



November 2017

From the Helm

Dave Tedesco

Once again, the Boatyard Party was a huge success! We had the largest turnout in recent years, according to the heads of our Hospitality Committee. Much thanks to Fred & Mara Liesegang and the Hospitality Committee for putting out another wonderful event! I think the Boatyard Party is my favorite of the year. There's something about a hot dog, homemade soup, rum-flavored cider and hand crafted desserts on a cool, crisp Autumn day. The weather was perfect, and the Band performed flawlessly!! They keep getting better and better every time they play. Many thanks as well to those who assisted with the Salty Sam exchange. Many items changed ownership that day! As my time as Commodore winds down, I am very pleased with the Bridge that was voted in to lead the SBCC for the next two years. I wish upon Roger, Della and Charlie that the next two years will be as smooth for them as my two years have been for me. Many thanks to the Nominating Committee for doing such an outstanding job! For those of you who would like to get more involved with the Club, joining the Hospitality Committee is a sure way to have a hand in preparing the social events of the SBCC. You will make new friends on the Committee, as well as meet new people at the events.

It's also that time of the year when the days are getting shorter, the weather is colder, and the leaves are starting to turn their reds, gold, brown and tan. And it's time for many of us to think about taking our boats out of the water and putting them into hibernation for the winter. It seems that someone flipped a switch, and we went suddenly from Summer into late Autumn overnight! Phoebe Rose was hauled on Nov.17th. Normally we pull her out around November 1, but this year we got sidetracked. So I was watching the weather all week, hoping that the favorable weather window between gales would coincide with a favorable high tide. It did! So we went down and took the jib off, and did the final pump-out. The wind was just starting to pipe up when I cast off and motored the couple of miles from West Sayville to Bayport. We took the rest of the canvas off, winterized the engine and changed the oil. The next day I emptied and winterized the water tanks.

The Holiday Party is just around the corner, the menu looks scrumptious and the Unqua Corinthian Yacht Club is always decorated beautifully.

Dave

.....because it's all about sailing!

- ❖ Congratulations to our own Paul Rendich and the crew of JT9D in taking 1st place in the Whitebread Race this year out east. Way 2 go!!! Also, GR8 pics by Rich LaBella.
- ❖ Belle Baxter wasted no time in her new home in Bradenton, Florida. She was race committee for Flying Scotts at the Sarasota Sailing Squadron this month.
- ❖ Discoverers Race had 15 boats this year. Dark Star, Full Circle and Pandemonium took first, second, and third place. Bleu Moon just missed 3rd place. Very kewl.
- ❖ Even though the racing season has ended, the racers have been having so much fun that they did not want to give up a beautiful Tuesday night, so they continue to race. No stopping them!!!!
- ❖ Did you know that Stephanie Pizer will be our new Fleet Captain next year? She is already working on the 2018 Rendezvous schedule so if you have a date in mind that you'd like to host, please get in touch with her. She will be at the Boatyard Party filling in her schedule.
- ❖ Special thanks to Gary Sebouhian and Ted Drossos for all the GR8 blogs on the SBCC races each week this season. You had us all tempted to get out there to race. GR8 turnouts guys!!
- ❖ Congrats to Eddie and Beth Anderson on the purchase of "At Last" a 1985 Sabre 36. They made the purchase in Toms River, NJ, and brought the boat up with Marty O'Connell. Growing up, Eddie's parents owned a log cabin in northern Maine. His Dad loved that place, as they all did. He used to refer to it as "At Last". Looks like they are gonna keep the name for sentimental reasons. How wonderful!!!

Rendezvous 2017

Sadly, this season of Rendezvous has come to an end. Our last hurrah was Fall Family Weekend at Atlantique when we had 19 boats for an overnight stay.

Our younger members, Elizabeth and Michael DeSimone and Patrick O'Donnell decorated pumpkins and earned gifts.

When the regular festivities were over, some of us headed to the "Shack" for some music and drinks.

The weather for the weekend held up until Sunday morning when most people made a hasty exit after the predicted stronger winds made it a challenge to leave our slips.

It has been a pleasure to serve as your Fleet Captain for the past two years. Rendezvous and cruises are an essential part of our club's activities, creating camaraderie and lifelong friendships. I hope as many of you as possible continue to attend these, and the awards ceremony early next year.

Please help your new Fleet Captain, Stephanie Pizer make her tenure memorable.

