



From the Masthead

SOUTH BAY CRUISING CLUB

May 2024

FROM THE HELM

Scott Gesele commodore@sbccsail.org

As our annual preparations are winding down, we have much to look forward to as the season kicks into high gear. We're at that time when our fleet has either splashed or that day is quickly approaching. These tasks can seem overwhelming at times, but I'll always remember a conversation a few years back during our One-week cruise. It was the perfect day: temperatures in the upper 70s, sunny with the occasional cloud, and light air. We were relaxing in the surf at Sailors Haven and all agreed it takes effort and resources to keep our boats seaworthy but it's moments like this that make it all worth it. Those who have never experienced the satisfaction of playing in the ocean, going back to their own boat (or home, as the Fredericks have referred to *Cambria*) and getting together with good friends on the dock for snacks, refreshments, and a good time will never know what they are missing.

After what felt like a never ending marathon, our winter tasks have been completed and *Haven* is ready! In fact, I am composing this article's first draft on a chilly evening in Hemlock Cove in advance of our rendezvous season. Wendy and I took an extended weekend for a shakedown cruise and to "finalize" the settings and configuration of *Haven's* electrical and electronics updates. I remember when depth was displayed on a sounder referred to as a "flasher" and LORAN-C was the high tech upgrade for the winter. Now it's a laptop, USB adapters and Bluetooth to set charging profiles to align with the chemistry of our batteries. Times have changed.

While we look forward to the warmer weather, there will be times when we'll miss these cool, clear, crisp evenings on the hook when staying comfortable is simply adding another layer of clothes and an additional blanket to the berth. Another plus is no green flies or mosquitoes!

Our hospitality team did a great job with our first party of the year. The Spring Party was held at the Bay Shore Yacht Club on April 13 with approximately 75 new and veteran members enjoying the day after the winter break. Yearbooks were distributed to all who attended; thank you Jay Pizer and the yearbook committee for producing another masterpiece!

Our final pre-season Programs seminar was a success with Rear Commodore Duncan Burns' and Governor Jeff Mattera's excellent presentation *Basic Racing, Cruising and Rafting Up* at the West Islip Library on Sunday, April 28. I was pleased to see not only SBCC cruisers and racers, but also members of the general public attending. Duncan deserves credit for getting our name out there in the community and generating interest in our club.

Our first rendezvous is in the history books. We had over twenty five members attend in Bellport for a chilly and windy afternoon in Bellport. Great job Michele and Sandy!

Regatta will kick off the racing season with the annual Spring Race to Atlantique on May 18th and it will coincide with our Spring Family Weekend rendezvous. I'm looking forward to seeing our racing and cruising communities get together for the afternoon at Atlantique.

In addition to the upcoming rendezvous and races, the official start of the 2024 sailing season will commence on Sunday, June 2nd with Commissioning Day at the Bay Shore Yacht Club. This is always a good time as we have our traditional barbeque, peruse the SBCC swag offered at the SBCC store (also open 24/7 online), and see friends we have missed during the off-season. When you receive the electronic invitation, please be sure to RSVP by the due date so the hospitality team can plan appropriately.

That's all for this month, I look forward to seeing you at Commissioning Day and out on the water!

Upcoming Events

- May 11—Spring into the Season RV at Hemlock Cove, hosted by the Geseles
- May 18—Spring Family Weekend RV at Atlantique, hosted by the Smiths
- May 25—Picnic in the Park RV at Bellport, hosted by the McCarthys

FROM THE FLEET CAPTAIN**Joe Werkmeister**

We held our final Two-Week and One-Week cruise meeting on April 6th. Jay and Stephanie Pizer have put together an excellent presentation detailing the cruising itinerary for the two weeks. If you plan to attend the two-week cruise and have not made your intentions known to Jay and Stephanie, please do so as soon as possible. They will then forward you the .pdf planning files for the cruise. As for the One-Week cruise, we have decided to visit Sailors Haven on Monday and Tuesday (August 19-20) and Atlantique on Wednesday and Thursday (August 21-22). It is strongly recommended to make reservations for Sailors Haven as soon as possible. Reservations for Atlantique open up on July 15th. I will send a reminder out a few days prior to the 15th. As of now, the itinerary for the entire week is as follows:

- ✿ Friday 8/16—Early arrival for the rendezvous on Saturday. Happy hour rendezvous aboard *Aurora*.
- ✿ Saturday 8/17—Margaritaville rendezvous at Great River hosted by our Commodore Scott Gesele and his first mate Wendy aboard *Haven*.
- ✿ Sunday 8/18—Cruise to Bellport Bay (Boats may choose to stay in the River until Monday)
- ✿ Monday 8/19—Cruise to Sailors Haven
- ✿ Tuesday 8/20—Lay day at Sailors Haven
- ✿ Wednesday 8/21—Cruise to Atlantique
- ✿ Thursday 8/22—Lay day at Atlantique
- ✿ Friday 8/23—Cruise to Hemlock Cove
- ✿ Saturday 8/24—"Halloween in August" rendezvous hosted by the Frederick family aboard *Cambria*.
- ✿ Sunday 8/25—End of One-Week cruise sail home. (Perhaps Mimosas and Bloody Marys aboard *Aurora* after breakfast)

I have previously sent an email with an attachment file for signing up for the One-Week Cruise. If you plan to attend any portion of the cruise please access this link to indicate your intentions. [One-Week Cruise Tracker](#)



UPDATED 2024 RV SCHEDULE

	2024	Theme	Member	Boat Name	Location	Notes
1	May 4-5	New Member	Sandy Carlberg and Michele Jaeger	N/A	Bellport	
2	May 11-12	Spring into the Season	Geseles	Haven	Hemlock Cove	
3	May 18-19	Spring Family Weekend	Smiths	Sailsmith	Atlantique	
4	May 25-26	Picnic in the Park	McCarthys	Bleu Moon	Bellport	Memorial Day May 27th
	June 1-2	Commissioning Day - No rendezvous				
5	June 8-9	Take Me Out to the Ball Game	Joe Werkmeister and Christina Pietras	Aurora	Great River	
6	June 15-16	TBD	Andersons	At Last	Hemlock Cove	
7	June 22-23	Saturday Night Fever	Jean Sidebottom	Esprit de Mer	Coast Guard Cove	
8	June 29-30	Saturday in the Park	Grecos	Tanzanite	Bellport	June 28th -Start of the Two-Week Cruise
9	July 6-7	Red, White, and Blue	Jackie Scoglio and Mike Quinn	Other Plans	Great River	Two-Week Cruise
10	July 13-14	Catalina Wine Mixer	Ian Holmacher and Chris DeMarco	Wonderlust/Bomche	Hemlock Cove	Two-Week Cruise
11	July 20-21	Christmas in July	DeSimones	Extravagant Promises	Great River	
12	July 27-28	Pirates	Margesons	Shadow	Hemlock Cove	
13	Aug 3-4	TBD	Jeff Mattera	Eagles Wings	Great River	
	Aug 10-11	8/10 - The Blast - No rendezvous				
14	Aug 17-18	Margaritaville	Geseles	Haven	Great River	Start of One-Week Cruise
15	Aug 24-25	Haloween in August	Fredericks	Cambria	Hemlock Cove	
16	Aug 31-Sept 1	Carnivale	Pizers	Rising Tide	Coast Guard Cove	Labor Day September 2nd
17	Sept 7-8	Old Fashioned Picnic	Novaks	Summer Home 11	Bellport	
18	Sept 14-15	TBD	Margesons	Shadow	Unqua	
19	Sept 21-22	TBD	Troys	Fun Sway	Oak Island	High tide at noon
20	Sept 28-29	TBD	Pizers	Rising Tide	Coast Guard Cove	
21	Oct 5-6	TBD	Grottolis and VanTassels	Floriana/ Margaret Gale	Great River	
22	Oct 12-13	Fall Family Weekend	Moran	Whisper	Atlantique	Columbus Day 10/14
23	Oct 19-20	Oktoberfest	Bernichon	Windswept	Watch Hill	

