup chopped olive salad ( I like Muffaletta brand but you can chop up your own olive mixture)

1/2 cup

1 tablespoon of chopped fresh basil

Extra Virgin Olive Oil

**Other ingredients...see below**

Give the Farro a quick rinse before putting in the pot.

Fill a medium pasta pot with water and 1 vegetable bouillon cube.

Bring to a boil and then add the Farro.

Cook for approximately 25 minutes or until the Farro is al dente.

Drain and set aside to cool.



In a large salad bowl mix together the tomatoes, the chopped olive salad, the artichokes (cut smaller if necessary) and the basil . When Farro is warm, add it to the mixture and cover with a plate. Allow the mixture to sit 15/20 minutes so the Farro picks up the aromas and flavors of the mixture.

At this point, you can serve the salad as a side to your main dish.....but let's take it one step further!

I cut up some zucchini and cooked them in some olive oil, on a fairly high flame, until golden in color.

Then I cut open some avocados and scooped out the halves placing them on a plate with a little salt and a light squeeze of lemon to prevent them from becoming dark. Set aside.

Once zucchini are cooked, place on paper towels to drain excess oil.

Toss the zucchini in the Farro mixture and fill the avocados, allowing any excess to cascade over the filled avocados.



***YUMMY!!!***

Be even more creative and....

Add cubed cheese or shaved Parmiggiano

Toss in sautéed asparagus

Instead of sautéed veggies chop in fresh, crunchy red peppers, carrots or broccoli

Use a good non stick pan to sautéed some chopped meat or sausage and toss it in

Broil some shrimp and chop them into the Farro.

Like usual, I like recipes that allow me to play with whatever ingredients I have handy and that help me to prepare meals ahead of time and take them along!

***Enjoy.***



**WELCOME**      *Please welcome the following new members to the Club:*

**MEMBER:**

**Mark & Barbara Spencer**    *“Esprit de Mer” a Pearson 27 sail out of Bay Shore*  
[gsbsailor@gmail.com](mailto:gsbsailor@gmail.com)  
(917)881-4833

**ASSOCIATE:**

**Eileen Collini**  
[eileenco@aol.com](mailto:eileenco@aol.com)  
(631)786-5266

**FROM THE FLEET SURGEON**

It's being reported in both the local and national media that Lyme disease could see infection rates skyrocket this season. This is due to a mild winter that has resulted in a large tick population. Our best defense against tick borne illnesses is self-protection against deer tick bites: wear long pants, socks and shoes, use Deet-based repellent and do meticulous checks of clothing and bodies after being outdoors. Avoid wooded and brushy areas and walk in the center of trails. Shower as soon as possible after coming indoors. Repellents should contain 20% or more of DEET, picaridin or IR 3535. Check the EPA website tools to help you select repellents.

**FROM THE FLEET CHAPLAIN**

May we greet the coming day in peace and always be mindful that our honor is a possession to be cherished as dearly as life itself. Endowed with firmness of purpose and uncommon integrity that will enable us to fulfill those responsibilities with which we are charged. May we be conscious of the trust others have placed in us as coworkers.

## Do you know where the “Isle of Shoals” is?

By Pam McCarthy

My first answer to my husband, was “no”, I never heard of this place. He then said that was one of the places we were going to sail to during our month long summer trip. He was determined to check out this place! So after spending some time at places like Jamestown, Block Island and Martha’s Vineyard, we went through the Cape Cod Canal, which was also on our travel list. After the canal we visited Plymouth for a few days then decided to sail to the Isle of Shoals. This is a group of 9 very rocky islands located 6 miles off the New Hampshire/Maine coast. The islands were mapped by

English Capt. John Smith, an explorer who fell in love with this special place. He travelled to many areas but this was the only place he named after himself calling them Smyth’s Isles. The islands were mainly used for fishing before Capt. Smith’s discovery in 1614 and became the busiest commercial fishing port on



this side of the ocean. In the early 1700’s, roughly 500 people lived on these islands. There were even 2 taverns built here. When the American Revolution started the place was mostly evacuated since people living here were loyalists to England. People never returned to their homes after the war and only a few people remained on the islands. Today the islands are mostly nature sanctuaries, some are privately owned and no one lives here full time. Travelling to this area we came across a pristine environment with pods of whales swimming around. From the mainland, whale watching boats bring tourists to this remote location to see the whales. It was so much fun to see them spouting water and swimming so freely and close to our sailboat. We used our cruising guide to find a place to tuck in for a day or 2. Since the bottom according to our guide is fouled it is advisable to moor. We were told by some local boaters to just grab any mooring that was available.

