



From the Masthead

SOUTH BAY CRUISING CLUB

August 2024

FROM THE HELM

Scott Gesele commodore@sbccsail.org

The SBCC season is in full swing! Despite the unpredictable weather shortening the Two-Week Cruise for the majority of the participants, the Two-Week Cruise was a success. The fleet had a great time exploring Mystic, Connecticut and enjoyed being able to explore the multi-acre museum after closing time. Shelter Island Yacht Club welcomed our group's visit where we enjoyed multiple meals at the club, relaxed while using the club's moorings, and took advantage of the convenient ferry so that we could explore Greenport. There were mechanical issues during the trip, but in true SBCC fashion, we all worked together to get the fleet back home safely. After the remnants of Hurricane Beryl motivated many to head home, a portion of the group extended their trip to enjoy Block Island.

A few members recently overnighted at the Sore Thumb and welcomed our returning boats that had stayed out a third week. In a moment of good fortune, they also met up with a group from the Point Lookout Yacht Club during their annual trip to Sore Thumb. Good times were had by all and we're now looking at the possibility of a combined SBCC and PLYC event in the future. Stay tuned!

The racing program is going strong. The Commodore's Cup race was held on July 21 with eight boats participating. Our Regatta Captain and past Commodore, Charlie Margeson, took first place on *Shadow*, while yours truly raced and finished dead last. Wendy and I had a great time and that's all that matters. Let's see if we can get more cruisers on the race course! The Tuesday BSIR race is well attended and the post-race get together at Cook's is a great way to spend a Tuesday evening.

There's a lot going on right now. This weekend is the West Island race. On August 10 we have the Blast at Captain Bill's in Bay Shore, so get your RSVPs

in! We then roll into the one week cruise, led by Fleet Captain Joe Wekmeister, kicked off with the Margaritaville rendezvous on August 17 in Great River.

That's it for this month. You don't have to do it all, but let's try to get out there as the best weather of the year is upon us. I hope to see you soon!

Upcoming Events

- August 6—BSIR Mid Summer 3 Race—Pursuit Start
- August 8—Babylon Twilight Late Summer 1 Race—Regular Start
- August 10—The Blast 1130-1530 at Captain Bill's in Bay Shore
- August 11—GSBYRA Invitational Regatta at Bay Shore Yacht Club
- August 13—BSIR Mid Summer 4 Race—Pursuit Start
- August 15—Babylon Twilight Late Summer 2 Race—Regular Start
- August 17-18—"Margaritaville" RV at Great River, hosted by *Haven*
- August 18—The One-Week Cruise Begins!
- August 20—BSIR Late Summer 1 Race—Pursuit Start
- August 22—Babylon Twilight Late Summer 3 Race—Regular Start
- August 24-25—"Halloween in August" RV at Hemlock Cove, hosted by *Cambria*
- August 27—BSIR Late Summer 2 Race—Pursuit Start

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

We are very pleased to introduce to the club our newest members!

Larry Becker has decided to rejoin and we couldn't be more pleased. Larry sails an O'Day 27 *Jewel* berthed at Bay Shore Yacht Club.

Barry Basso and Eve Schiebold have also joined as full members. They sail a Hunter 31 *Eve II* berthed at Coastal Yacht Club. They were sponsored by Pam & Todd McCarthy and Gary Sebouhian. Barry is an experienced sailor and is looking forward to perhaps joining the One-Week Bay Cruise and attending Club parties.

Our newest Associate members are Michelle & Kevin Jaramillo. They were sponsored by Rich LaBella & Rich Mourino. They have a McGregor 25 and are currently looking into a more seaworthy vessel. Kevin is interested in both racing and cruising and perhaps beginning by crewing and eventually racing his own boat.

William Seasack has joined our club as a full member. He sails *Polaris*, a Hunter 34' sloop berthed at Green Creek Marina in Sayville. He purchased this boat from our own Fleet Captain Joe Werkmeister who was glad to sponsor him along with Tom Davison. Billy is the lead sailing instructor for Wet Pants, giving him extensive small vessel sailing experience. He is avidly getting familiar with his larger boat and already showing an interest in Tuesday night racing.