East Locations Bellport, Great River, Watch Hill, Sailors Haven

West locations Hemlock, Coast Guard Cove, Oak Island Lead, Sore Thumb, Unqua Heading (Early or Late season only)

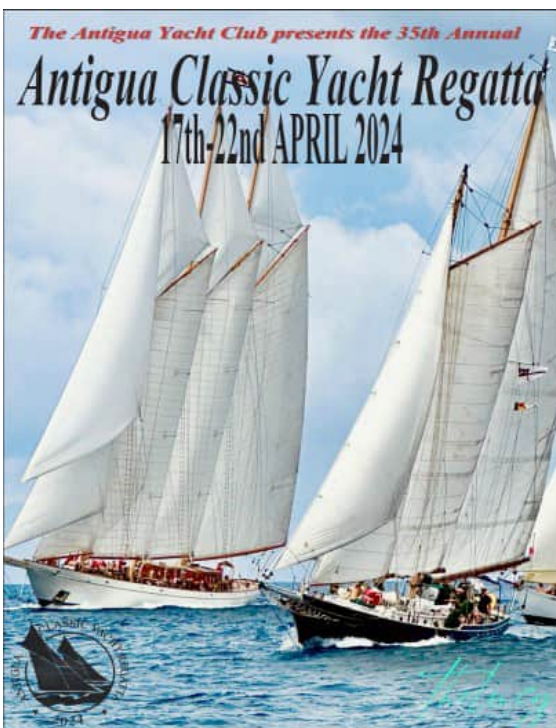
Middle location Atlantique

FROM THE WELCOMING COMMITTEE**Michele Jaeger and Sandy Carlberg**

[By your MH editor] We had our first RV of the year, and in SBCC tradition and style it was the New Member RV at Bellport, hosted by Sandy and Michele! We (The Fredericks) were unable to attend this year, but by all reports it sounds like the weather was “consistent” with what we’ve seen over the last several weeks. I was going to photo-shop out the blankets and winter coats, but even my superpowers have limits. It sounds like it was good fun all-around, and our official RV season has begun!

**SCUTTLEBUTT****Jeffrey Frederick**

Reminder: GSBYRA is having their annual spring party next Friday, May 10, starting at 1800 at the Moriches Yacht Club. If you want to attend please RSVP to Regina Soto at rlind3805@yahoo.com or (631) 578-2984 (text preferred) by Sunday, May 5. The cost is \$40pp with a cash bar.



Sighted: Our very own Charlie Margeson somehow managed to beg, cheat, or lie his way onto the classic wooden yacht *Bolero* for some shakedown sailing and/or racing in the Caribbean last month. I should say, it was *BOLERO*! And it was the Antigua Classic Yacht Regatta, so we expect a full report in a future masthead!



STGSB CREEK DEFENDER PROGRAM**Joe Werkmeister**

I would like to extend a big thank you to the following Club members that have participated in the Creek Defender events: Donald Sweeney volunteered at the Blue Point clean-up, Charlie Becker volunteered at the Bay Shore clean-up, and Cindy LaValle and Mike Janoska volunteered at the Patchogue and East Patchogue clean-ups. Lastly, I would like to thank Club member Andy Mirchel, who is the Director of the Great South Bay Oyster Project. In addition to his extensive work towards the repopulation of oysters in the Bay, Andy volunteers at many of the Creek Defender clean-ups. This year, I was "promoted" to Co-Creek Defender for the East Patchogue location and was very excited to have had nearly 50 volunteers participate. Several volunteers collected trash from kayaks and paddle boards and the group fanned out to several locations to accumulate lots of trash that had the potential to end up in the Bay. We were supported by Starbucks who were represented by their District Manager and one of their store managers. They provided coffee, hot chocolate and pastries for all! The East Patchogue photo credit goes to Steve Borghardt of Steve Borghardt photography.



Donald Sweeney at the Blue Point clean-up



This volunteer put her paddle board to great use to come in with this impressive haul!

**The East Patchogue clean-up crew**

The haul from the East Patchogue clean-up (left) and a young volunteer salvaging a center board for his Scout project!



FROM THE REGATTA CAPTAIN**Charlie Margeson****Regatta Committee Report**

What a great turnout we had for our pre-season Skippers Meeting on April 7th. There were 36 attendees, both SBCC & non-SBCC racers, and we filled the room. Ted & Gary assisted in presenting our season updates for the Tuesday night BSIR & Thursday night Babylon Twilight series races and PHRF Handicapping.



Jim Reichel then gave his tips for improving your racing. He exhibited the current sophisticated electronics used by current big time racers and explained much of this new technology. He also provided some valuable observations & suggestions for us Great South Bay buoy and beer-can racers.

Some key takeaways:

- 1) Start on time! Each second late is equal to 8 ft of boat length, assuming a boat speed of 6 knots. Use a 5 minute timer, plan your approach and hit the line at speed if possible.
- 2) Know the course—have a pre-start game plan and stick to it. Use your chartplotter or GPS and watch your velocity made good (VMG). Always focus on your most efficient course to the next mark.
- 3) Be aware of other racers—watch for other boats locations and wind shadows, especially downwind.
- 4) Check weather apps—they provide constantly updated information on current wind conditions.
- 5) Get/keep crew—Consistent crew is a big factor in racing. Constant communication and knowing what your crew is capable of will help keep your boat moving at speed. Encourage open communication; both positive and negative feedback to and from the skipper is critical. This kind of rail-chatter is especially helpful for new crew members.

My thanks to Jim & Will Reichel for providing a very informative presentation.