Bay Shore Invitational Races 2017 Season Results

1. Full Circle (Harry Manko)
2. Lady in Red (Ted Drossos)
3. Merry Ann (Bill Cook)
4. Aleboat (Eric Winberry)
5. Jolly Mon (Dennis Ahern)
6. Integrity (Bob Figueroa)
7. Pandemonium (Gary Sebouhian)
8. Fancy Nancy (Lenny Feldman)
9. Pelagic (Frank Gagliardi)
10. Indigo (David O'donnell)
11. Czech Mate (James Dennerlein)
12. Noddy (Jim Papa)
13. Jubilee (Rebecka Russo)
14. Southern Accent (Jim Gathard)
15. Papilon (Nick Loretta)
16. Grace (Peter Connolly)
17. Redhead (Dan Kelley)
18. Bonked Out (John Mendolia)
19. Watercolor (Christy Edwards)
20. Lady Adele (David Deruvo)
21. Rhodes 22 (JV Phillips)
22. Cayenne (Jay Pizer)
23. Leprechaun (Dennis Conner)
24. Sabbatical (Andy Drossos)
25. Ripple (Mike Jeshiva)
26. Seveia (John Bopp)
27. Wind Dancer (Harry Pfister)
28. Sequester (Anthony Desimone)
29. Why Not (Unknown)

Above are the race results for the 2017 Bay Shore Invitational Racing season. They reflect the combined scoring for all of the scheduled races held on Tuesday nights in Bay Shore. The Bay Shore Invitational Season Championship was scored using the Low Point Scoring system. Boats are assigned points according to their place at the finish line, (1 point for first, 2 points for second, etc.). Boats that did not finish the race, did not start, retired, or were disqualified, receive a score equal to the total number of boats in the race +1 point. As you can see, it is to your benefit to participate in as many races as you can. The boat with the lowest total score wins.

Drumroll

Congratulations to Harry Manko and the crew of Full Circle for your first place finish. They sailed consistently fast throughout the season and participated in every race, a winning combination for sure. Well done and well deserved!

There were a total of 29 boats that participated this year. WOW! Thank you all for coming out to race. From the feedback we've been getting, it looks like next season may be even better. If you or anyone you know wants to race next year, please contact Gary or me so we can get you set up with the proper information.

Some of you have expressed interest in joining the South Bay Cruising Club. Throughout the year, the SBCC offers its members a full agenda of activities such as races, cruises, rendezvous, social and educational events. Joining the SBCC is a great way to enhance your sailing experiences on and off the bay while making new friends with similar interests. Please contact Gary or Ted for membership details. We'd love to sponsor you.

Although the official racing season is over, keep checking your e-mail for follow-up news, meeting information and the awards night get together. We are looking forward to seeing you all again real soon.

Ted and Gary

Homemade Boat Dehydrator

Need:

- Empty gallon container
- About 2 cups calcium chloride (such as Ice Melt)
- Cutting knife
- Panty hose or knee-high stocking
- Paper towels or drying cloth
- Scissors
- Small rubber band



Use your empty antifreeze container. Cut a 5" diameter hole in the side opposite the handle. Center of hole should be about 5" from container top. Wash out, clean, and dry container saving the cap. Cut the stocking from toe end to about 8" long. Fill cut stocking with calcium chloride (Ice Melt). Use the rubber band to keep the Ice Melt in ball shape. Place the Ice Melt stocking ball into container with the loose stocking end pulled through and around the top area. Pull stocking up as much as possible letting ball hang inside container. Screw on cap.

Adjust measurements and/or proportions as necessary.

Make several dehydrators. Leave in "damp "areas around boat for the winter.

Irene Novak

Note: Moisture in air will collect as "water" on container bottom as ball content absorbs and melts away. Best to check on container as you would any dehydrator. "Water" should not be closer than 1 ½ in. from hole bottom. If so, throw out and make a new dehydrator.

Facebook Guidelines

Rules for access to the SBCC FaceBook account has been relaxed a little to allow members, Friends of members, past members that have resigned in good status and non-members that are interested in sailing to either remain or join our FaceBook account. Advertising for non-club functions will not be allowed. The Board has approved the following rules as it relates to this Account.