We are so pleased to have such wonderful and talented additions to the South Bay Cruising Club family of sailors. Welcome aboard!

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**

At the dock: SBCC member Barry Basso is a member of the USCG Auxiliary has kindly offered to conduct US Coast Guard inspection of your vessel and issue certification stickers at no cost to you! He says the inspection should take no more than 30 minutes! Feel free to reach out to Barry to coordinate your inspection soon.

On the Bay: *Rising Tide* is back on the Bay in good working order. The Pizers had many new parts installed: a manifold, adapter, heat exchanger, senders, thermostat, hoses, etc. The engine is in better condition now than when they bought the boat in 2018 and their wallets are considerably thinner as a result. Do you know that BOAT stands for Break Out Another Thousand?

***The Skipperless Dinghy, a haiku***

You are so simple
You bind me to my motor
Without you, boat gone



PIRATES OF THE CARIBBEAN RV 2024**Charlie Margeson**

Shiver me Timbers- what a weekend! On Friday July 26th the light North wind brought low humidity, clear skies and a great weekend for our Pirates Rendezvous. Five SBCC boats came out early (*Haven, Aurora, Bleu Moon, Aquae Sulis and Sea Horse*) to enjoy a beautiful Friday night.

The Pirates of the Caribbean Rendezvous:

Then early Saturday morning a shadow appeared on the horizon! The black sailed *Shadow* pulled into the Cove and it was all hands on deck. With anchors down, the RV hosts (Charlie & Janie Margeson) furled sail, raised the Jolly Roger and the 2024 Pirates of the Caribbean RV officially began.

More "pirate" ships began arriving in the afternoon and soon we had 10 SBCC boats prepared to board the host 3 boat raft-up of *Shadow, Rising Tide and Haven*. The party started at 4:30 with plenty of hors d'oeuvres passed around and grog flowing. Dark & Stormies, Rum and Tequila were passed around and Scott's many blender cocktails and Elizabeth's new Bourbon Peach Smash cocktails were big hits. There were sword fights on the foredeck and prisoners tied to the masts, quite an afternoon. We had over 20 members & friends join our RV and fill the cockpits.



PIRATES OF THE CARIBBEAN RV 2024 , cont'd

The evening was capped off with our traditional cigars & some excellent rum at sunset on the poop deck amid some deep discussions (including 70s & 80s music!) while dreams of winning the 1 billion lottery (and what to do with all that money) were contemplated in the ladies cockpit.



As the final revelers motored off in their dinghies late at night, I lowered the Jolly Roger and saw our Commodore Scott sweeping up the last of his cockpit party. My thoughts went to the many Pirate RVs we have hosted over the years including the infamous "Perfect Storm" RV that hit our Pirates raftup on July 29th of last year. It was just a reminder of how Mother Nature can sober up cocky sailors pretty quickly.



PIRATES OF THE CARIBBEAN RV 2024, cont'd

The Rogue Champagne Breakfast:



Sunday morning brought a nice sunrise and our "morning after" breakfast beginning at 9:00. Many members provided Mimosas, eggs, sausage, bacon, potatoes/spam (delish!), bagels & lox, a huge fruit bowl and pastries. Attendees filled the three rafted cockpits (*Haven, Shadow & Rising Tide*) again with food, laughter and discussed plans for the rest of the summer. A

hearty thank you to everyone who provided food, Joe Werkmeister for serving up the Mimosas and to Joseph Frederick who helped me in the galley taking orders, serving breakfast and KP duties.



PIRATES OF THE CARIBBEAN RV 2024, cont'd

The final RV attendees:

1. *Shadow*- Margesons, RV host
2. *Haven*- Geseles
3. *Rising Tide*- Pizers
4. *Aurora*- Joe Werkmeister
5. *Bleu Moon*- McCarthys
6. *Cambria*- Fredericks
7. *Eagle's Wings*- Jeff Mattera
8. *Aquae Sulis*- Jamie Blumenthal
9. *Sea Horse*- McLoughlins

Special mention to Gus Rappold-*Stray Cat* and our SBCC friend Rick LaTorre who both joined us for the evening on Saturday. A great week-



end with good friends and perfect weather. Janie & I couldn't have asked for more.

