



From the Masthead

SOUTH BAY CRUISING CLUB

June/July 2024

FROM THE HELM

Scott Gesele commodore@sbccsail.org

After much anticipation, SBCC's 2024 season officially began during our annual Commissioning Day party at the Bay Shore Yacht Club on Sunday, June 2. The weather was perfect as the forecasted overcast turned into mostly clear skies with a south west wind and temperature in the 70s. Food and refreshments were aplenty. We had a nice turn-out and BSYC's hospitality could not have been better. Our Fleet Chaplain, Duncan Burns, kicked off our ceremony by remembering the club members we lost over the past year. After this somber ceremony, Duncan blessed the fleet for 2024. The Sheila Daytz Award was presented to Todd and Pam McCarthy on *Bleu Moon* for the most rendezvous attended in 2023 and the Ken Kondor Award was presented to Jay and Stephanie Pizer on *Rising Tide* (fifth year in a row) and Charlie Margeson on *Shadow* for a tie for the most rendezvous and races attended last year. Our past Commodore Rich LaBella and his wife Diane were recognized as our newest fifty year members. Congratulations to all! I am sure I am speaking for the club when I say, "Thank you Jean Sidebottom and Susan Moran, along with the Hospitality Committee, for planning and executing another memorable Commissioning Day."

Regatta kicked off their season with the Spring Race to Atlantique. It was refreshing to see cruisers Todd and Pam McCarthy join the race with Regatta Captain Charlie Margeson crewing.

The rendezvous season is now in full force. After four successful rendezvous, some a little cooler in temperature than others, we look forward to Fleet Captain Joe Werkmeister and Christina Pietras hosting "Take Me Out to the Ball Game" this coming weekend in Great River aboard their recently purchased Catalina 350, *Aurora*.

The foundation of SBCC is "To promote cruising and

racing under sail on the Great South Bay and nearby waters." This was reinforced to me this past winter. While *Haven* was on the hard, I was working in her cockpit and chatting with Nick Loretta, who was standing behind *Haven's* stern. He asked, "Why don't you race this season? You're already here."

This was a reference to *Haven* being berthed at Cook's yard, where many BSIR racers are also berthed and the after-race party is held.

Continued on p. 2...

Upcoming Events

- June 6—The Babylon Twilight Series begins!
- June 7—The Babylon Cup Race, hosted by SBCC and BYC
- June 8-9—"Take Me Out to the Ball Game" RV at Great River, hosted by *Aurora*
- June 15-16—RV at Hemlock Cove, hosted by *At Last*
- June 22-23—"Saturday Night Fever" RV at Coast Guard Cove, hosted by *Esprit de Mer*
- June 28—Start of the Two-Week Cruise!!
- June 29-30—"Saturday in the Park" RV at Bellport (Park), hosted by *Tanzanite*
- July 6-7—"Red, White, and Blue" RV at Great River, hosted by *Other Plans*
- July 13-14—"Catalina Wine Mixer" RV at Hemlock Cove, co-hosted by *Wonderlust & Bomche*
- July 20-21—"Christmas in July" RV at Great River, hosted by *Extravagant Promises*
- July 27-28—"Pirates of the Caribbean" at Hemlock Cove, hosted by *Shadow*

FROM THE HELM, cont'd**Scott Gesele**

That question was something I couldn't argue with and it got me thinking.... Wendy was worried I'd be too competitive, but finally relented after assurance we're fully loaded for cruising and mainly interested in having fun, sailing more, and socializing after the race. The Regatta Committee could not have been more supportive; we were assigned a PHRF rating and were soon ready for our first race! Fred & Mara Liesegang, along with Joe Werkmeister, joined Wendy as crew and we set out for our first BSIR race on Tuesday, May 28.

We had sporty conditions in 17-22 knot winds and sailed *Haven* the hardest I've sailed her. To say her captain and crew had a great time would be an understatement! Charlie was on the race committee boat and commented that he heard cheers from *Haven* as she crossed the finish line. The highlight of the evening for me was when I got distracted, pinched up, lost speed and that was immediately followed by Wendy yelling, "Pay attention!" And *she* thought I was going to be the competitive one! Our crew then had a great time at the after-party. SBCC has already seen two die-hard cruisers embark on racing this season. Is there anyone else ready to join the excitement?

With Commissioning Day behind us, it's now time to proudly fly our SBCC burgees across GSB and beyond. See you on the water!

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!

FROM THE PROGRAM COMMITTEE**Todd McCarthy**

As Programs Chairperson I would like to get your suggestions for next season's Programs presentations. Your suggestions will help target topics to better serve you. Send your suggestions to me at tmc1955@verizon.net for consideration. I am also looking for a Programs Assistant to help with the presentations, if interested please contact me. Wishing everyone a great cruising and racing season, hope to see you on the bay and elsewhere this summer.

SCUTTLEBUTT**Jeffrey Frederick**

SBCC Informal Reunion: Last March, Barbara and Charlie Becker (members since '79 with the former "BECKY") had completed a road trip to visit their daughter in Somerville, near Boston. They ventured to Providence, Rhode Island on the way and spent a lovely afternoon with Dorothy and Joel Becker (members since '79 with the former "CounterPoint"). There is NO formal relation between the Beckers other than a FUN--Mom & Dad and Son & Daughter. I'll let you figure which is which!