- 1 Resigned Members, Active Members and their guest will be allowed to become members of the account. The administrator will just approve their joining and then monitor later. Not In Good Standing Members will not be allowed to re-join or stay a member of the FaceBook account. Verifying that they are an active member will no longer be done. However each person wanting to join will be checked that they are not a company looking for an account that it can use to advertise its services.
- 2 Non Member guest will also be allowed as long as they follow these rules
 - a. No advertising for their job or company
 - b. They must be interested in sailing or have some interest in the club that relates to our goals. Any violation and they will be removed and blocked from every joining again.
 - c. Topics that are not related to our goals.
- 3 The Administrator will allow anyone to join the group if the above two rules are followed. This can be done by reviewing the requester home page to see if they are just attaching for no good reason. Such as Company accounts, Sales persons any other company site.
- 4 Resigned members can stay on the account if they wish
- 5 Not In Good Standing members are removed when they records are archived in December.

This will reduce the administrators work from closely monitoring the account to just review for any major violations or other member complaints about the accounts content from specific people. The administrator will rely on members to spot violations and then send a complaint to the webmaster@sbccsail.org

Policy change was approved by the board in Oct 2017 meeting

Time on Adjusted Distance Scoring (TOAD)

A More Accurate Method for Scoring PHRF

How fortunate the one-design sailor is. They get to race against other sailors who are sailing that same model boat and class legal sails; their success depends not upon some arcane performance handicap number, but their ability as sailors.

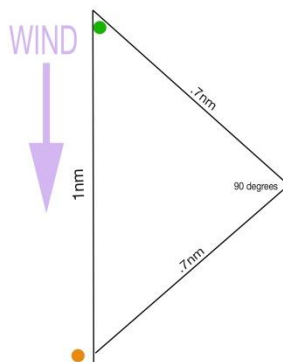
The cruisers and racers of SBCC must be content sailing under a performance handicap formula, or PHRF. Our handicapping authorities have done a great job providing handicap numbers for our fleet, but as accurate as they strive to be, there are factors that limit the efficacy of a boat's rating. This article avers that course shape is one of the more important factors.

The purpose of this article is to explain how unbalanced courses create erroneous results for a fleet of boats with widely disparate handicaps racing under PHRF, regardless of the use of scoring methods of time-on-distance or time-on-time. An alternate scoring is proposed, one that minimizes scoring error to nearly zero.

Time-On-Distance (TOD) scoring works pretty well, and when conditions are good and ratings are accurate yachts sailed well will display corrected course times that be equal. However, even with perfect sailing, perfect conditions, and perfect ratings a course that is not balanced will introduce large errors in a fleet populated by yachts with widely diversified handicaps. By balanced we mean half the course is a beat to windward and the other half is sailed dead downwind.

For TOD scoring an accurate distance is needed, but when sailing upwind a yacht actually sails a distance greater than the distance between the starting pin and the weather mark. Let's assume that each yacht, if sailed well, tacks within 90 degrees. This is not a bad assumption – take a look at your GPS track next time you are out.

In the 2nm windward/leeward course diagram below, a boat sailing the line shown will have traveled 2.4 nm. This is easy to figure out because it is a right triangle, and we already have a hypotenuse equal to 1nm. Solving for other two legs is easy enough using Pythagoras' theorem. Two boats sailing this course, having proper ratings will be scored correctly using TOD and a 2nm course distance.

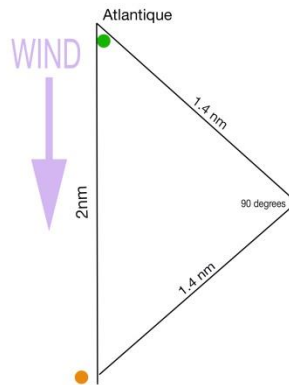


Please consider the table below. There are two boats in a race. Boat A has a handicap of 100, Boat B, 200. This is pretty representative of the type of range we have in our Club between boats in a regatta. The course distance is 2nm. For this windward/leeward course the actual distance upwind is 1.4nm as demonstrated in the diagram above ($.7\text{nm} + .7\text{nm}$), and the total course distance is 2.4nm. Both boats sail a brilliant race, and the slower of the two – the 200 handicapped boat – finishes 3 minutes and 20 seconds after the faster, 100-handicapped boat. Based on TOD scoring on the following page they tie the race.