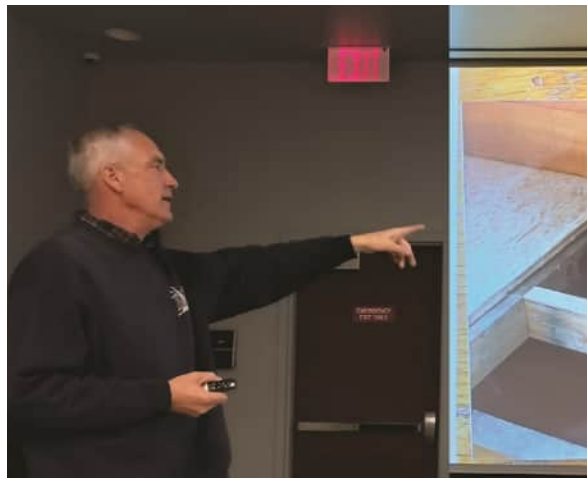
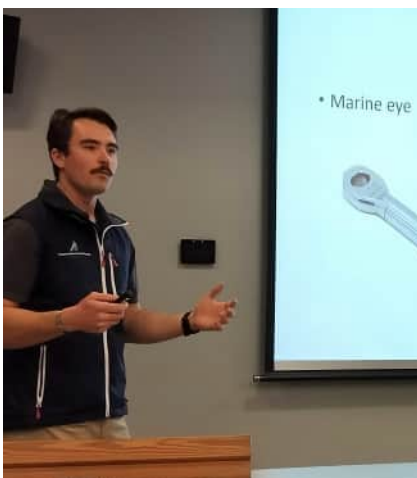
Our racing season begins on Saturday, May 18. Join Eric Winberry (RC) for our Spring Race to Atlantique. See the Notice of Race on our SBCC racing website for details. It's a great excuse for a weekend shake-down sail and enjoy a walk to the beach.

On Tuesday May 28th we begin the ever-popular Tuesday night BSIR series. The Thursday night Babylon Twilight series will start June 6th. See the regatta calendar in the yearbook and on our racing website.

Lets get those boats in the water and we'll see you on the bay!

FROM THE PROGRAM COMMITTEE**Todd McCarthy**

I want to thank Ian Holzmacher and his father Roger who gave informative power point seminars on Sailboat Rigging and Wooden Boat Building and Repairs. Ian passed around samples of rigging failures he has come upon during his sailboat repair service and explained how they can be prevented. Roger Holzmacher showed pictures of a flat bottom rowing skiff, and other wooden boat repairs he has made over the years. There were about 40 people in attendance, including Ian's grandfather who was also involved in the marine industry. Members had plenty of time to catch up during the breaks. Special shout out to Jeff Mattera who made home made brownies, and Pam McCarthy who made an Irish soda bread. Coffee, tea, and sandwiches were also available.



The Racing and Cruising Seminar was held April 28 at the West Islip Library. Rear Commodore Duncan Burns led the charge with some basic sailing terminology and then into the finer points of sail trimming, and what you should be doing when getting ready to start a race. Duncan also had ordered some basic sailing books for newer members to learn more from. He then went over some basic tips on cruising, especially about watching your depth in the Great South Bay.

Governor Jeff Mattera followed up with some Rafting and Rendezvous procedures and etiquette.

Both talks were illustrated with a power point presentation.

We had a break about half way through, refreshments were served, about 30 people were in attendance, and there were some prospective new members too! Membership Chairperson Pam McCarthy also received one new application for membership to SBCC.



The programs Duncan Burns has spearheaded this season, along with Barbara Burns and Jeff Mattera have been excellent technical instruction for all in attendance. By offering this seminar as an "open invitation" they have continued to drive interest in cruising and racing, along with new SBCC membership interest!

FROM THE HOSPITALITY COMMITTEE**Jean Sidebottom and Susan Moran**

The first Hospitality Committee event, the Spring Party, was held at the Bay Shore Yacht Club on April 13th with a great turnout of 76 members. The committee provides the food for this event – appetizers and small plates, desserts, and drinks – which makes for a super-yummy event! Bartenders Sandy Carlberg and Michele Jaeger whipped up a specialty drink, the South Bay Craft Cocktail, in keeping with SBCC tradition. The first general meeting of the year was held and members got to connect with the new Flag Officers and committee chairs. Next up will be Commissioning Day on Sunday, June 2nd, also at the Bay Shore Yacht Club. We will have some serious grill masters showing their skills at the barbeque. Hope to see everyone there!



FROM THE HOSPITALITY COMMITTEE**Jean Sidebottom and Susan Moran****SPRING PARTY
2024****SBCC 2024 Party Schedule**

Commissioning Day – Sunday, June 2nd, 12 - 3 PM,
Bay Shore Yacht Club

The Blast – Saturday, August 10th, 11:30 – 3:30 PM,
Captain Bill's, Bay Shore

Boatyard Party – Saturday, November 2nd, 12 - 4 PM,
Coastal Yachting & Marine (aka Cook's)

Holiday Party – Saturday, December 14th, 6 - 10 PM,
Shandon Court, East Islip



PLAY HARD AND STAY SAFE: Safety on the Bay on the Boat

Compared with land-based sports, sailing is relatively safe sport regarding injury, but it's not without risk. An online survey by Nathanson, Baird & Mello (2010) in Wilderness and Environmental Medicine showed the most common sailing injuries and their sources. The top three injuries for keelboats: leg contusions, knee contusions and leg lacerations. These were caused by "trip/fall" accidents, being "hit by an object" and "getting caught in the lines". Below are some ideas for avoiding these and other accidents. Many of these suggestions are common sense, things you might expect everyone to know, but they are here as reminders.

Reduce "Trips" into the Cockpit—or the Drink: Take the winch handle out of the winch when it's not in use, and stow it securely. This will help avoid crew tripping over it or getting clothing or PFDs snagged by it. With just a couple of crew members on a calm day, it's perhaps less risky to keep the handle in the winch, but when things become "excited" on board, it's more likely to present a trip hazard. This may be contrary to what some racers prefer, but it is a safer practice.

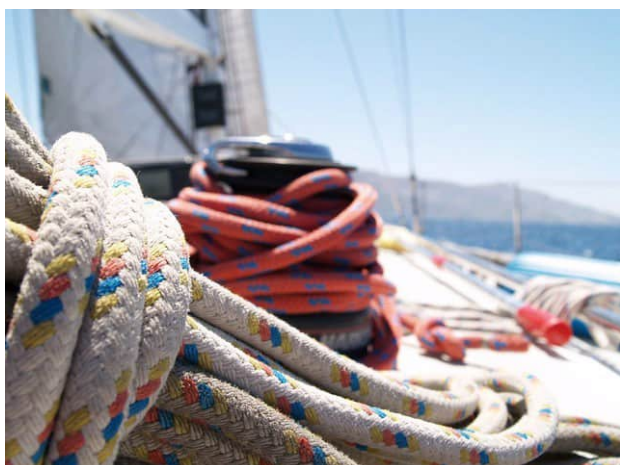
Watch Those Stairssssssss: When under way, descend the cabin stairs facing the stern. That way there will be something to hold on to if it's rough or you run aground, and the boat lurches or jerks when you just happen to be on the steps. You may avoid being flung forward onto the cabin floor.