Mom and Dad treated us to a lovely lunch. OH...now you figured it out! The visit and amazing view from their 6th floor new home of several years now, was lovely. We understand Joyce Gotard (member since '77 with the former "Silhouette") had also recently stopped for a visit.

Dorothy and Joel send their best wishes and regards to all their friends in the SBCC. They are looking very well, indeed.

COMISSIONING DAY 2024



2024
Gathering, Col-
ors, Blessing of
the Fleet, and
our Grill
Masters!



COMISSIONING DAY 2024



COMISSIONING DAY 2024



FROM THE FLEET CAPTAIN**Joe Werkmeister**

To begin my column this month, I would like to extend a big thank you to several members/friends that exemplify the spirit of togetherness and helpfulness that the SBCC fosters. Having purchased my new to me Catalina 350 this past October, I decided to have the mast un-stepped so that I may conduct a thorough inspection and make the upgrades that I had in mind. Knowing how busy a boat yard is in the spring with everyone wanting their boat launched I endeavored to complete the work on my mast well before spring. My goal was to have the yard step my mast well before the ensuing launch dates of dozens of boaters.

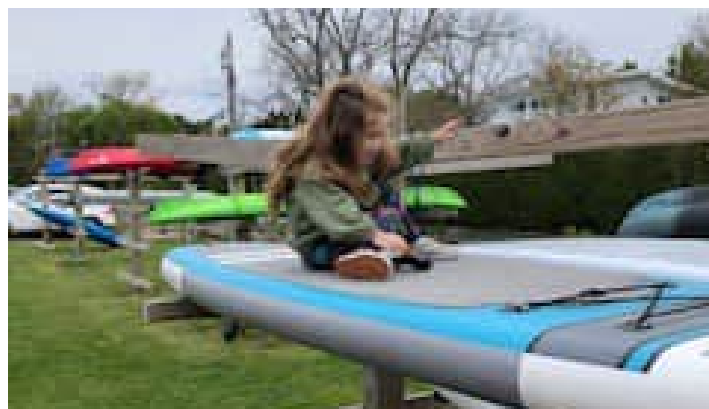
This started out well as I was launched on April 8th, in the midst of a rather un-springlike spring, when most had not even removed the winter covers from their boats. Unfortunately, my plan unraveled when it was pointed out to me by the yard that various objects including several very large boats, a dumpster and a variety of yard equipment blocked their ability to free my mast from its winter resting place. I was told in mid April that "I'll work on the problem." Well, days turned into weeks and my patience began to wear very thin. I tried to be understanding to the issues the yard was dealing with, but at the same time I saw Memorial Day approaching rather quickly! This of course meant even more pressure on the yard to launch boats. Finally, when I saw that my mast was no longer encased but had still no word from the marina, my patience ran out. I tried to wait for the yard to launch a 59 foot boat that was in the travel lift but not wanting to spend my afternoon waiting for that to happen I approached the marina owner/launch operator and in the nicest way possible, I let him know that my patience had run out and that we needed to commit to a date. Finally, on May 23rd, my mast was stepped.

This brings me to the original point of this sad saga. May 23rd was a Thursday and I really wanted to sail to the rendezvous in Bellport, but I saw no way that I could get everything done that needed to be done by Friday or even Saturday. I had to connect all of the wiring, had to install the boom and boom vang and I had to bend on the sails. Much of this work required the assistance of others, as I was not even sure how to rig my new-to-me in-mast furler! Up stepped SBCC. First, to get around a manpower shortage the yard was experiencing, I had to be part of the stepping crew. Additionally, Fred Liesegang offered to assist and we were very fortunate to have his hands as well. It took every one of our six man crew to handle the 47' mast, rigging and wiring. Having stepped the mast I began to run the wiring but reached a point while running my radar and VHF antenna wires I simply could not accomplish feeding them without a second person. My "where there is a will, there is a way" philosophy just did not pan out, and I cried "Uncle!"

Up stepped Glen Bernichon! I had been speaking to Glen about unrelated Catalina 350 issues as he owns the same boat. That day I had called him to answer one of his questions about his boat and at that time vented a bit about my frustrations running the wires. A little while later, Glen called me back and offered to come to Patchogue to help me run those two wires. I was thrilled to accept his offer. After some effort, we successfully ran the wires past the trouble point! While Glen was there, I asked if he would help me install my boom and vang. He had taken photos of his boat's setup to facilitate the installation process. So, after having felt totally defeated after being unable to run the wiring, I now not only had the wiring in place, but also had my rigging all setup! I never thought I would get that far so soon and now decided that despite not having sails bent on yet, I could motor to the Bellport rendezvous rather than go by car. Again, I was thrilled. Meanwhile, Scott Gesele offered to help me bend on the sails in Bellport if the wind was light enough.