We got our dink ready and decided to explore this area. Hiking around the one island, Star Island as it is known, we came across hundreds of nesting birds, mostly seagulls with their young. The views out to the ocean were just spectacular, with all the rocks jutting down into the sea. I told my husband, "this place is



off the grid", our cell phones did not even work here. On this one island is a huge hotel, The Oceanic, run by the Unitarian church. The hotel is over 100 years old and was built in the era known as the Grand Hotel Era of the late 1800's. Many famous people in that time came to stay here. Today the group holds seminars here in the summer. There is a gift shop inside as well as a book store, and snack bar. Outside of the hotel there is a huge sweeping deck with plenty of rocking chairs to sit in and take in the views. Celia Thaxter, daughter of the lighthouse keeper was the most popular female poet of the 19<sup>th</sup> century and resided on these islands. She started an art community which drew several famous writers like Nathaniel Hawthorne and Oliver Wendell Holmes as well as poets and painters to the Isle of Shoals. Since these islands would get occasional visitors like pirates, it is speculated that Smuttynose Island, one of the nine islands, was the place where Blackbeard spent his honeymoon. There was also other things that occurred on these islands, like a double murder back in the 18<sup>th</sup> century, and a shipwreck of a Spanish ship. Tales of ghosts, also surround the lore of these islands.



When you stand on Star Island you can see White Island where a lighthouse sits. This was built from rubble stone back in 1820, housed a light keeper and his family and was hit by storms and rebuilt. This lighthouse is important and is one of 2 lighthouses in New Hampshire. It is used as a point of departure out of

Portsmouth to clear the rock ledges that lie below. After our exploring on the island, we got in our dinghy and we were following the coast line since it was a calm day. About 12 feet from us, to our amazement a seal popped his head out of the water. There is also a seal colony in these waters! We returned to our boat to watch the most amazing sunset and go for a dip in the water.

The water in this harbor, known as Gosport Harbor, is an amazing emerald green color and a 65F degree temperature in July. We both just had to jump into this inviting world. I always thought Cuttyhunk was an out of the way place until I came here. If you are looking for a place to sail



to that is remote, full of wildlife and just so incredibly beautiful, with lots of history, try the Isle of Shoals. Now YOU know where it is!!!

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We have finally decided we are going to stop mailing out the Masthead by U.S. Mail to members who have email. August will be the “Last Mailing of the Masthead by U.S. Mail”. If for whatever reason you must receive a mailed version of the Masthead please contact Stephanie Pizer at 917-690-0422

#11. *Open Your Eyes*

*Jessica Rooney*

*I've been thinking about this a lot lately, or rather, again. As a cancer flourisher, I am especially grateful for my days and the good moments that make up my days. As a sailor, I am especially grateful for how sailing makes me feel and I cherish those feelings and all that I see on our beautiful bay.*

*But as a new racer/sailor, I don't see all the moments from buoy to mark. I don't see them for many reasons. Often I'm looking in the wrong place 20 seconds after I was supposed to do something crucial (release the jib, tighten the vang, reattach the spin pole UNDER the jib line). Mainly because I can't remember them. Nothing registers. It's all a blur. From the final horn and total panic and stress of the starting line to the crossing of the finish line, there is very little that stays with me. The racers debrief right after crossing the finish line. They laugh and recount the puffs, the starboard calls, the tacks and the correct calculations. They shake their heads and apologize for incorrect calculations, pinching or missed opportunities. They discuss moments and movements. They recall and discuss wind conditions at different points on the course. For them, this has been going on for 20 or more years. For me, it's been going on 2 years.*

*I listen. I try to understand what they are saying. I try to recall the conditions that they are discussing. I can't yet. I can't read the waves, yet. I can't yet feel the wind and the tiny adjustments they make. I listen intently and recall my travels in Helsinki, Finland. I would listen to the natives and try to make sense of the words, I never could. Sometimes I could tell where one word stopped and another*

started although I never got the meanings. I now realize that, happily my knowledge of sailing terminology has surpassed my knowledge of Finnish. I now know where one sailing word ends and another begins, and where to look on the boat when certain words are used, and what verbs go with which nouns (and some verbs are nouns, too-like tack and luff!), but little by little, I am ready to look at the elements around.