Count Your Steps: Count the number of steps on the cabin ladder/steps. It's not uncommon for some of us to be on a number of different boats over the course of a season, each of which may have a different number of companionway steps. Memorize the number of steps down to the cabin and say them aloud (or at least in your head) as you descend. In a hurry it's very easy to forget whether the boat you're on has three, four or more steps. This can make a big difference if you're thinking it's three but it's four.

Watch the Boom and Other Things: Warn newcomers about the "boom". Explain when and how the boom is likely to move, and be sure they know to duck. Remember that even old salts can get hit in the head with the boom. Also, explain to newcomers in advance that the boat is going to heel—that it's supposed to—and that, generally, it's better to be on the up side than the down side. Encourage traveling on the windward side to move from cockpit to bow. Hold on to hand rails, etc., when moving around. And don't be too proud to crawl along the deck if it's safer.



Location, Location, Location: With guests on board, be sure they all know where everything is. Start with an orientation. Show guests or extra crew the location of your fire extinguisher, flares, first aid kit, Swiss Army or other strong knife, lifesaving equipment such as a throw ring (be sure it's tied to the boat), and where and how to stow sail ties when underway (so they don't wind up on the cabin floor and trip someone). Let them know the location of the battery on-off, how to shut off fuel and electric, which VHF channel to use in an emergency and how and when to use the MOB button. Is it going a bit overboard to suggest holding a MOB practice? The US Sailing website details a MOB protocol at <https://www.ussailing.org/news/man-overboard-recovery-procedure/>

PLAY HARD AND STAY SAFE: Safety on the Bay on the Boat, cont'd

Stop the Spaghetti: Keep sheets and lines from being strewn about, especially in a fast-paced race or when cruising in high winds. It's easy to step into that pile of spaghetti and get a foot or ankle caught. Stow unused lines and coil/flake sheets to keep them free and your feet clear.

Avoid Slippery Soles: Although the top of sailing shoes may seem to last season-to-season, that's not always true for the soles. Soles may harden over time and lose their gripping ability, making for a slip hazard on deck, one that's even worse when the deck gets wet. Sailing sandals carry the risk of

getting caught on things that stick out—like cleats, hatch cover edges. Solution: Ordinary sneakers with a foam-like sole (such as Sketchers) may be just fine for the boat—they're lightweight, grip well whether wet or dry, and they dry fairly quickly. Going barefoot on deck presents an obvious risk for toe/foot injuries while underway.

Don't Dangle: Necklaces, scarves, rings and dangly things are all potential snag targets, in the winches, stays, cars, and so many other spots we wouldn't even think of—until we get snagged. I once saw a woman (who was a very good sailor) get the string tie ends from her broad-brimmed hat caught in the jib sheet around the winch during a race. She had the hat tied around her neck with the tie ends dangling, and was in the process of choking herself while winching in the jib, until someone else saw and intervened. If you have long hair, keep it tied back or tucked through your hat. Another person, with long hair, caught their hair in the centerboard lines on a Flying Scot and had a tough time pulling their hair out of the mechanism. Have you ever gotten the open end of a sailing glove finger caught on a small cleat? Expect the unexpected.



Reduce Chance for Sail and Skin Tears: Tape up your cotter pins. That will help save your sail from being torn by them and, more importantly (at least on some boats), your skin from being torn. You probably don't want to be the one dripping blood on the deck—or the new sails!

Enjoy the Sun—But Cover Up: Be sure to cover everything that's exposed to the sun with at least 30 SPF sun lotion, and repeat often. Even in hot weather, try to cover as much of your skin as possible with clothing—even if your skin is darker. Consider wearing clothing with a high ultraviolet protection factor (UPF) to reduce harmful sun exposure. Our own SBCC Secretary, Wendy Gisele, recommends the following sites for online shopping for UPF-rated (40+) clothing: [Hanes.com](https://www.hanes.com) for Performance long- and short-sleeved T-shirts; and [UVskinz.com](https://www.uvskinz.com) for the same plus long sleeved bathing suits and separates. For wide-brimmed hats with removable front and rear flaps, Wendy recommends "Outtrip", sold on [Amazon.com](https://www.amazon.com).

Have fun this summer and stay safe!

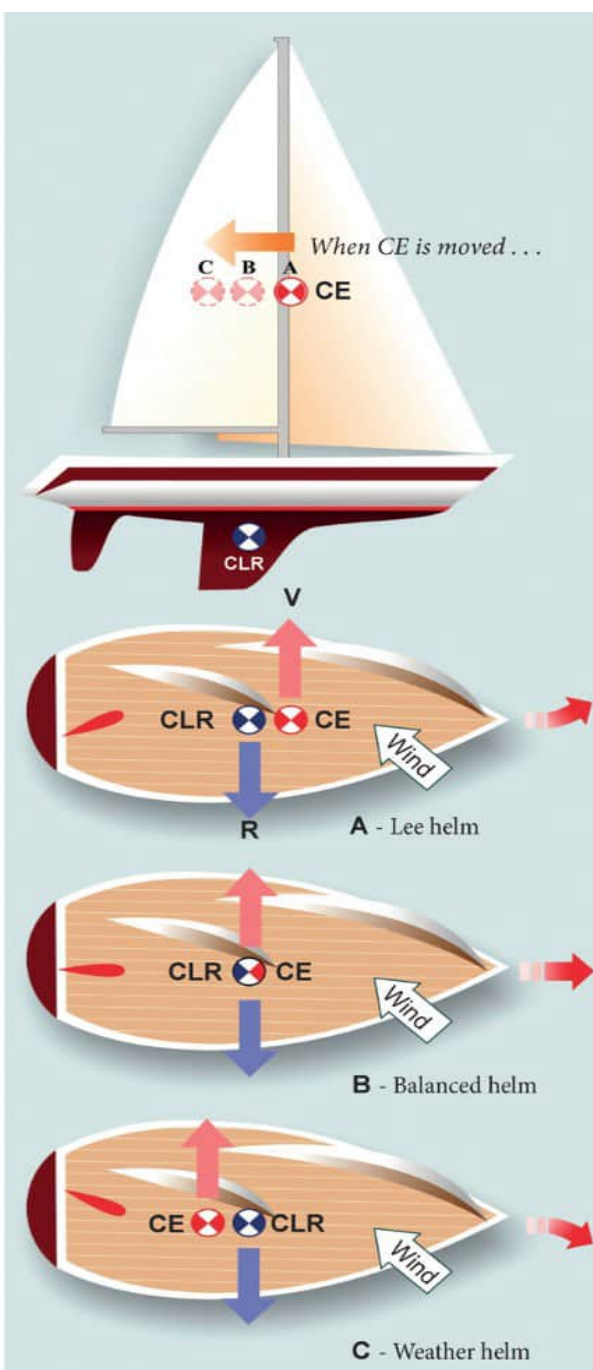
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Coastal Navigation

Remember, each position is historical as soon as it comes across your GPS screen or the moment you plot it onto the chart. Project your position into the future. Where do you intend to be at least one position time interval ahead of the latest position (fix)?