TIME-ON-DISTANCE: WINDWARD / LEEWARD

TOD Distance	Actual Distance	Boat	HCP	Elapsed	Average Speed	TOD
2.0	2.4	Boat A	100	0:24:00	6.00	0:20:40
2.0	2.4	Boat B	200	0:27:20	5.27	0:20:40
					<i>Difference</i>	0:00:00

The above can happen in the real world, and TOD has been our scoring methodology for many years. In fact it is the basis of all of our pursuit races - the theory being that all boats sailed well should finish at the same time. Unfortunately, this is where it all falls apart, and not only for pursuit races, but also for any triangular course. Considering that all of our courses use government buoys as marks of the course it becomes all too clear that a yacht's performance based on its handicap will vary greatly from outing to outing. For example let's look at a pursuit race that from start to finish is 2 nm, but all directly upwind. The diagram below is a simplified Atlantique pursuit race.



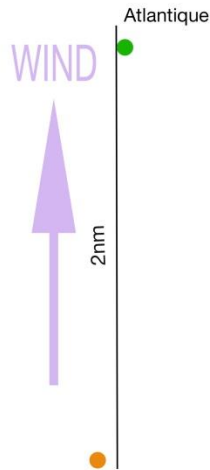
Yachts will start this race based on their handicap, and will expect that their finishes will be close to the other yachts in the race. However, you can see that the actual sailed distance is greater than a balanced windward-leeward course by another 4/10s of a nautical mile. Some boats will benefit and others won't. The table below demonstrates what happens.

TIME-ON-DISTANCE: ALL WINDWARD

TOD Distance	Actual Distance	Boat	HCP	Elapsed	Average Speed	TOD
2.0	2.8	Boat A	100	0:28:00	6.00	0:24:40
2.0	2.8	Boat B	200	0:31:53	5.27	0:25:13
					<i>ERROR</i>	-0:00:33

Boat A beats Boat B by 33 seconds. Can this course actually happen? It's rather extreme, but it is conceivable that a race can be sailed under such conditions.

The diagram and table below illustrates the “all-leeward” scenario.



TIME-ON-DISTANCE: ALL LEEWARD

TOD Distance	Actual Distance	Boat	HCP	Elapsed	Average Speed	TOD
2.0	2.0	Boat A	100	0:20:00	6.00	0:16:40
2.0	2.0	Boat B	200	0:22:46	5.27	0:16:06
					<i>ERROR</i>	0:00:34

Boat B beats Boat A in the above scenario. Would our fleet ever find itself racing in an all reach race? Actually, it’s all too common particularly considering racers in a pursuit race are at the mercy of the wind direction and course. Perhaps Time-On-Time scoring would work better? Let’s see.

The table below shows the same boats racing the same courses, but scored under TOT. This method ignores course distance. The “B Factor” is an adjustment for wind speed and course shape. (TOT will show slightly different corrected times than TOD so adjustments were made to the base case to allow for difference. Readers are invited to visit phrfne.org/page/handicapping/timeontime for a better explanation of this scoring method).

TIME-ON-TIME: WINDWARD-LEEWARD (B Factor=550)

TOD Distance	Actual Distance	Boat	HCP	Elapsed	Average Speed	TOT
2.0	2.4	Boat A	100	0:24:00	6.00	0:24:00
2.0	2.4	Boat A	200	0:27:41	5.27	0:24:00
					<i>Difference</i>	0:00:00

TIME-ON-TIME: ALL WINDWARD (B Factor = 600)

TOD Distance	Actual Distance	Boat	HCP	Elapsed	Average Speed	TOT
2.0	2.8	Boat A	100	0:28:00	6.00	0:26:00
2.0	2.8	Boat A	200	0:31:53	5.27	0:25:54
					<i>ERROR</i>	0:00:06

TIME-ON-TIME: ALL LEEWARD (B Factor = 480)

TOD Distance	Actual Distance	Boat	HCP	Elapsed	Average Speed	TOT
2.0	2.0	Boat A	100	0:20:00	6.00	0:22:25
2.0	2.0	Boat A	200	0:22:46	5.27	0:21:46
					<i>ERROR</i>	0:00:39

You will see than under the “All Windward” scenario the error is greatly reduced. Under the more likely “All Leeward” scenario the error is exacerbated. Therefore, we conclude that TOT is not the solution.

TOAD

What is needed is a methodology for determining true course distance, and applying TOD scoring using this number. Once the course distance is known, we apply standard TOD calculations to create Time-On-Adjusted-Distance corrected finishes, or TOAD. The results eliminate the errors associated with sailing unbalanced fixed courses or triangular courses designed around government buoys. The table below uses the same data from the original TOD table, but corrects the distance based on the course shape.