FROM THE FLEET CAPTAIN**Joe Werkmeister**

So, I packed the sails on the boat just in case opportunity presented itself. We departed Patchogue later than planned and did not arrive in Bellport until approximately 2 PM for the 3PM rendezvous. In addition to the fairly stiff breeze blowing I never thought we'd be bending on the sails. To make matters worse, as anyone with an in mast furling main will know, the furler inside the mast made a terrible racket banging around without the protection of the sail. I began attempts to quiet it as I knew we (nor any boats nearby) would not be able to sleep with that racket going on all night long and that if I could not quiet it, we would have had to go back home after the rendezvous. Up stepped Scott Gesele! Scott motored over to *Aurora* in his dinghy and recognizing my plight said, "Let's



Winnie Werkmeister couldn't have cared less about the blustery conditions!



bend on the sail!" Once again, I was thrilled! Since *Haven* is also equipped with an in-mast furler, I was happy to have Scott's assistance as this was my first time dealing with an in-mast furler rig. His familiarity with the rigging was a tremendous help. We bent on both sails and my day was made! So, hoping I have not bored you all with this sad story that had a very happy ending, I would like to thank Fred, Glen, and Scott for their assistance in readying *Aurora* in record time. My situation is a great example of the comradery that exists amongst our members. I am typically reluctant to ask for help, but in this case I am certainly grateful to have had such willing friends to help get me ready for sailing!

One final thank you also goes to Jeff Frederick. As my slip at Sunset Harbor is still under renovation, I have been occupying his slip in Weeks Yacht Yard in Patchogue since mid April, saving me the aggravation of being moved from slip to slip at Sunset Harbor until my slip is made available!

The rendezvous season is in full swing! It began on May 4th with a land based rendezvous in Bellport Park hosted by our Welcoming Chairs, Michele Jaeger and Sandy Carlberg. Despite the very cold, blustery conditions that day, turnout was rather strong. I attended with my 3 year old granddaughter who did not seem to be fazed by the conditions and she enjoyed mounting the various kayaks and sail boards stacked on a rack near the rendezvous. Grandpa was cold! There is definitely sailing in her future! The Geseles on *Haven* were the only boat in the Bay, but upwards of 20 members attended.

FROM THE FLEET CAPTAIN

Joe Werkmeister



May 11th brought mostly sunny but still chilly weather for the Geseles rendezvous at Hemlock Cove aboard *Haven*. Two additional boats attended (The Pizers on *Rising Tide* and the McCarthys on *Bleu Moon*.)



May 18th was the "Spring Family Weekend" rendezvous at Atlantique, hosted by Rob and Christine Smith aboard *Sail Smith*. Three additional boats attended the rendezvous (Myself and Christina aboard the "power boat" *Aurora*, the McCarthy's aboard *Bleu Moon* and the Gesele's aboard *Haven*). Three boats competing in the "Race to Atlantique" also spent a few hours docked for a post race celebration. The Atlantique facilities are top notch and the staff was excellent. They love having us and look forward to our stay during the One-Week cruise.

No mast, No problem!



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

We held our first race of the 2024 regatta season- the Spring Race to Atlantique- on Saturday, May 18. The weather cooperated with ENE wind of 12-15 kts and we had 4 boats competing in the race (the best turnout in years). Congrats to Lenny Feldman & crew on *Mo'sun* for a well-earned 1st place win and to Garry Sebouhian & crew in *Pandemonium* for their 2nd place finish. We had the awards party on the Atlantique dock with some of the RV folks joining in. I crewed on *Bleu Moon* and had a blast. For race details, see the Spring Race report following.

Next up on the Regatta schedule:

- ✿ June 6th- the Babylon Thursday Twilight series begins; and
- ✿ June 7th- the Babylon Cup Race is on Friday evening, June 7th. BYC hosts the event in their clubhouse & SBCC runs the race & provides the food. It's a fun race with our friends at BYC and the awards party in the clubhouse overlooking the Bay is itself a worthwhile event.

For the full June & July race dates please see the full 2024 racing schedule which is available on the racing website and in your latest yearbook (page 8 and also on page 52).

Our new crew list is now active on the racing website <https://www.sbccracing.org/> Please sign up for those looking to crew with some of our racers. ***Our regular Tuesday night BSIR series races began on May 28th, with upcoming races on June 11th, 18th, and 25th. In addition, our Thursday night Babylon Twilight series races are slated for June 13th and 20th.***

Cruisers note: crewing is a great opportunity to pick up tips on sail trim, racing strategy, new equipment and to meet some great guys. Our recent seminars provided some excellent sail trim information. Crewing is a good way to put that knowledge to the test. So put your name on the crew list and hopefully get an opportunity to sharpen your sailing skills. Who knows, once you try it you may decide to join a few races with your own boat (PHRF handicap rating allows all cruising boats to compete). Just sayin'! See you on the Bay!

2024 Annual Spring Race to Atlantique - Final Results:

We had decent conditions on Saturday for our first race of the SBCC Regatta Season.

Condition Report

Winds: ENE at 13 kts

Sky: cloudy, air temps 55-60 degrees.

Overall: All systems GO.

...continued on next page

FROM THE REGATTA CAPTAIN , cont'd**Charlie Margeson**

Eric Winberry was Race Committee and for the first time in a long time we had four boats come out for our 12:00 pursuit start. I crewed for Todd & Pam on their beautiful Tartan 37- *Bleu Moon* as my own boat, *Shadow* was having some electrical work done.

Everyone had a good start and it was a beam/broad reach from #1 buoy down the West Channel to the infamous "Crazy Charlie" (buoy #C1). From there it was an upwind tacking duel and *Mo'Sun* was the clear winner, pulling ahead of the rest of the fleet with some real magic. He got to the upwind mark first and was gone! Congrats to Lenny & the crew of *Mo'Sun* for a great 1st place finish!