If you are plotting fixes at twenty-minute intervals, plot a DR (dead reckoning position) at least twenty minutes ahead; if at one-hour intervals, at least one hour ahead. Scan for dangers along and to the right and left. Decrease plotting intervals in sheltered waters and increase scanning frequencies.



Always keep 'ahead of your boat'. Don't forget to scan on the downwind side of the trackline when you have the wind forward of the quarter. All vessels, power or sail, make leeway (downwind drift).

When coastal or offshore cruising, brief the crewmember standing watch to scan 'ahead-of-the-boat' and downwind. Scan along the horizon, but also make a cone-shaped scan along the water surface just ahead of the boat and downwind of the boat. You don't want to run into a floating crate, shipping container, or other obstruction. Use a spotlight at night to scan the sea surface.

Sail Trim

A boat will only sail her best if she's in balance. Many racing sailors like to pile on sails and then try to use moveable ballast, as human weight lining the windward rail, to reduce heel. That might work for a while, but they'll be shifting their human ballast often to keep the boat trimmed.

The cruising sailor must balance first with sails. Listen to your wheel or tiller. This tool tells you right away if your boat is in balance. If you can steer in any wind or sea condition with a light, featherweight touch (one hand, with only two or three fingers), she's balanced.

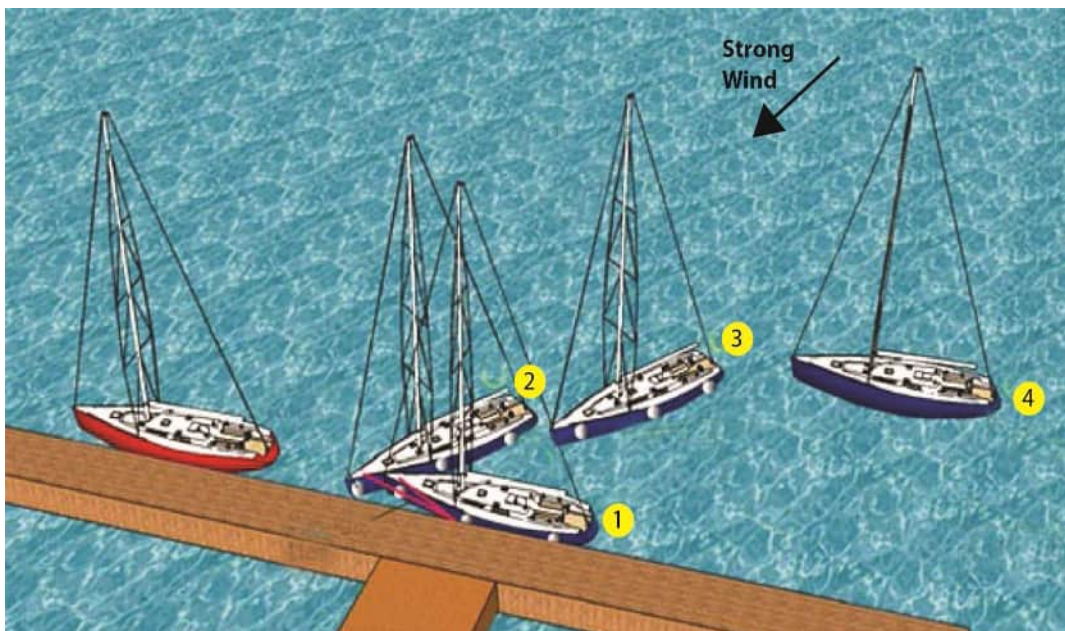
Of course, some boats have a less sensitive wheel because of hydraulics or other means of making human steering easier. My suggestion? Install a rudder-angle-indicator. If it takes over three degrees to keep the boat on course, she's out of balance.

Add more sail in the foretriangle area (forward of the mast) or reduce sail in the mainsail area (aft of the mast) by reefing the mainsail or, if you have a ketch or yawl, try sailing under mizzen and reefed main or mizzen alone. Boats in balance should be easy to steer for both human and mechanical devices (auto-pilots, wind vanes, sheet-to-tiller rigs).

Boat Docking

Master the use of a spring line to make smoother dockings. Line handling is not about just using any convenient attachment point. There are an infinite number of points on your boat. Realize your boat pivots 'beneath' the spring line attachment point.

So, if you always attach a spring near the beam, your boat will pivot at the beam. I have talked to some skippers who will not hear of any other attachment point for a spring line, but this can make handling any boat more difficult than necessary.

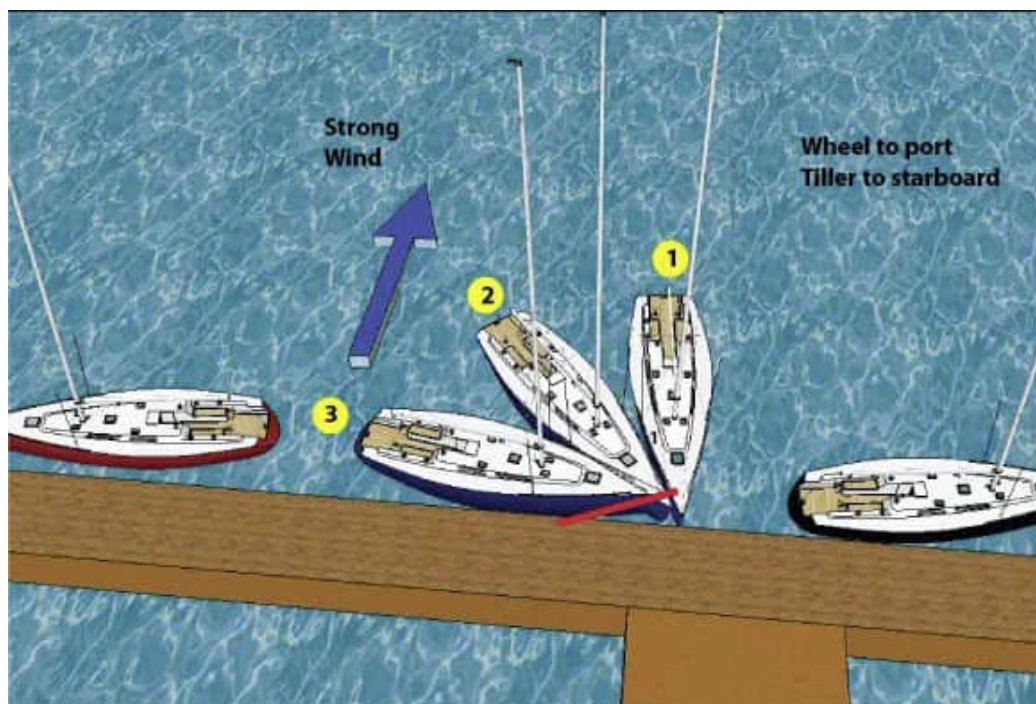


For example, let's say you need to undock your boat in a blustery 'on-the-dock' wind pinning you to the pier. If you leave that spring attached to the beam, your hull between the beam and bow will 'snug up' to the pier. The stern will move partway out and stop unless you fiddle with the spring line; more work for the short-handed skipper.