TOAD - Time on Adjusted Distance

WINDWARD / LEEWARD COURSE

TOD Distance	Actual Distance	Boat	HCP	Elapsed	Average Speed	TOAD	
2.0	2.4	Boat A	100	0:24:00	6.00	0:20:40	
2.0	2.4	Boat B	200	0:27:20	5.27	0:20:40	
	0.833	DISTANCE RATIO				Difference	0:00:00

ALL WINDWARD COURSE

TOD Distance	Actual Distance	Boat	HCP	Elapsed	Average Speed	TOAD
2.3	2.8	Boat A	100	0:28:00	6.00	0:24:06
2.3	2.8	Boat B	200	0:31:53	5.27	0:24:06
2.3 = ACTUAL DISTANCE * DISTANCE RATIO .83					Error	0:00:00

ALL LEEWARD COURSE

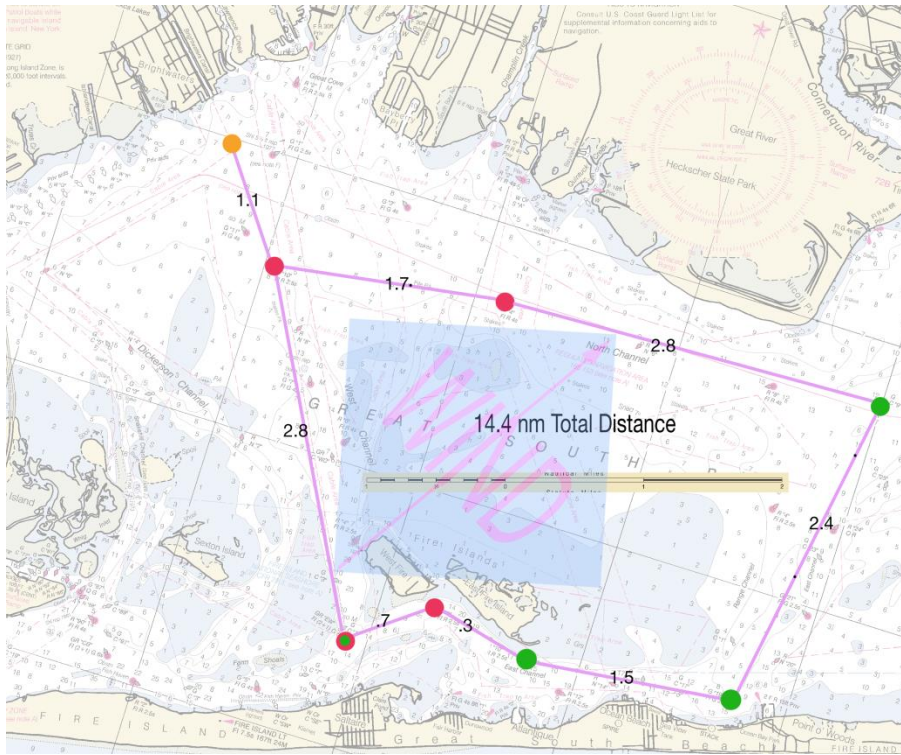
TOD Distance	Actual Distance	Boat	HCP	Elapsed	Average Speed	TOAD
1.7	2.0	Boat A	100	0:20:00	6.00	0:17:13
1.7	2.0	Boat B	200	0:22:46	5.27	0:17:12
1.7 = ACTUAL DISTANCE * DISTANCE RATIO .83					Error	0:00:01

The distance ratio of .83333 is found by dividing the straight-line distance of the course by the actual distance sailed. In the windward/leeward case above we divide 2 by 2.4 to get .83. This will always be the ratio for a windward/leeward course. All we do is multiply the actual distance in the other two scenarios to get the true TOD distance needed to calculate corrected times.

REAL-RACE APPLICATIONS

So long as the course is a true windward/leeward shape there will be no error. Our race committees seldom have the opportunity to design a balanced course using government buoys, and it is practically impossible to sail balanced courses for races like West Island and Foulke. In fact the option to sail the West Island race in either direction makes it absolutely impossible. The solution is to find the true course length.

Case #1: West Island Course With a Southwest Wind Direction



Under the above situation there is no proper beat to weather if boats travel counterclockwise. If scored under TOD, Boat B would beat Boat A by 4 minutes, even though on a balanced 14.4 nm course they would correct out evenly.