Final Results:

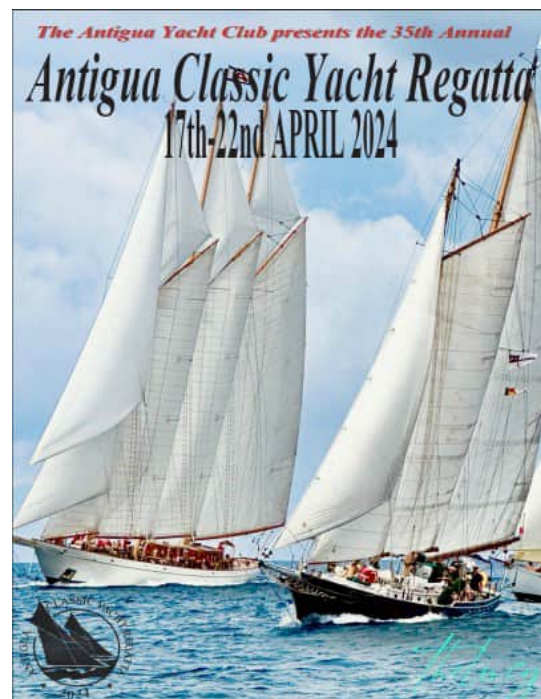
- 1st place- *Mo'Sun*
- 2nd place- *Pandemonium*
- 3rd place- *Aleboat*
- 4th place- *Bleu Moon*

Everyone joined the awards party at the dock for the afternoon including some of the cruisers from the Spring Family Weekend RV. Our thanks to Atlantique for accommodating the SBCC racers.



The Antigua Classic Yacht Regatta—A Brief History

Charlie Margeson



The Antigua Classic Yacht Regatta

How it all Began:

Back in the 60s, classic yachts in English Harbour, Antigua began chartering for the winter. At the end of the charter season the captains and crews challenged each other to a race down to Guadeloupe before heading north for the summer. From this informal race, Antigua Sailing Week was formed in 1967, and in those days all of the yachts were classic.

However, over the next 24 years the big classic wooden yachts became outnumbered by the faster, sleeker modern racing yachts. A small number of classics still racing in 1987 found themselves grouped with cruising Class 3 which was less than ideal for these hard to maneuver full-keeled vessels.

And so in 1987, Captains Uli Pruesse and Kenny Coombs hosted a meeting with other classic yacht skippers onboard the magnificent schooner *Aschanti of Saba* and, several rums later, the Antigua Classic Yacht Regatta was born. It was headquartered out of the Antigua Yacht Club Marina in Falmouth Harbor for many years. But a major lightning storm and fire at the Marina in 2023 caused them to move the Regatta to Nelson's Dockyard in English Harbor for 2024.

What it is Today:

The Regatta has now evolved into what it is today, a full 6 day event with a Concours d'Elégance competition followed by 4 days of classic yacht racing and the final day for the awards ceremony. There are dock parties each night with music & plenty of rum! Race classes have also expanded to now include modern takes on classic yachts: Spirit of Tradition and Modern Classics classes along with their standard Traditional, Vintage & Classic, Schooner and Tall Ships classes. The common requirements remain for all classes: 1) full keel underbody and 2) designs based on traditional shapes. They have the magnificent 120 ft J-boats attend, tall ships come and so many of the wooden classics from 40 ft up 200 ft race including historic icons like *Ticonderoga*, *Bolero*, *Dorade* and *Adix*. It is quite an event for the admirers of classic yachts.

For more information, google Antigua Classic Yacht Regatta (Antiguaclassics.com) for past results and a full gallery of pictures and videos of the races.

Sailing The Antigua Classic Yacht Regatta

Charlie Margeson



Our very-own Charlie Margeson got one of the best birthday presents a kid could hope for. After years of hanging out on the docks with a packed day-bag wearing his saltiest attire, probably smoking a corn-cob pipe and tying double sheep-shanks while muttering about giant sharks in Vineyard Sound... he finally struck pay-dirt! Enjoy his tale of classic yacht racing in the windward islands! Happy Birthday Charlie! - The Editor



Each winter Antigua hosts many sailing regattas out of English Harbor. One of my favorites is the Antigua Classic Yacht Regatta. It's a four-day regatta mainly for vintage wooden yachts, most are between 60 and 100 ft long. As you can imagine, there's plenty of varnished cabins, teak decks, wooden masts & rigging. I've been following this regatta for many years (I first attended this Regatta in 2004).

We took a two-week family vacation this April to Antigua to celebrate 3 birthdays (my daughter-in-law & my granddaughter, and mine) and to attend the Classic Yacht Regatta. This year the stars aligned and I got to crew on one of my all-time favorite vintage yachts- *Bolero*, a 73 ft Sparkman & Stephens yawl. She was built in 1949 and had a major refit in the early 2000s. She is spotless, quite a sight to see and pretty exciting to sail.