You seasoned sailors, harrumph at my readiness to look around. As if I shouldn't have been doing this from the start. This is SAILING after all, not motor boating! In my defense, there's soooooo much to look at, especially when you don't understand the whys. There are lines, sheets, ropes, halyards. There is a deep panic (and guilt) since I want to be a helpful team member, and I don't know what they want from me.

So what's the lesson in all this? I will keep my eyes open. They will be open at the start especially (this season's goal). They will be open to reading the waves. They will be open to both the wind and the other boats around. I will digest what I can, understand incrementally and be willing to keep coming back. I suppose this also applies to life. I will continue to keep my eyes and heart open to all that is around me and adjust my sails accordingly! **#11. Open Your Eyes**

**The SBCC SHIPS STORE**

**Belle Baxter**



## South Bay Cruising Club Ship's Store

Burgee	\$25. <sup>00</sup>
Bucket Hat	15. <sup>00</sup>
Baseball Cap	15. <sup>00</sup>
Visor	10. <sup>00</sup>
**2017 T Shirt	20. <sup>00</sup>
Hoodie	20. <sup>00</sup>
Long-Sleeve T-Shirt	20. <sup>00</sup>
Polo Shirt	10. <sup>00</sup>
V-Neck Shirt	10. <sup>00</sup>
SBCC Kid T-shirt	5. <sup>00</sup>
Packable Rain Jacket	30. <sup>00</sup>
Decal	1. <sup>00</sup>
Can Huggers	1. <sup>00</sup>

\*\* Save \$5.00 – Buy the 2017 T-Shirt & Matching Hat!

Individual items can be purchased at Stitches & Screens in Brightwaters



## Boating Safety

### **VHF Etiquette**

Experienced boaters will tell you the VHF radio is a vital safety tool on any vessel. Radio chatter is a familiar, background sound while underway. In time, it is easy to tell the novice from the experienced boaters, just by the way they call other boats or conduct their conversations. Many of us get relaxed and skip the formalities as we chat with each other. As long as it's not an emergency or hailing channel, these casual conversations usually don't cause problems, but simple radio etiquette should be observed, nonetheless.

Most of us at SBCC are very familiar with the VHF radio and these points may seem trivial or elementary. But like most other safety topics, it's always good to review and refresh your knowledge. Here is a very brief summary of the basics for those who need a refresher and those who would like to know more.

Let's first start with the 88 VHF channels and their specific purpose:

Channel 16: Distress calls and initial ship to ship or ship to shore contact.  
(Boaters should always monitor this channel)

Channel 6: Reserved for marine safety operations

Channel 9: The calling channel for initial contact with another vessel or shore

Channel 13: Ship to ship working and calling channel or to communicate with a bridge operator.

Channel 22A: Coast guard communications

Channel 70: This is the Digital Selective Calling (DSC) channel used for safety

Channels 68, 69, 71, and 72 For general use by all types of vessels, (commercial and pleasure).

Islip Pumpout boat can be reached on channels 9 and 73

Atlantique Harbor master can be reached on channel 9

72 is the channel normally used by SBCC members when cruising or racing.

68 is the channel preferred by most Long Island fisherman.

The other channels are reserved for specific commercial purposes. For most of us pleasure boaters, the channels listed above, are all you'll need for safe boating and for simply enjoying time on the water.

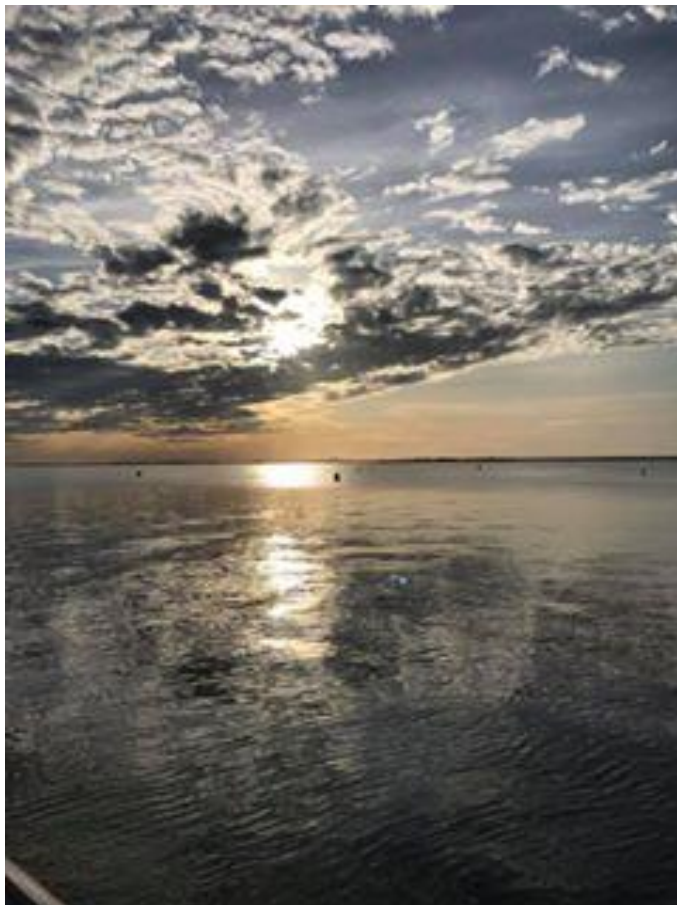
When calling another vessel, use channel 9 or 16. I like to use 9 and leave 16 free for those calling the coast guard. Wait a few seconds before transmitting to insure you're not "stepping" on another conversation. Say the name of the vessel 2 or 3 times and then the name of your boat. When they answer, ask to switch to a working channel, like 72 or 68 for example, and switch after they acknowledge. This will free channel 9 again for others to use. If you get no reply to your call after 2 or 3 tries, just wait. They are probably out of