So until the next Pirates gathering, safe travels and to quote the famous pirate Captain Jack Sparrow: "Hoist the sails, ye salty sea dogs, lest Neptune's wrath catch you by the tail! Aye the sea whispers secrets only the brave dare to listen."

Aye aye, me hearties!

Charlie & Janie Margeson

RV hosts- *Shadow*



The SBCC Cruising Guide & Hemlock Cove

Jeffrey Frederick

I remember moving to Long Island, and knowing nothing about the Great South Bay except for one thing my wife's uncle (a Bayman) said to me, "shoals... lots and lots of shoals." Our boat at the time only needed 3' 3" of water, but still, I needed to know more about this new stomping ground of ours. After scouring the internet, I found this little cruising guide published by this group called "SBCC"! I printed a copy and began doing my homework. It was just a few months later, and I was approached in the boatyard by a rather tall gentleman we all know as Bob Sheppard, and the rest, they say, is history.

Many of you are aware, but some of you may not be aware, that we keep this handy little guide on our web page. It can be found here: https://sbccsail.org/Forms/Cruising_Guide_2017.pdf

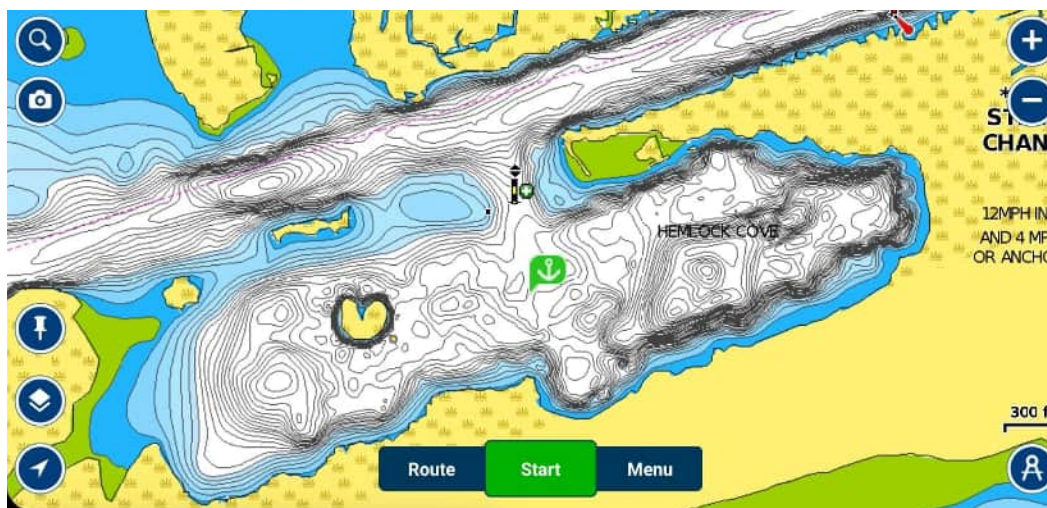
Ok, my purpose in setting all this up is to point out for those that have never been to Hemlock Cove (or any of our other famous RV sites) that there are a few things of which our Captains should be aware. First, straight from the guide itself:

Hemlock Cove

Sail east approximately 0.9 nautical miles from Coast Guard Cove today mark G "41". Continue for 300 ft and you will come upon a "pole marker" off your starboard, turn south, keep this marker on your starboard, continue south for a few boat lengths to avoid the shallow sides. Although the National Oceanic and Atmospheric Administration National Ocean Service Coast and Geodetic Survey Chart 12352 shows only a narrow 11 ft channel, the cove has been dredged east and west to depths of 15 to 40 ft. On most weekends you will find SBCC boats rafted here for the afternoon or weekend. Swimming in the cove or across the highway in the ocean is popular.