The 2024 Classic Yacht Regatta started during our vacation on Wednesday, April 17th this year. My plan was to get on one of these yachts as crew. Each morning, I packed a bag and headed for English Harbor where the yachts were docked. I walked the dock asking the captains if they needed extra crew. No luck the first 2 days but the third day strong winds were predicted and when I got to *Bolero* the captain asked me a few questions, and then welcomed me aboard!!! It ended up he was a LI boy himself, we both grew up in the same town and he also sailed on the Great South Bay as a kid. Wow, you never know!

The Antigua Classic Yacht Regatta, cont'd**Charlie Margeson**

(Above): Charlie carefully reads the leech and luff of the mizzen before the wind aboard Bolero.

(Below) Amelie struggles to understand how Bolero is able to maintain such speed; surely it is their new deck-hand's masterful mizzen-craft!



| Tobias Stoerkle - Photography |
| www.sailing-photography.com |

The Antigua Classic Yacht Regatta, cont'd

Charlie Margeson



I quickly signed the crew waiver, he threw me a red *Bolero* crew shirt and put me in charge of the mizzen mast. I was on cloud 9!! I grew up cutting pictures of the yachts *Ticonderoga*, *Bolero* & *Dorada* out of my dad's yachting magazines so this this was a childhood dream come true. The 13 crew members aboard were great with introductions all around. I got a quick tutorial of all the lines and responsibilities from Captain Casey & the crew as we motored out of the harbor.

It was all a blur to me, raising sail and watching all the other gorgeous yachts jockeying for the start from the stern of *Bolero*. But once the starting countdown began it was all business. My job was to both trim the mizzen and handle the running backstays with each tack/jibe- serious work on a boat this size. We hit the start well and were off to the upwind mark. There was plenty of winch grinding, lines creaking & discussion before we settled in. Once in her groove, *Bolero* easily hit 9-10 knots close-hauled. A true thoroughbred! I then turned around to look astern and what a beautiful sight! There must have been 25 classic wooden yachts (some over 100 ft) all around us under full sail with the rail down. Then I realized I left my iPhone in my bag down below. Luckily Tom, a fellow crew member on the main winch took pity on me and shared some of his pictures with me on "WhatsApp" (the Intl text app).

There's a lot of nuance to mizzen sail trim on a yawl but I was aware having grown up sailing on my Dad's ketch. *Bolero* came in first in her class that day and I did well enough that they asked me back for the fourth & final day of racing. Yahoo!

The Antigua Classic Yacht Regatta, cont'd

Charlie Margeson



We came in first again in the last race. We endured stronger winds (which *Bolero* loved), a tacking duel with a 95 ft schooner and a downwind finish where we flew the mizzen staysail (a spinnaker flown from the mizzen mast). Yes, I was in charge, but the skipper took pity on me (I'm sure the terrified look on my face said it all!) and he handled the launch & takedown- I just helped trim.

Bolero took first place in the Classic & Vintage Division, and they invited me to the Awards Ceremony as guest crew member which was quite a night. It was held at Nelson's Dockyard, a historic location at the head of English harbor. First prize was a small oak keg of rum with *Bolero's* name on it which was passed around for all to sample!



The Antigua Classic Yacht Regatta, cont'd

Charlie Margeson



What an experience and what a memorable birthday. I met some really great people (both Captain Casey and the crew), had an experience of a lifetime in a tropical paradise racing on an iconic vintage sailing yacht as working crew. And best of all, I was able share it all first-hand with my whole family. Persistence paid off (it only took 20 years!), along with a captain willing to take a chance on a fellow Great South Bay sailor and the camaraderie of the crew. I was one lucky dude.

It goes to show that when the stars do align, magical things can happen.

PS: For more information on the Classic Yacht Regatta, google "Antigua Classic Yacht Regatta 2024/antiguaclassics.com". Click on "Gallery" at the top of the home page for some great pictures and videos of the 2024 Regatta.



| Tobias Stoerkle - Photography |
| www.sailing-photography.com |

HEAVY WEATHER SAILING—Push, Pop, and Pinch!***SkipperTips.com***

We've all experienced the thrill of sailing in gusty breezes. But sometimes, we wait too long to reef and get caught out in heavy weather sailing! What three super simple sailing tactics can you use to take control fast until you can reef the mainsail?

As soon as possible, get the mainsail reefed to help balance your boat and lighten the helm. Keep in mind that the longer you wait to reef, the more difficult it will be. Heave to if you have the room. If not, anchor on a short scope in a clear area to reef the mainsail. But until then, Push, Pop, and Pinch!

**Push**

Did you know that the wind at the top of your sailboat mast can be 50% higher than the wind nearer the surface of the water? Dump that high-velocity wind in the upper half of the mainsail to reduce weather helm. Loosen the traveler stops (or use the traveler control lines) and slide the mainsheet all the way downwind to the end of the traveler track to help depower the main and keep the boat driving and on her feet.

Pop

Have you ever sailed a dinghy in high winds or watched a dinghy sailor work the mainsheet in gusty breezes? It's a real workout because you have to make constant "in and out" adjustments to the sheet to keep heeling under control. As a matter of fact, forget to pop the mainsheet (let it out), and you could flip the boat! Large sailboats are more forgiving, but you can still use this secret from dinghy sailing. Watch the water surface to windward for dark patches ('cat's paws'). These are gusts headed your way. Right before the gust hits, pop the mainsheet a few inches to twist the leech ('twist' causes the leech to open to leeward), and dump



stronger wind higher up off the water. Your boat will heel less and become more balanced.