range or unable to answer at the moment. Continually calling will not help and just adds traffic to the calling channel. Allow 30 minutes to an hour before trying again.

Your radio has 2 power settings. The 1 Watt, low power setting will reach about 1 mile and the 5 Watt, high power setting has a range of 5 miles or more. Antennae mounted high up on the mast of a sailboat will have about twice the range of most other boats. Consider this when using your radio. Is it really necessary to broadcast 5 miles out when the boat you're calling is only 200 yards away?

There is much to know about the proper use of your VHF radio, so to keep this article brief, I'll split it over two or more Masthead issues. In the next Masthead let's continue with emergency calling and speaking etiquette.

Contributor: George Lanzarotta



***Sunset at Atlantique  
Taken by Nikki Tedesco  
5.20.2017***

## **ANCHOR LOCKER**

***Does anyone have anything nautical for sale?***

***Contact me, June Tedesco, at [captn1@optonline.net](mailto:captn1@optonline.net).***

***Send me your short Ad along with contact information for the next Masthead.***



### **1971 Cape Dory Typhoon Weekender Sailboat - \$3000 (Babylon Village)**

19 ft full keel draft 2 ½, New Main Sail, Harken roller furler, and through hull bailing seacocks. Interior cushions in good shape, has Spartan Bronze motor mount. No motor, no trailer, in winter slip ready to go! Selling because recently got ahold of a Cape Dory 25.

Contact jack corcoran [jcork@optonline.net](mailto:jcork@optonline.net)



### **Catalina 22 fixed keel sailboat - \$5500**

Catalina 22 1975 fiberglass great condition.

Most popular family Fixed keel sailboat draws 4.1 feet.

Rigged for solo sailing from cockpit

Mainsail and jib excellent condition. Extra sails. Jib furler.

Electrical system in excellent working order. 9.5 hp outboard w electric

start. Electric Bilge pump, Anchor w chain, Depth finder

Contact Dr. Barry Cohen at [drbarryvcohen@gmail.com](mailto:drbarryvcohen@gmail.com)

### **1967 Oday Daysailer I (blue deck/white hull).**

Very good condition. New mast with tabernacle, new standing rigging, new jib, new spinnaker (all used less than one season). Running rigging also in excellent condition. Good mainsail with one set of reef points.

\$1250.00 with the spinnaker/\$950 without the spinnaker

Contact: Jim at [atlsrf@yahoo.com](mailto:atlsrf@yahoo.com)

### **S2 7.9 "Dark Star" - \$4,000**

***Too much to list!!***

***Please call Rick LaTorre 631-901-8263***

**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

Contact David Egolf [egolfd@sunysuffolk.edu](mailto:egolfd@sunysuffolk.edu)



**Hunter 280 (1998) 28' Sloop**

Draws 3.5 feet and turns in its own circle.

Yanmar 2-GM Diesel, Bow sprit with 2 anchors, Dodger, Bimini, Furuno Color Map GPS with Radar. Three sails (110% jib, Fully Battened Main, Cruising Spinnaker) Auto Pilot (2012) Masthead wind instruments. New Depth/Speedo in 2015.

Cushions and curtains redone for 2014 season including cockpit cushions. Cockpit table, propane stove with USCG approved propane locker Quarter berth has a full sized mattress.