When rigging your spring, consider what you need to do and how you can make the task easier. In our scenario, we need to get the stern out almost perpendicular to the pier, and we don't want to be fooling with a spring line throughout the evolution.

How can you move the attachment point to make this easy? Shift the spring to a bow cleat or as far forward as possible. Turn the wheel toward the pier (or hold a tiller away from the pier), shift into forward propulsion, and the boat will pivot beneath the bow attachment point.

Use these three tips to make navigation, sailing, and docking easier throughout the new sailing season. Sail safe on the waters of the world wherever you choose to sail or cruise.



...On Sailboat Cruising

Jeffrey Frederick

On Preparation: For the 2023 three-week cruise, the preparation went on for months. First, I pulled *Cambria* early in the Fall of '22 and went to work demolishing the bulkhead between the chain locker and V-berth. It was labor intensive, but after about 5 weeks and only a few hundred dollars of materials, the rotten bulkhead was replaced with a bulletproof double-thickness epoxy-laminated bulkhead and the source of the water intrusion was remediated.



Next, after getting a thorough marine electrical inspection from SBCC's own Dennis Krug last summer, I brought in a marine electrical guru to help me pull my systems into the modern age. Battery bank monitors, a new charging scheme that eliminates the 0.7V drop of an isolator diode, a new remote battery switching box with parallel starting capability, solar charger and panels, engine analog data converter, a NMEA 2000 network, AIS, and a few



more improvements. It was a big and expensive effort, but the 2023 cruise proved it to be worth every dollar.

Lastly, as we had decided last year to make *Cambria* "The Boat" (as evidenced by the preceding paragraph) we unloaded every locker and cubby and re-thought every bit of how we fill the spaces aboard. It was transformational and opened so much storage space that we had been wasting before.



As we entered June, we did some shake-down weekends at RVs or Watch Hill. A three-night long weekend at Hemlock for the Memorial Day Cookout RV, and I was feeling confident that the solar panels I installed on the bimini (using neodymium magnets) would suffice.

A few final items, including shopping for snacks and food, a fuel filter(s) change, and banking a few spare fuses and random parts, and we were feeling more prepared than ever.



...On Sailboat Cruising, cont'd**Jeffrey Frederick**

As of the night before departure, June 22nd, the boat was PACKED! It feels like we have been packing for weeks. A good dozen trips to the boat: snacks stuffed everywhere, new rainy-day toys hidden, more cold weather gear and rain gear than usual packed, book selections made, food prepped, hair cut, and back up champagne acquired and stowed. The fridge was loaded with perishables, the bar was stocked, and a last-minute check of the navigation lights revealed a blown bulb and a voltage-drop issue at the bow port light. No worries though, we will make do with a NAPA replacement bulb for now and rely on the second set of navigation lights atop the mast if needed. We're good to go but now I have a winter project list going!

On the food prep front, we grilled and crock-potted a ~7lb brisket, baked 4lbs of meatballs, grilled some chicken, and boiled some eggs. We'll throw the meats in the freezer, and our protein for ~10 days is pre-cooked and ready to go! This is in addition to Elizabeth's usual snack hoard, which we use to feed the boys underway. They have learned a great deal about how to eat at sea, and small bits of food throughout the day works well for them. It's been a weird feeling this year, like we have it under control. We've done this all before, but then it creeps into our heads, "AHHH, we are leaving for THREE weeks. Why aren't we freaking out more? I know, let's freak out about not freaking out!!"

The delayed establishment of a "summer" jet stream means "unsettled" weather is in the forecast. The winds and seas look lumpy but do-able, but I'm guessing we might get wet. This forecast is FAR from usual late June weather for, this is April weather, at best!



"I've always wanted to sail to the south seas, but I can't afford it." What these men can't afford is not to go. They are enmeshed in the cancerous discipline of "security." And in the worship of security, we fling our lives beneath the wheels of routine – and before we know it our lives are gone.

What does a man need – really need? A few pounds of food each day, heat and shelter, six feet to lie down in – and some form of working activity that will yield a sense of accomplishment. That's all – in the material sense, and we know it. But we are brainwashed by our economic system until we end up in a tomb beneath a pyramid of time payments, mortgages, preposterous gadgetry, playthings that divert our attention for the sheer idiocy of the charade.

The years thunder by. The dreams of youth grow dim where they lie caked in dust on the shelves of patience. Before we know it, the tomb is sealed.

Where, then, lies the answer?

In choice. Which shall it be – bankruptcy of purse or bankruptcy of life?"

Sterling Hayden – Wanderer

Zucchini Bites

Flori Grottoli

Zucchini Bites

This recipe for easy zucchini bites has no oil or butter in it...yet they are moist and full of flavor! Try them with a nice glass of wine... you won't be able to eat just one!

Ingredients:

- ✿ 2 large zucchini, diced small
- ✿ 1 small sweet onion, diced small
- ✿ 3/4 cup Gruyère cheese grated
- ✿ 1-1/2 cup panko breadcrumbs (or almond flour for gluten free recipe)
- ✿ 2 eggs, lightly beaten
- ✿ 2 tbs chopped parsley
- ✿ garlic powder
- ✿ salt and pepper to taste
- ✿ Instructions

Preheat your oven to 425 degrees. Grease two mini muffin pans with olive oil spray, and put aside.

Toss zucchini with olive oil and place in an oven pan large enough to spread the zucchini thin. This will allow them to brown and to evaporate the inevitable water they will shed while cooking. Cook in a 350 degree oven until slightly browned. Then, let cool thoroughly.

In a large bowl, use a fork to combine the beaten eggs, cooled zucchini, onion, grated Gruyère, panko breadcrumbs, parsley, garlic powder, salt and pepper to taste. Mix the batter until all ingredients are

blended well and the batter forms a soft ball. I usually find it easier to finish the mixing process by hand.

Using a small ice cream scoop, form packed balls and place one scoop of batter into each muffin cup.

Bake for 17-20 minutes or until the tops are golden brown.

Notes:

Any shredded cheese works in this recipe; Yummy served with Tzatziki dip!



I will be preparing these ahead of time and bringing them to a rendezvous!