Pinch

If you forget to pop when a gust hits, pinch up toward the wind just enough to cause the forward third of the mainsail to luff. If beating, take care not to head up so far that you go 'into irons' (bow into the wind). Concentrate on the luff of the mainsail. If the sail luffs more than about 33 percent aft of the mast, fall off a bit to keep up your drive and speed.

Neopolitan Gatto'... with a twist**Flori Grottoli**

I had guests for dinner over Memorial Day Weekend and I decided to make them grilled halibut fillets, with a side of lemon garlic asparagus. I thought about making a first dish like linguini with shrimp or maybe a seafood risotto, but the idea didn't thrill me. Then my eyes fell onto the potato bin and I thought, Shrimp Gatto'?

Why not! But instead of creating a round 'cake', I decided to make individual portions. Here's what I did:

**Ingredients:**

2 lbs. of Idaho russet potatoes, boiled, peeled and smashed
2 eggs, lightly beaten
3/4 cup of finely shredded Gruyère cheese
1/2 cup peas, boiled and cooled
10 to 15 raw shrimp, tails off, deveined and chopped into chunks
Butter
Olive Oil
1/2 cup finely chopped red onions
1/4 cup chopped Parsley
2 cloves of Garlic
Splash of white wine or cooking sherry
Salt and pepper
Four 4" ramekins, buttered and 'floured' with bread-crumbs

**Process:**

In a pan, heat one tablespoon of butter and 2 tablespoons of olive oil. Add the garlic cloves and the onion. Stir frequently until garlic becomes lightly golden. Be careful not to brown the garlic or the onion. Toss in the shrimp chunks and cook until they are pink on all sides. Splash with white wine or sherry and allow the alcohol to evaporate, one or two minutes. Remove the shrimp and set aside to cool, leaving the liquid in the pan. Remove the garlic cloves.

Deglaze the pan with another tablespoon of butter and another splash of wine, allowing the liquid to reduce to about half. Remove from flame and allow to cool.

In a bowl, place mashed potatoes, eggs, Gruyère cheese, peas, shrimp, parsley, salt and pepper to taste. Begin to blend all ingredients together to form a smooth, unified mixture.

Neopolitan Gatto'... with a twist**Flori Grottoli**

Once the potato mixture is amalgamated well, spoon it into the ramekins being sure not to disturb the breadcrumbs. Top with another sprinkle of breadcrumbs and a small pat of butter.



****NOTE** - If the mixture is too hard or crumbly, add the shrimp liquid, a little at a time, until the mixture becomes smooth (but not soggy). At this point, I begin to mix by hand.



Place in 350 degree oven until the top is browned. Once cooled enough to handle, loosen sides of Gatto' with a butter knife and flip the ramekin face down onto the dish. Serve with a shrimp garnish.

****If you have any leftover shrimp liquid, drizzle a little over the top of each Gatto'**

****I served it on the same dish as the halibut and the asparagus. It really completed the meal.**

****Gatto' can be prepared a day in advance and baked 30 minutes before serving.**

****Gatto' can be prepared and baked in advance, then heated ten minutes before serving....like at a rendezvous, for example!**

****For a more classic Gatto', use mortadella and salami chunks instead of shrimp (no need to sauté) and finely chopped zucchini instead of peas. Yummy!**