Great weekend cruiser. \$22,500.00

(516) 971-4958

**1971 PEARSON P35. SBCC# 10196,**

Good condition, 850 hours on a Yanmar Diesel, Hard dodger, radar, engine-driven refrigerator, 80 gal. water, cabin heater, lots of "stuff". Good Bahamas live-aboard. Asking \$13000 in the water at Bellport.

DON, 631-286-1396

## Hunter 146 sailboat and trailer

Price - \$2300

Like new always stored inside

Call: Bob Forman

Cell: 516-383-6621

Home: 631-666-7555

rsformanjr@aol.com



<b>Hull Type:</b>	Centerboard Dinghy	<b>Rig Type:</b>	Fractional Sloop
<b>LOA:</b>	14.50' / 4.42m	<b>Listed SA:</b>	107 ft <sup>2</sup> / 9.94 m <sup>2</sup>
<b>Beam:</b>	6.50' / 1.98m	<b>Draft (min.):</b>	0.50' / 0.15m
<b>Draft (max.):</b>	3.00' / 0.91m	<b>Ballast:</b>	
<b>Displacement:</b>	340 lbs./ 154 kgs.		
<b>Sail Area/Disp.1:</b>	35.18		
<b>Designer:</b>	Chuck Burns/Hunter Design Team		
<b>Builder:</b>	Hunter Marine (USA)		

**Perfect GSB starter boat!**

**1984 Tanzer "22 is for sale. 2'3" draft**



- . New jib - 2012
- . New main sail - 2015
- . New windows - 2016
- . Hull sound - no leaks
- . Sleeps 4
- . \$4300 with 9.9 Tohatsu long shaft - 2012

**Jessica Rooney**

[jtrooney75@yahoo.com](mailto:jtrooney75@yahoo.com)

**C&C 25  
(Mk II)**

**Location** Islip NY

**Contact** brokher759@aol.com

**Specifications:**

L.O.A.: 25' 2" (7.68 m)

L.W.L.: 20' 8" (6.30 m)

Beam: 8' 8" (2.64 m)

Draft: 4' 3" (1.30 m)

Displacement: 4100 lbs. (1860 kg.)

Ballast: 1900 lbs. (862 kg.)

Sail area: 300 sq. ft. (27.87 m<sup>2</sup>)

Motor: outboard (6 hp).long shaft on spring assisted bracket

Headroom: 5' 10" (1.77 m)

Berths: 4

Rating (PHRF-LO) : 213

Red hull with white stripes

Black VC offshore professionally polished ( smother then a baby's bottom)

Sails all sails maintained professionally all working sails built by quantum

Main 2014 carbon /Kevlar excellent condition

155% carbon/Kevlar light Genoa 2012 excellent condition

155% carbon/ Kevlar medium-heavy Genoa 2014 excellent condition

135 % Genoa carbon/ Kevlar #2 2012 very good condition

105% Genoa carbon/ Kevlar #3 2012 excellent condition

95% jib 10 oz Dacron very good condition

Spinnakers 6 total

Two asymmetric spinnakers A3 and A5 both in very good condition

4 symmetrical spinnakers all in very good condition

Carbon spinnaker pole very light weight

2 lewmar 40''s primary winches

2 lewmar 30'S cabin top winches

2 spinnaker snubber winches

Harken main traveler with 5:1 harken main sheet system

10 -1 back stay adjuster led fwd

3 speed winch handles

4 snatch blocks

Running rigging

All control lines led aft to lewmar cluches

Main halyard, center jib halyard, port spin, star spin, pole lift and pole down haul

All halyards endura 12 tapered with jacket also the spin. Sheets are endure 12 tapered

All snap shackles are Tylaska T5's on spin and Genoa halyards and spin sheets

Electric systems

Two deep cycle batteries

Battery switch

110v battery charger with dock side cable

Running lights

Cabin lights

Bow light

Mast head light

Horizon VHF

SI-TEX colormax sea link GPS chart plotter

NKE electronics package with displays mounted on the mast. Linked to GPS

Top of the line electronics package

Marine Stereo CD, SD card, AUX plug with removable face

6 speakers 4 in cabin, two marine speakers mounted in the cockpit

Auto Helm

Sunshade



**\$11,000**

**Regatta Captain**  
Kevin Padden  
[paddenpe@aol.com](mailto:paddenpe@aol.com)

**Program**  
Rich Troy  
[t4oyman@aol.com](mailto:t4oyman@aol.com)

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**Hospitality**  
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**Our club website is**  
<http://www.sbccsail.org/>