ON BUSY SUMMER WEEKENDS WHEN THE SKIPPER DROPS THE ANCHOR IN 40 FEET OF WATER BE AWARE THAT THE SUGGESTED SCOPE (40ft + freeboard) X 7 or at least 280 feet) MAY NOT BE POSSIBLE BECAUSE OF THE MANY BOATS AT ANCHOR. SWING ROOM IS EXTREMELY LIMITED! Use a sentinel, lower it about half way down the anchor rode, this will lower the anchor angle and allow for a shorter scope.

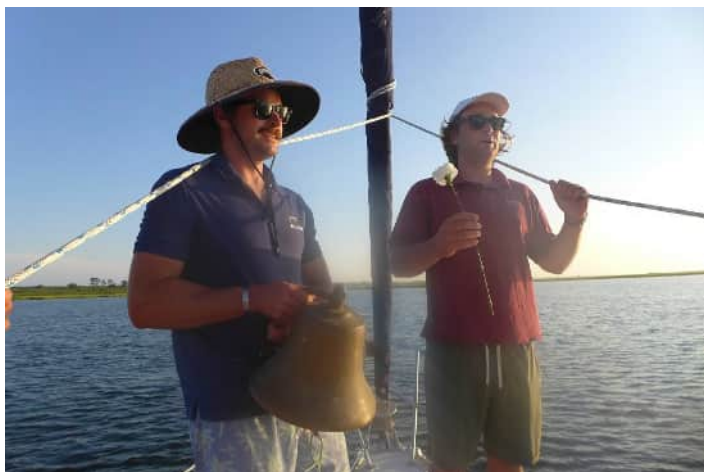
In summary: Upon entrance, "The Pole" should be to starboard. I like to give it a boat length or so, but still close enough that I can see the big arrow that says "<— Channel", Also, do not cut west until you are well into the cove, as noted above to "avoid the shallow sides". As you can see below, there is a shallow bit that extends to the south, just west of the pole. I've seen more than one boat parked here over the years. Also note, that little island right in the middle of the western embayment does not exist. The cove has been dredged and you will find good water there. Check out the cruising guide, and we'll see you out there!



In Memoriam—Matt DeMarco***Jeffrey Frederick***

Matt DeMarco, our former Commodore (2010-2011), passed away on Wednesday, July 10. His son Chris and former wife Jen are active SBCC members and friends to many of us. Chris held to his scheduled "Catalina Wine Mixer" rendezvous with co-host Ian Holzmacher at Hemlock Cove on July 13. There they held a small memorial service for his dad including a cannon salute at sunset. There was a strong turnout to show our support in remembrance of Matt. Chris asked those in attendance to share stories and memo-

ries of his father; I hope this small gathering of friends sharing fond memories and stories of their times with Matt, on the water at Hemlock Cove, helped ease their pain if only for a short while. As one member stated, "It was fantastic, like a good old fashioned rendezvous."



FROM THE FLEET CAPTAIN**Joe Werkmeister**

A lot has happened since the last edition of the Masthead. As I write this I am enjoying what unbelievably turns out to be the 12th rendezvous of the 2024 season! We are at the half way point of the cruising season! Since Memorial Day we have enjoyed rendezvous in Great River, Hemlock Cove, Coast Guard Cove and Bellport Park! I would like to thank Eddie and Beth Anderson, Jean Sidebottom, Joe and DJ Greco, Jackie Scoglio and Mike Quinn, Chris DeMarco and Ian Holzmacher, Charlie and Jane Margeson, and Christina (aboard *Aurora* of course) for hosting! The two-week cruise is also in the books and despite some weather issues at both the start and end of the cruise, we had a great time! Up next on the rendezvous schedule is Margaritaville at Great River, hosted by Scott and Wendy Gesele on August 17th, and the Halloween in August hosted by the Fredericks on August 24th in Hemlock Cove. The Margaritaville and Halloween rendezvous bookend the One-Week Cruise, which officially begins on August 18th in Great River. This year, the cruise will offer the option of sailing to Bellport Bay on Sunday, or staying in the River Sunday night to rendezvous at Sailors Haven on Monday. We will stay at Sailors Haven Monday and Tuesday and will depart for Atlantique on Wednesday for a two day stay. Anyone wishing to participate in the marina dates should have already made Dockwa reservations. If you have not booked Atlantique already and are not a town of Islip resident, enter "TOIresident24" as the coupon code when booking on Dockwa and you will automatically be charged resident rates. Be sure to add a comment that you are part of the SBCC fleet so that you will be assigned a slip with the group. Friday we will leave for Hemlock Cove and finish up the cruise on Sunday as we depart for home ports after the rendezvous.