Rigging Locker

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

Tartan 37 (Njord) 1977 \$15,500

Contact Bill or Sally Eibeck (631) 661-1507 or (631) 332-6282

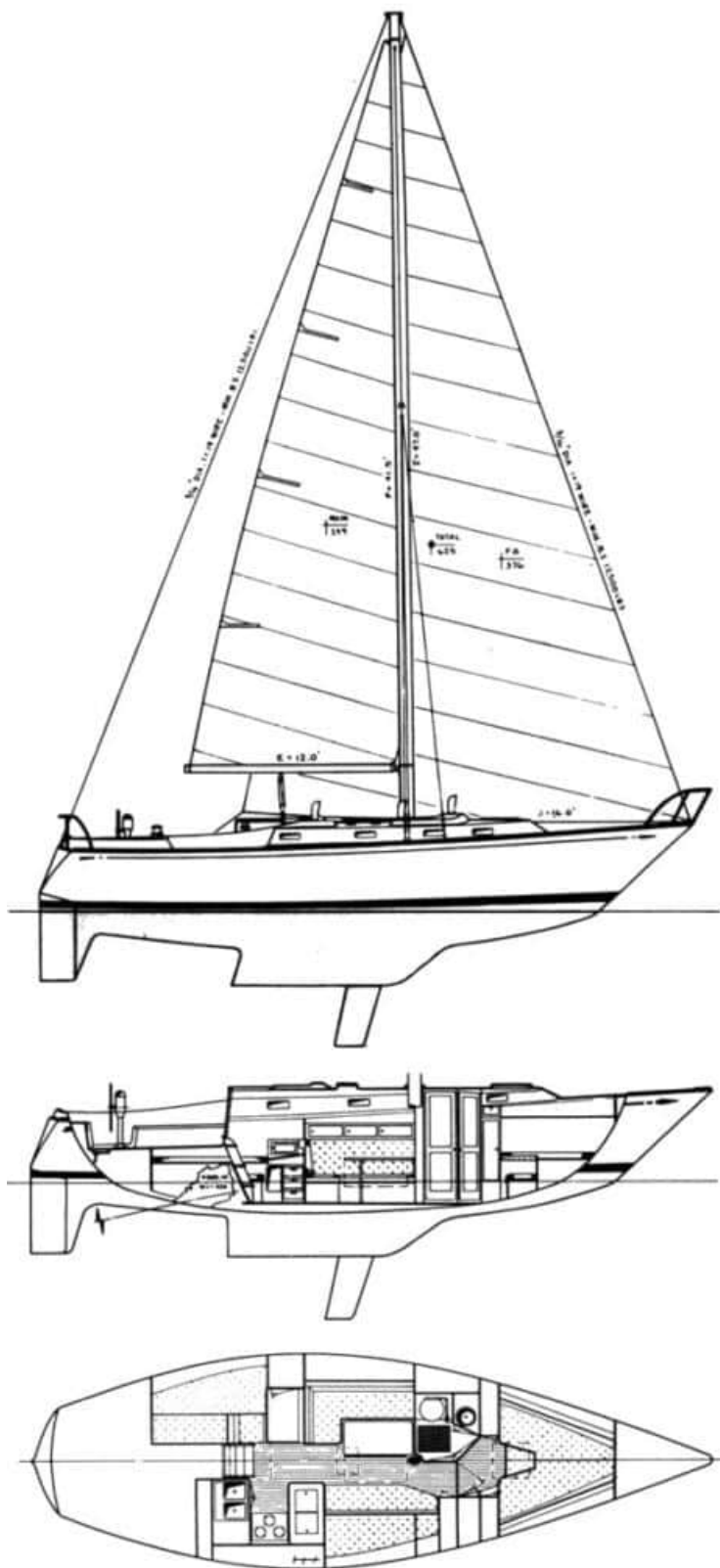
- 37' LOA, 11' 9" Beam, 4'2" Draft, 15,500# Displacement
- Tankage: 90 gal water, 50 gal diesel

Per SailboatData.com: The TARTAN 37 became one of the builders best selling models.

Derived from the TARTAN 38, more of a racer with a deep keel and tall rig.

Most boats were delivered with the keel/cb and standard rig as shown here. A tall rig and fixed keel were also available.

She is in good shape and can be viewed on Shore Rd., in Babylon.



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

Contact John Trotta (631) 671-1041

This high-quality inflatable, hard-bottomed tender was purchased in 2017 and hasn't been used since 2020. She's been stored indoors, and is in need of a good yacht-tending assignment! John has also offered to donate 1/2 of the proceed to SBCC—a win-win for any club member in the market for a new tender.

Model	Length [A]	Beam [B]	Inside Length [C]	Inside width [D]	Weight	Deadrise [E]	Max Pax	Max Load	Max Hp	Shaft	Tube Ø	Airtight Chambers
CL 260	260 cm 8' 6"	171cm 5' 7"	185cm 6' 1"	79cm 2' 7"	40Kg 88lb	15°	4	260Kg 794lb	8	Short	44cm 17"	3

www.highfieldboats.com

Called the Classic range because these really are the perfect all-round tender that's also built to last.

The High quality finish and luxury look belies the fact that this range of tenders has been designed to work hard. A durable aluminium hull coupled with full length keelguards make these ideal for those beach-hopping days with friends and family.

The large weight savings achieved compared to equivalent GFR tenders means you'll enjoy impressive performance with smaller engines, and with excellent payload capacities the Clessor range really does offer a tender for everyone.

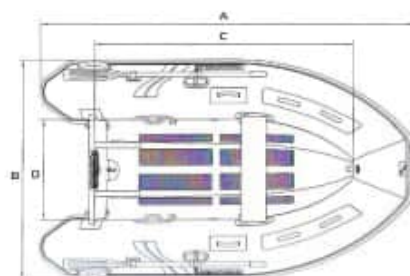
standard equipment

[illegible]

ional equipment

CA® Hypalon® tube fabric 
 main storage box
 tie seat (except CL250)
 a locker (PH 12L fuel tank) 
 4 phy wheels
 f console (except CL250)
 tied bow cleat

	Model	Length (A)	Beam (B)	Inside Length (C)	Inside width (D)	Weight	Decayrate (E)	Max Flux	Max Load	Max Hp	5/10ft	Tube Ø	Airtight Chamber
➔	CL 260	260 cm 8' 6"	17cm 5' 7"	185cm 6' 1"	79cm 2' 7"	40Kg 88lb	15"	4	360Kg 794lb	8	Short	44cm 17"	3
	CL 290	290 cm 9' 6"	17cm 5' 7"	205cm 6' 9"	79cm 2' 7"	44Kg 97lb	15"	4	480Kg 1058lb	10	Short	44cm 17"	3
	CL 310	310 cm 10' 2"	17cm 5' 7"	226cm 7' 5"	79cm 2' 7"	50Kg 110lb	15"	5	530Kg 1163lb	15	Short	44cm 17"	3



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

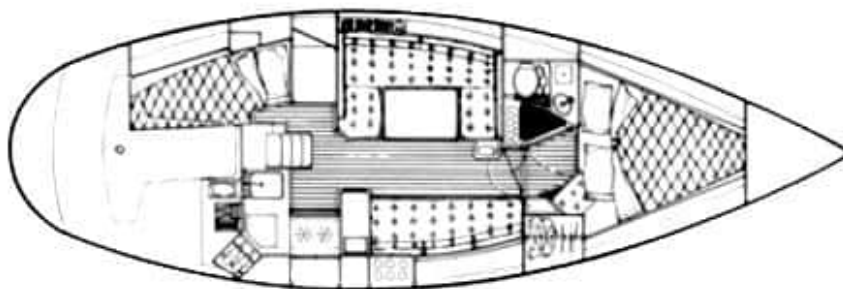
Contact for placing ads: Jeff Frederick masthead@sbccsail.org

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.