Rigging Locker

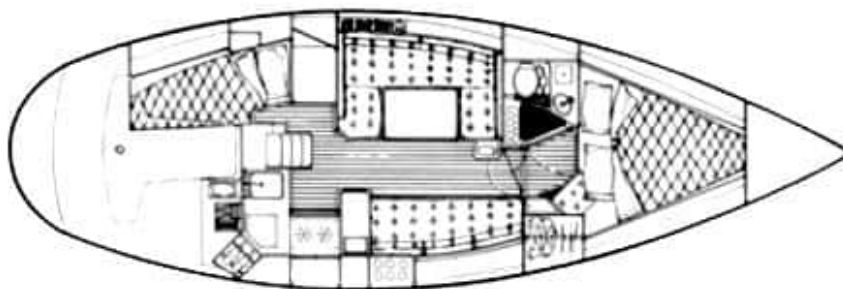
Contact for placing ads: Jeff Frederick masthead@sbccsail.org

Ericson 32-3 (*Windswept*) 1987 \$19,500

Contact Bryan McLoughlin 516 768-5221

- 32' 6" LOA, 10' 10" Beam, 4'6" Draft, 9,800# Displacement
- M25xp Universal diesel, hours unknown
- Mainsail is like new with new cover; with numerous headsails (153, 135, 125, and spinnaker)
- Two props in excellent condition: standard 3 blade and max feathering prop
- All rigging was replaced in 2012
- Custom winter cover

Windswept has been well cared for and has many extras. Spinnaker pole, self-tailing Lewmar 46 jib winches, 6:1 upgraded traveler, GPS, 2 station VHF radio, marine stereo system. *Windswept* has been a good racer and has been an absolute delight weekend and vacation cruiser. Too many other things to list; she is ready to go. Waxed and bottom painted, she is looking great and ready to go for her new owner.

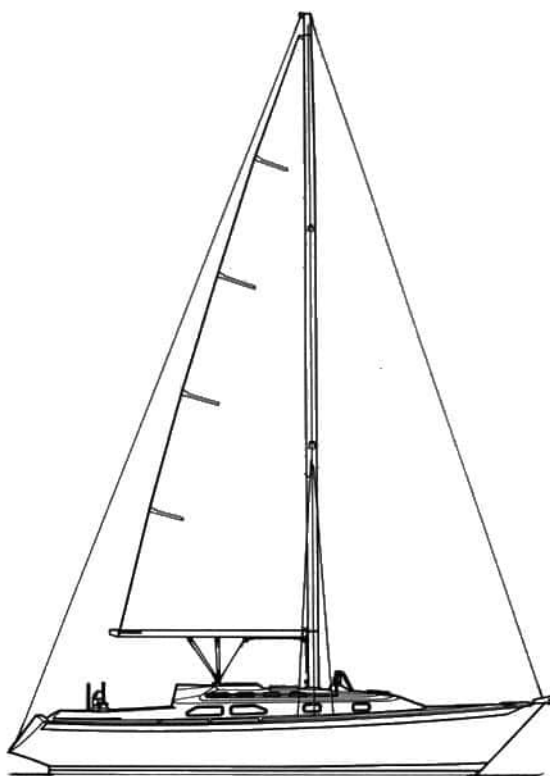


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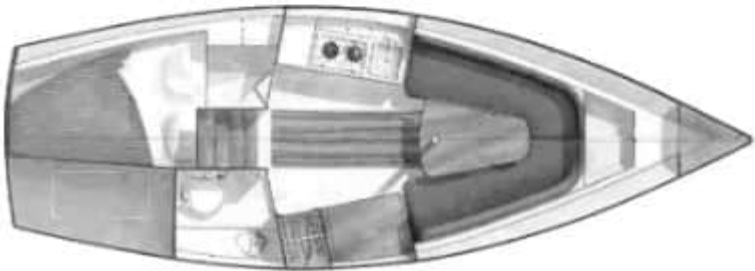
Rigging Locker

Contact for placing ads: Jeff Frederick masthead@sbccsail.org

Pearson 27 (*Esprit de Mer*) 1988 \$10,000

Contact Jean Sidebottom 631-774-3548

- 29" LOA, 9' 2" Beam, 3' 10" Draft, 5,800# Displacement
- M2 Universal Diesel, hours unknown
- Sails in excellent condition
- Full galley, cabin sleeps three
- 200w solar panel, charge controller
- Numerous spare parts and many extras
- Sale includes hard bottom dinghy with out-board



Rigging Locker

Contact for placing ads: Jeff Frederick masthead@sbccsail.org

Catalina 30 MKII (*Mareva*) \$25,000

Contact Robert DeSimone 516 592-7780

- ✿ Shoal draft wing keel 4'3"
- ✿ Universal 25xp diesel 725 hours
- ✿ Garmin GPS with sonar depth and temperature
- ✿ VHF with remote at helm
- ✿ Stereo, Sirius Radio
- ✿ Hot water heater (engine & electric)
- ✿ TV with DVD
- ✿ Main & head sails in excellent condition
- ✿ Solar panel and controller system



Rigging Locker

Contact for placing ads: Jeff Frederick masthead@sbccsail.org

Catalina 30 MKII (*Mareva*) \$25,000

Contact Robert DeSimone 516 592-7780



Rigging Locker

Contact for placing ads: Jeff Frederick masthead@sbccsail.org

These items are being offered for free. I removed them from my newly purchased 2004 Catalina and replaced them with newer electronics from *Polaris*. The chart plotter works but I never took the time to learn how to use it. The stereo was not tested but I saw nothing to indicate that it would not work. The VHF works but I had to dispose of the mic as the cord dry rotted and was falling apart. I used the radio on our voyage home when I bought the boat. The radar was not tested. I also have the cabling that would accompany these items. Anyone interested please contact me ASAP as I plan to dispose of everything unless I hear from someone.



Raymarine RL70C Chart plotter with Nav-pod.



ICOM IC-M602 VHF radio – Needs mic



Poly Planar MRD60 stereo



Raymarine radar and cable



Garmin GPS antenna

**All items on this page are
FREE!**

Contact: Joe Werkmeister 631-766-8009

Rigging Locker

Contact for placing ads: Jeff Frederick masthead@sbccsail.org



Davis Echomaster Radar Reflector Deluxe Model \$50

- Permanent mounting kit
- Storage case

Contact:

Joe Werkmeister
631-766-8009



ATN Mast Climber Bosuns Chair—\$200

- As good as new
- Used to climb the mast single handed
- Carry bag serves as a tool bag while aloft
- Retails for \$459 at Defender.com

Visit this link for a full description.

[Mastclimber](#)

Contact: Joe Werkmeister
631-766-8009

Balmar 6 Series 12V-70A light duty, single foot, single Vee Alternator - \$750

Includes:

- MC-618 Max charge multi stage external voltage regulator with MC-618H harness
- Balmar MC-TS-A alternator temperature sensor
- "Green stripe" V-belt

Contact: Joe Werkmeister

631-766-8009



West Marine Standard Safety Harness

Size M - including 6' Safety Tether with carabiner on each end. Never Used.