Two-Week Cruise "Insiders" Transit**Joe Werkmeister**

This year, the Two-Week Cruise wound up having three leaders! Jay and Stephanie Pizer put a great deal of effort into planning the itinerary and providing .pdf and .gpx files to all participants, but unfortunately due to mechanical problems with *Rising Tide*, were unable to attend. They stayed in communication with us throughout the cruise to insure all went well and we are all grateful for their efforts. So, in light of the Pizer's absence, Scott Gesele took on the majority of the leadership role for the cruise for which I am extremely grateful! My role became the leader of the "Insiders" group! As it turned out, the "Insiders" group was larger than the "Outsiders" group. Our



original plan of departing on Saturday June 29th was delayed until Monday July 1st due to weather concerns. The fleet taking the inside route to Cormorant consisted of *At Last*, *Aurora*, *Compass Rosie*, *Kickin' Back*, *Our Dreamliner*, and *Windswept*. We rendezvoused in Bellport Bay at 8AM, enjoying our first sail of the cruise. As I did last year, I reached out to the Moriches Bay Tow Boat Captain for local knowledge to insure a safe passage through Moriches Bay. Captain Bill advised that the main channel had been dredged and had plenty of deep water but had not been marked by buoys. He recommended following the route he had given me last year which we had traversed without issue. And then the fun began!

Two-Week Cruise “Insiders” Transit

Joe Werkmeister



I led the fleet on the exact track line I had created from 2023 and after successfully navigating through the Moriches Inlet area I began to encounter shallow water as we headed North. I advised the fleet but before I could slow down sufficiently I ran aground on a soft bottom. My grounding was followed by *Windswept* also grounding.

As I looked around, I noticed a Sea Tow boat in the area so I hailed him on the VHF radio and asked if he could offer any local knowledge to allow us to navigate through the area. He told me that we were on the right track but would have to wait for the tide to rise. So, the

boats that had not run aground dropped anchor and we waited for two hours for the tide to rise before *Aurora* and *Windswept* were able to float off. Once we were free we motored back to deeper water and dropped anchor. We had decided to wait one more hour for the tide to be at peak high. The decision then

had to be made how to proceed! Fortunately, Eddie Anderson volunteered to attempt the main unmarked channel relying on his chart plotter to stay in the channel. The rest of us followed and we made it safely through Moriches Bay without further incident. Thank you Eddie, for taking that risk! While all of us waited for *Aurora* and *Windswept* to free ourselves, I had asked *Compass Rosie* if they would scout the area to look for a safe passage (*Compass Rosie* is a catamaran that draws much less water.) Unfortunately, they also encountered the bottom and wound up with one of her two rudders broken. The rest of the fleet were unable to approach



close enough to render assistance so we decided to move on while Jerry attempted a repair. Happily, due to Jerry's mechanical ability and his daughter's snorkeling ability, they were able to effect a repair and rendezvoused with the rest of the fleet at Cormorant Point about an hour after the fleet's arrival. Meanwhile, the Geseles were transiting the outside route to rendezvous with the insiders at Cormorant Point and arrived a couple of hours ahead of the insider fleet. We were now a fleet of seven boats.