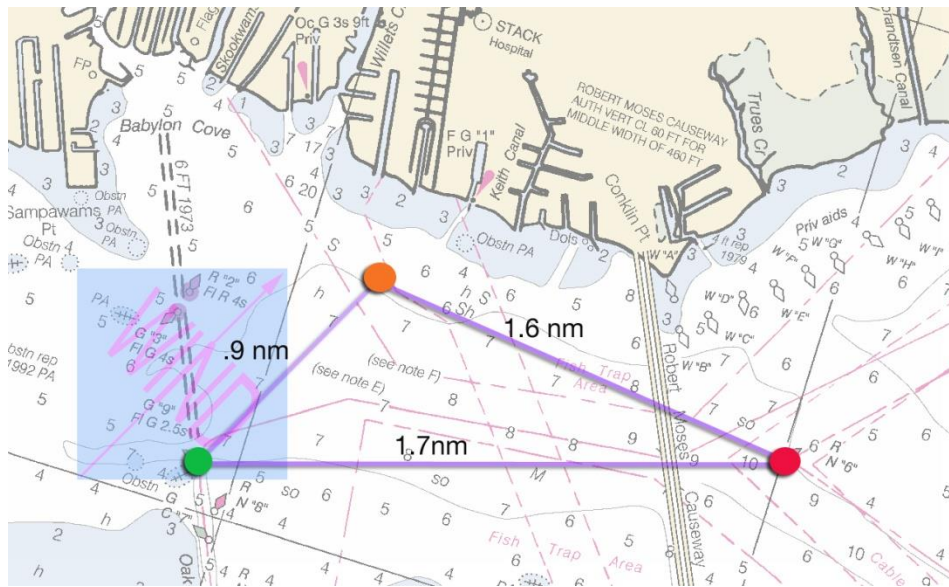
WEST ISLAND (If Windward/Leeward)

TOD Distance	Actual Distance	Boat	HCP	Elapsed	Average Speed	TOD
14.4	17.3	Boat A	100	2:52:40	6.00	2:28:40
14.4	17.3	Boat B	200	3:16:40	5.27	2:28:40
					<i>Error</i>	0:00:00

WEST ISLAND (Actual)

TOD Distance	Actual Distance	Boat	HCP	Elapsed	Average Speed	TOAD
14.4	14.4	Boat A	100	2:23:53	6.00	1:59:53
14.4	14.4	Boat B	200	2:43:53	5.27	1:55:53
					<i>Error</i>	0:04:00

Case #2: Babylon Twilight Triangular Course



The above shows a typical triangle course that has been used many times over the years. The course length is 4.2 nm, and we would use this number to calculate corrected times. Now please look at the tables listed below. The first shows what corrected times would be under a balanced windward/leeward course. The second show the error produced because the actual course is a triangle. Boat B gets a 40 second advantage because the course is skewed more towards off-wind sailing. Lastly, look at the third table. By measuring the actual course sailed and multiplying this number by .833 we get 3.8 nm as the new distance. This number resolves the error.

Babylon Course (If Windward/Leeward)

TOD Distance	Actual Distance	Boat	HCP	Elapsed	Average Speed	TOD
4.2	5.0	Boat A	100	0:50:25	6.00	0:43:25
4.2	5.0	Boat B	200	0:57:25	5.27	0:43:25
					<i>Difference</i>	0:00:00

Babylon Course (Actual)

TOD Distance	Actual Distance	Boat	HCP	Elapsed	Average Speed	TOD
4.2	4.6	Boat A	100	0:45:36	6.00	0:38:36
4.2	4.6	Boat B	200	0:51:56	5.27	0:37:56
					<i>Error</i>	0:00:40

Babylon Course TOAD

TOAD Distance	Actual Distance	Boat	HCP	Elapsed	Average Speed	TOAD
3.8	4.6	Boat A	100	0:45:36	6.00	0:39:16
3.8	4.6	Boat B	200	0:51:56	5.27	0:39:16
					<i>Error</i>	0:00:00