3 @ \$150 each



50' 20amp Shore Power Cord -

20amp boat-side connector, 30amp shore-side connector. 125v, 12awg rubber coated Type S cable with stranded copper wire. **\$50**



Adult Land's End Safety Harness

Including Tether and Carabiner

\$90



Contact: Rich LaBella labellar@optonline.net

Rigging Locker

Contact for placing ads: Jeff Frederick masthead@sbccsail.org

Items listed on this page are for sale by Rich LaBella.

Contact: Rich LaBella labellar@optonline.net

3 - 5/8" West Marine "SuperBlue"

Nylon Lines

Good Condition. All ends heat sealed and whipped.

2 - 5/8" x 60' 1 - 5/8" x 52'

\$110



Barient Super-HD 11" winch handle

Good condition \$60

Davis Merriman 11" Locking winch handle

Good condition \$40



Barient Winch Replacement Delrin Bearings (4) \$80

For aluminum drums 1 7/8" inside diameter (fits Barient 24 and possibly 22?)



Barient 24 Two Speed Winch and Extra "parts" winch— \$200

Aluminum Anodized drum

Fully operational, cleaned & lubed., No Excessive wear

Second winch has corroded drum, and some other issues, but great to keep around for spare parts - Barient is no longer around so if you need parts you have to get them shipped from Australia.



Pair, Barient 22 Two Speed Winches—\$350

Aluminum Anodized drum

Fully operational, regularly cleaned & lubed.

No Excessive wear — Includes Sunbrella winch covers



Ship's Store*Glen Bernichon* storekeeper@sbccsail.org**The Ships Store is OPEN FOR BUSINESS**

Item	Description
	Burgee
	Decals
	Hats: Baseball Type
	Hats: Sun Visor
	Hugger: Folding Type
	Shirts: T-Shirts Long Sleeve WITHOUT HOODIE Color Heather Gray Limited Stock
	Socks: SBCC Socks Out of Stock
	Tote Bag Special Order
	*SPECIAL ORDER ** Jackets: Wind Breaker 8925

	<u>*SPECIAL ORDER ** Shirts: Men's Crew Shirt PC61</u>
	<u>*SPECIAL ORDER ** Shirts: Men's Long Sleeve Polo Shirt 85111</u>
	<u>*SPECIAL ORDER ** Shirts: Men's Mock Turtleneck 8510</u>
	<u>*SPECIAL ORDER ** Shirts: Men's Polo Shirt 437</u>
	<u>*SPECIAL ORDER ** Shirts: Men's V Neck Shirt PC54V</u>
	<u>*SPECIAL ORDER ** Shirts: Woman's Crew Shirt LPC61</u>
	<u>*SPECIAL ORDER ** Shirts: Woman's V Neck LPC54V</u>
	<u>*SPECIAL ORDER ** Shirts: Women's Long Sleeve Polo Shirt 75111</u>
	<u>*SPECIAL ORDER ** Shirts: Women's Polo Shirt 437W</u>
	<u>*SPECIAL ORDER ** Sweat Shirt: Crew Neck JA8446</u>
	<u>*SPECIAL ORDER ** Sweatshirt: Zipper Hooded JA8821</u>

SBCC OFFICERS, GOVERNORS, COMMITTEE CHAIRS, 2024-2025

OFFICERS

Commodore—Scott Gesele
 Vice Commodore—Stephanie Pizer
 Rear Commodore—Duncan Burns
 Treasurer—Rich Troy
 Recording Secretary—Wendy Gesele

BOARD OF GOVERNORS

Jeff Frederick
 Charles Margeson
 Rich LaBella
 Bob Van Tassel
 John Davis
 Jeff Mattera
 Joyce Gotard

Fleet Captain—Joe Werkmeister
 Regatta Captain—Charlie Margeson
 Fleet Surgeon—Heather Reed
 Fleet Chaplain—Duncan Burns
 Corresponding Secretary—Jeff Frederick

COMMITTEE CHAIRS

Cruising—Joe Werkmeister
 GSBYRA Delegate—Rob Gutmann
 Handicap & Measurement—Ted Drossos & Gary Sebouhian
 Historian—Dennis Krug
 Hospitality Chair—Jean Sidebottom
 Assistant Hospitality Chair—Susan Moran
 Legal Chair—Jeremy Wiss
 Mailing—Christine Smith
 Masthead—Jeff Frederick
 Membership—Pam McCarthy
 Program—Todd McCarthy
 Protest—Marty O'Connell
 Racing Website—Eric Winberry
 Scoring—Eric Winberry
 Storekeeper—Glen Bernichon
 Webmaster—Rich Mourino
 Welcoming—Michele Jaeger and Sandy Carlberg
 Yearbook—Jay Pizer

SBCC Website: www.sbccsail.org
 Racing Website: www.sbccracing.org
 Questions for the Board: corsec@sbccsail.org
 Mailing: P.O. Box 365, Babylon, NY 11702

DIRECTORY of Handy Contact Information

See the **SBCC Cruising Guide** for much more information about cruising in the Great South Bay and points beyond. The Guide is available to members and associates on the [web site](#). See the Table of Contents—Cruising Guide.

Anchorage Yacht Club, Lindenhurst
 Marina & Pump-out
 631-991-7372

Atlantique, Fire Island Marina
 631-583-8610

Bay Shore Marina Snack Bar Gas Dock
 631-665-1184

Captree Bridge
 631-433-3919

Captree Marina Fuel Dock
 631-587-3430

Davis Park
 631-597-9090

Fire Island Pines Marina
 631-597-9581

Jackson's Marina, Cormorant Point
 631-728-4220

Long Beach Bridge
 516-571-7785 or VHF 13

Loop Bridge
 516-578-5903 or VHF 13

Meadowbrook Bridge
 516-578-5903 or VHF 13

Ocean Beach Marina
 631-583-5153

Pump-out in Patchogue or Moriches
 Pump-out boat at VHF 73

Railroad Bridge/Channel Bridge
 516-889-9169 or VHF 13

Robert Moses State Park Boat Basin
 631-321-3515

Sailor's Haven
 631-597-6171

Seaview Marina
 631- 583-9380

Shinnecock Canal Lock Tender
 631-852-8291

Shinnecock Canal Slip RSVPs
 631-854-4952

Shinnecock Canal
 Tobay Marina
 516-679-3911

TowBoatU.S.
 631-666-5380
 VHF Ch16

Wantagh Bridge / Sloop Channel
 516-242-2637 or VHF 13

Westhampton Beach Yacht Marina
 631-288-9496

Watch Hill: 631-597-6455



Note that contact information for all yacht clubs and sailing associations on the Great South Bay can be found in the annual GSBYRA yearbook and on the GSBYRA web site at:
<http://gsbyra.info>