Two-Week Cruise “Insiders” Transit

Joe Werkmeister

From this point on, *Haven* took the lead for the bulk of the cruise until we began our return trip home and we once again split leadership duties. After having visited Mystic, CT and Shelter Island, the majority of the fleet decided to head home in front of impending weather that would have made an ocean transit very difficult and dangerous. We were now a fleet of 8 boats as *Shadow* also decided to head home and accompanied us to Lake Montauk. After the overnight in Lake Montauk we awoke to fog and very limited visibility and departed at 5 AM for our rounding of Montauk Point. *Haven* led the fleet in 1/4 mile or less visibility around Montauk Point which thankfully had far less than the usual fleet of fishing boats to navigate through.



Once around the point, *Haven* and *Shadow* turned on the after burners and headed towards Fire Island Inlet. (They had held back the speed to allow the fleet

to remain together around the Point.) Once *Haven* and *Shadow* were on their way ahead of the rest of the fleet, *Aurora* took the lead to bring us through Shinnecock Inlet and ultimately to Cormorant Point. *Aurora* and *Windswept* are equipped with radar and kept a close eye out for targets. Fortunately, they were few and far between and our passage was smooth considering the limited visibility. Entering Shinnecock Inlet was nerve wracking to say the least! I had to rely on my chart plotter and radar to get close enough to see land on both sides of the inlet! I definitely breathed a sigh of relief once we were all safely through! Once we were all securely anchored in Cormorant, of course, the fog lifted and we spent a very pleasant night on the hook. We were all a bit wiped out and decided to all stay put on our own boats for a good nights sleep and an 8 AM departure. After our arrival, we were joined by *Eagle's Wings* and *Aquae Sulis* who had left from Block Island and Shelter island respectively to join us on the inside route home! We departed at 8 AM the next morning, once again in dense fog. I once again relied heavily on my chart plotter and radar and the excellent long distance vision of my first mate to move from buoy to buoy. It seemed that the Ponquogue Bridge appeared out of nowhere, which was quite eerie, but soon after passing under the bridge the fog relented a bit and we had decent visibility through the Hamptons! The transit through Moriches Bay was uneventful as we followed our track line from the outbound transit. I had hoped for a nice sail home through

Bellport Bay but unfortunately, the strong winds that had influenced our decision to come home a few days early, reared their ugly head and we were faced with up to 20-25 kt winds right on the nose and decided it best to just motor home and get in as quickly as possible. It was an adventurous cruise that included quite a few “obstacles” to overcome but all things considered, a good time was had by all. Look for a more extensive Two-Week Cruise article in the 2025 yearbook!



SIGHTS of the TWO-WEEK CRUISE



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SIGHTS of the TWO-WEEK CRUISE



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

Our 2024 Regatta season is now in full swing. We are now half way through the season and have had some great racing. Our new race notification system is working well for the few weather updates we have needed.

Twilight Series: The Bay Shore BSIR Tuesday evening series completed their second "Early Summer" series and their third "Mid-Summer" series has begun. See the series results below.

The Thursday Babylon Twilight series just completed their "Early Summer" series also and the third "Late Summer" series begins August 8th. Attendance has been light for this series this summer, let's get those Babylon boats out!

Weekend Races: Our weekend races have been a highlight of the season with great weather, good attendance and some real competitive racing. We had the Babylon Cup June 7th, The BYC July 4th Regatta on July 6th and our Annual Commodores Cup on July 21st. The West Island Invitational race was Saturday, August 3rd, and is our premier weekend race of the season! Stay tuned for my notice update on the Mayor's Cup which is planned for September 7th. Please see the SBCC Calendar in the yearbook or on the website for the full race schedule.

**ALIR—Around Long Island Race**

The SBCC always has a few boats compete in the ALIR and we had 2 boats participate this year.

Jim Reichel raced his J109- *Scapegoat* in Spinnaker Division #6 with a crew that included SBCC members Chris DeMarco and Ian Holzmacher. They had a good start and a strong east end rounding, building up over a 5 hour lead when the winds died just before the finish. Six frustrating hours later they crossed the finish line 4th out of 7 in their division but an impressive 6th out of 46 ALIR entrees. Congrats Jim & team *Scapegoat*!