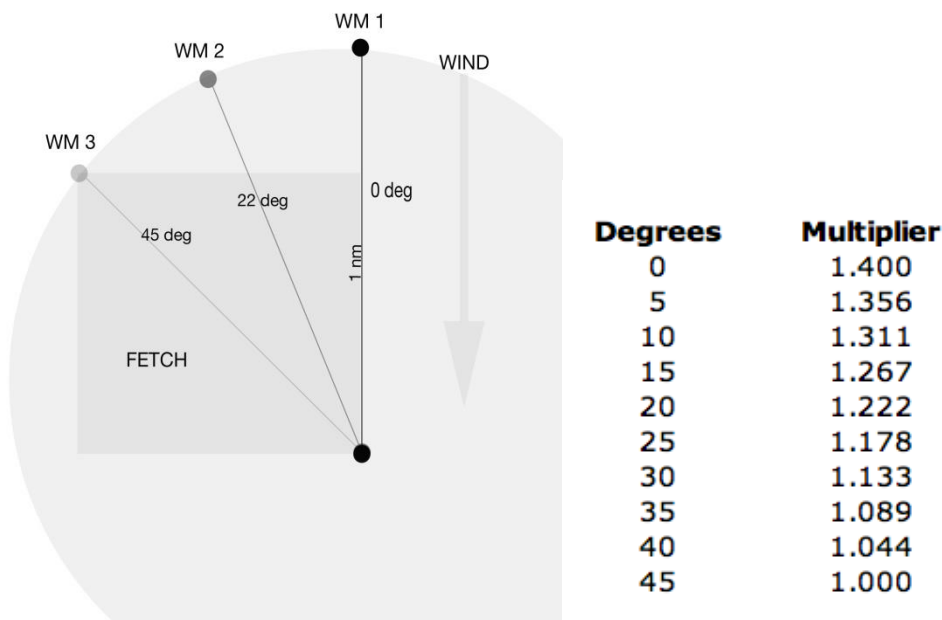
Conclusion

PHRF ratings for boats are compromised when a course does not have equal windward and leeward legs. Because we race around government buoys, or to destinations there is no practical way to consistently design balanced courses. While TOAD adds another level of complexity to the scoring process, the errors created by course selections are nearly eliminated.

Appendix

When trying to set a proper course issues can arise when squaring the starting line up to the wind and the top mark. A few degrees off left or right won't change the distance of the upwind leg all that much, but a difference greater than 5 degrees will affect the distance sailed and will add to the corrected time error of a boat racing with disparate handicaps. What is needed is an accurate method for determining the distance of a windward leg.

The chart below shows three 1nm beats to weather. WM 1 is directly upwind and will produce a sailed distance of 1.4nm. As the weather mark is moved either side of the directly to windward this distance is reduced, and with the weather mark at WM 3 become 1nm. At this point boats will be able to "fetch" the weather mark in one tack. At WM 2 the distance will be reduce to 1.2nm. The table to the right provides a distance multiplier for each 5-degree increment.



* * *

Please feel free to e-mail me with any questions

Harry Manko (hmanko@aol.com)



Boatyard Party

Hospitality

WOW! 144 people attended the Boatyard Party. Not a single no-show, and a dozen walk-in's! Although I think 4 of them were people I forgot to get on the list! Fantastic job everyone. Thank you ALL for all your help. Special shout outs for Jerry for hauling ice, Fred G. for hauling the coffee truck and clam chowder, Nancy for clam fritters, Pam for Corn Chowder and manning the soup pots throughout the day, Timmi for Brunswick Stew and added food back up, the dynamic duo of Laurie and Barbara at the Toddy table, Larry for being the hot dog man, Irene for taking charge of the dessert contest, and the Pizer duo at the door, who managed to keep all the accounting correct, while making reservations for RV's, directing traffic to the food pantry and taking pictures all at the same time! For everyone for helping to set-up, arrange tables and chairs, opening wine, etc., etc. etc. To all those that made desserts, and congrats to our winners!

A separate shout out to the Salty Dogs for supplying such great music for our event!!!!

So many hands make light work. These parties are a breeze to run thanks to all the members of this committee that make everything just "happen"! Someone asked me the other day how we deal with all of this; so much prep and so much work. Except that it isn't, and it is fun.... thanks to all of you! Our planning meetings are fun and productive; it makes everything organized and run smooth and so many things "just happen"..... because you all jump in and make it so!!!! It makes everything easy and it all comes together.

Moving forward to our last party of the year the Holiday Party is December 9th at the Unqua Corinthian Yacht Club.

Thanks everyone!