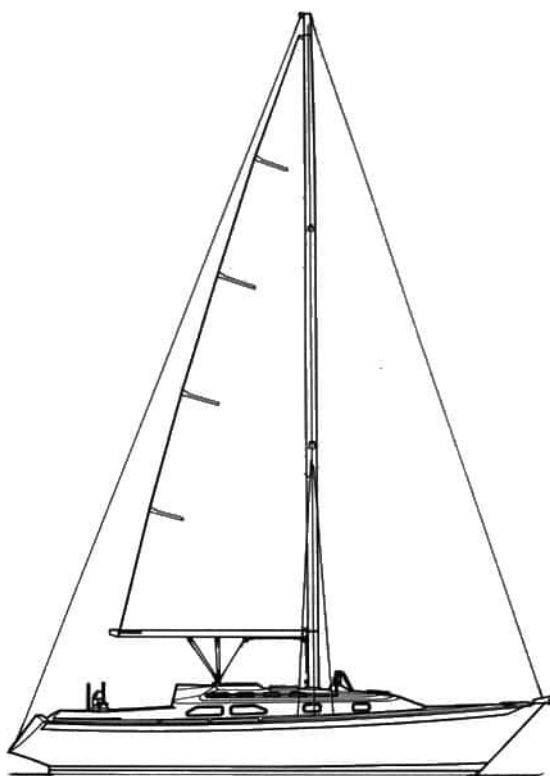


Rigging Locker

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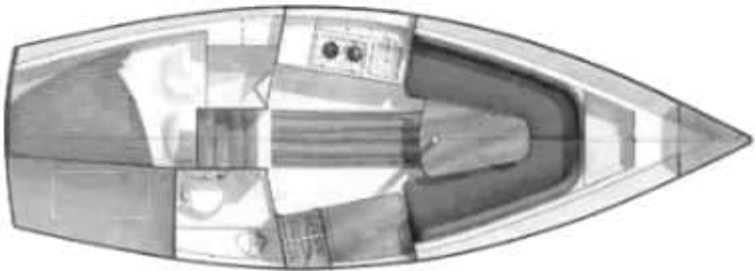
Rigging Locker

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



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



Rigging Locker

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

Items listed on this page are for sale (or for free) by Jim and Trudy Persson

Contact: Jim and Trudy Persson jprohan1@yahoo.com

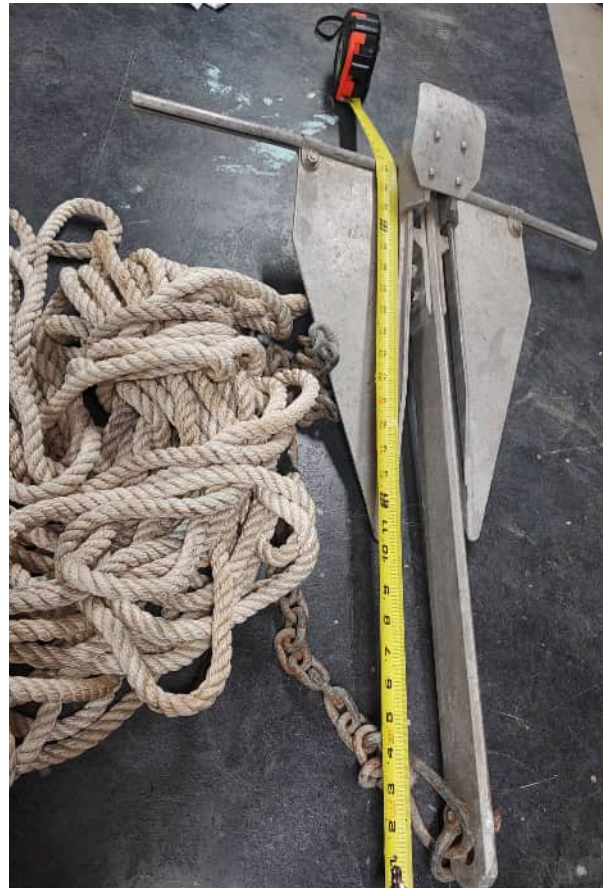
ROCNA ANCHORS

Galvanized Vulcan Fixed Shank Scoop Anchors



**15kg (33 lbs.) Rocna Vulacan
Anchor—\$375**

**Fortress Anchor w 28" shank,
line rode—\$75**



Small Dinghy Hook and Dinghy Wheels—FREE

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
	<u>*SPECIAL ORDER ** Jackets: Wind Breaker 8925</u>

	<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>