Fred and Mara

Rendezvous Favorites

Many have asked for this recipe that was served at several of our recent parties. Easy to make, lasts a long time, one of my favorites! ~ Mara

Curry Dip

1 PT. mayo

3 TBS. chili sauce

1 TBS. curry powder

1 TBS. garlic powder

1TBS. grated onion, with juice

1 TBS. Worcestershire sauce

1/4 tsp. salt

1/4 tsp. pepper

Mix all together and chill. Will keep indefinitely in the refrigerator. Especially good with raw vegetables or shrimp.

Sooo...where were we?

Ah yes! It's pumpkin season again! This marvelous fruit is one of the best things about autumn. The pumpkin's versatility allows us to enjoy dozens of recipes that span from soups and bisques, to breads and pies, to lattes and martinis! Savory Pumpkin Muffins are a twist on the classic pumpkin muffin recipe, revisited to become an appetizer.

Savory Pumpkin Muffins with Goat Cheese Cream

Ingredients for the Muffin:

1 lb. oven roasted pumpkin or butternut squash
4 eggs
1 tblsp whole milk
4 oz. Grated parmigiano cheese
Grated nutmeg to taste
Rosemary
Olive Oil

Ingredients for the Goat Cheese Cream:

6 oz goat cheese, softened at room temperature
1/2 cup of light whipping cream
White Pepper to taste
Grated Nutmeg to taste

Cut a small pumpkin or butternut squash into slices approximately 1" thick. Place them on a cookie sheet covered in parchment paper. Do not overlap the slices. Sprinkle with salt, pepper and grated nutmeg. Drizzle olive oil over the slices and cover with tin foil to prevent the slices from drying out while in the oven. Bake in a preheated 450 degree oven until tender.



While the pumpkin is baking, prepare the goat cheese cream.

In a bowl, whip together the light cream, goat cheese, white pepper and nutmeg. Refrigerate until ready to use. Once the pumpkin is cooked, remove from the oven and allow to cool.

In a mixer, add the cooled pumpkin, the eggs, milk, grated parmigiano cheese, and grated nutmeg to taste. Mix until well blended and puréed.

Butter the ramekins or large muffin tins well. Fill them to about 2/3 full.

Place ramekins in an oven pan and add water to the pan about 1/2 way full.

Bake in 350 degree oven until Muffins are golden brown.

Once cooked, carefully remove the Muffins and glaze with the goat cheese cream.



Serve warm or at room temperature.....and enjoy with a good glass of red wine!

Rigging Locker



1971 Pearson 35.
Hard dodger, radar,
GPS, autopilot,
Hot and cold water, refrigerator,
Almost new diesel, all kinds of "stuff".

Trying to find a caring owner.
At 6 1/2 tons, this is not your first boat.
If you can't fix it, you shouldn't have it!

\$5000 firm.
Don at gardner7@optonline.net.

COUNTERPOINT- (1979 Pearson 365, ketch)

Second owner. First owner took all options that Pearson had available. Very well equipped,

- SAILS (5) in great condition,
- many accessories, significant upgrades, great operating condition,
- Engine rebuilt in 1990's, approx. 1500-2000 hours since.
- Transmission rebuilt 2008.
- Windlass added...2014. Added 120' more chain 2016.
- Upgraded alternator with smart regulator.
- New Refrigeration in approx. 2010. New dodger 2015, 2 complete cockpit awnings (if you can figure out how to rig them)
- New Seacocks 2017,
- 7 Jack Stands, CNG stove and oven. Maintenance records and full inventory available (if I can remember where I put them.)

In storage for the winter at Bayport Marine

Price: \$27,000. No discount for those over 83 YO (There are none of those who are interested).

Full specs; http://sailboatdata.com/viewrecord.asp?class_id=1720

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10' Sailing Dinghy

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5'3" Beam **Like New used one season**
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Shoal draft w/CB and kick up rudder. Draws less than 2'. 2003 Yamaha 8 HP high thrust electric start. Designed by Chuck Paine and built to a high standard by Morris Yachts. Nice sized galley/sink area to the starboard and full sized chart



table to the port. Five opening bronze ports with screens and screened dodger. The boat was refit in 2011, including bottom job, awl-gripped decks, house and cockpit, and non-skid gel-coat. Danforth anchor and rode, interior and cockpit cushions, VHF. A yard trailer is also included. This boat is in excellent sail-away condition. "Egret" is located in Bayport, Long Island, New York. **\$11,499.** For more information please contact the owner, Dave at 631-807-1383. Email: DPurnhag@Optonline.net ; Additional photos can be viewed on

<https://baytripper.smugmug.com/EgretForSale/>

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