Walther Van Stipriaan in his Tartan 33- *Halve Maen* raced in the double-handed Division 5 with Eric Winberry as crew. It was his first ALIR. They reported a good first half of the race, broke with the fleet around Plum Island and got stuck without wind for over 10 hours. They unfortunately ended up having to withdraw. It was a tough break but there's always next year!

I'm happy to see a few of our cruisers coming out to race either as crew or in their boats. They've all said it's been beneficial and a great learning experience. Come join the fun if you can.

The West Island Invitational Race

Charlie Margeson



Our 2024 West Island Invitational Race on Saturday, August 3rd was a rousing success thanks to the wind! There were heat advisories issued for the day but we had beautiful 10-14 kt southwest winds and partly cloudy skies on the Bay for our noon start. Ten boats came out (eight monohulls, two multihulls) to enjoy SBCC's premier weekend race. We had non-spin & multihull classes again this year and the wind also determined the "which way" question. South winds were predicted but with a steady southwest wind, eight of the ten boats chose the counter-clockwise course and headed up the West Channel. This proved to be the favored course this year. Most boats made Crazy Charlie in one tack and then enjoyed some great beam reaching racing past Atlantique and Ocean Beach. The poles came out for the long downwind run from #19 to #9 at Heckscher State Park. The final leg was an exciting drag race in building winds back to the Bay Shore #10 mark and the finish. The race had some close head-to-head competition between *Rettsie* & *Shadow* and *Derailed* & *Bleu Moon*. It took about 2.5 hours to complete the 15.7 nm course and the winds held up for some spirited sailing home.

A big thank you to Bill Wheeler and team for their professional RC duties and to John Davis for assisting Bill. It was great to see John at the start line again; I don't think he has missed a West Island race (either racing or RC) since joining SBCC many years ago! I also want to congratulate Todd & Pam McCarthy for racing *Bleu Moon*, their Tartan 37 cruiser in their first West Island race. Todd has been racing as crew on *Shadow* and it was good to see them out racing their own boat.



The West Island Invitational Race

Charlie Margeson

Final Results, 2024 West Island Race:

Non-Spinnaker Class

1st place- *Shadow*

2nd place- *Kickin' Back*

3rd place- *Rettsie*

4th place- *Naughty Dog*

5th place- *Derailed*

6th place- *Galatea*

7th place- *Bleu Moon*

8th place- *Snoopy*

Multi-Hull Class

1st place- *Trillium*

2nd place- *Getting There*

2024 Deale Trophy winner: *Shadow*

Congratulations to each captain and crew, it was a spectacular day for this amazing event!



FROM THE RECORDING SECRETARY**Jeffrey Frederick**

What a wild and very quick summer it has been so far! Our sweet *Cambria* received a late commissioning this year, thanks in part to what we suspect was an insect-borne brain infection that left me flat on my back for most of May. Who needs brains when you've got cruising plans... that's what I always say! So *Cambria* went in late, we scrambled to prepare, and the weather did what it does... it changes your plans. So, unlike the rest of the Two-Week Cruisers, we decided at a very late hour to leave early for Block instead of delaying our start. A Friday afternoon departure from Week's Yacht Yard, meeting up with *Shadow* at the bridge, and out Fire Island Inlet for an overnight transit to Block Island! We had near-perfect conditions and sailed and motored the 110nm in just over 17 hours. The boys were thrilled to wake up just three hours from the Great Salt Pond, while mom and dad were a bit tired from swapping watches during the wee hours. We kept a close eye on *Shadow* too... it's always good to have a friend out there when eyelids get heavy.



We eventually hooked up with the rest of the Two-Week gang in Mystic for a wonderful couple of days at the seaport, then on to Shelter Island, Coecles Harbor, Sag Harbor, and back to Block Island. While we were there, we met up with old friends with their new power boat at Champlin's, we sighted the Beislins and Tesoros rafted up, and were eventually joined by *Stowe Aways* and *Resilience*! The Roigs and Aiossas made a two/three hop transit dodging the dodgy weather, and our boys were thrilled to be joined by some club kids! We

were also thrilled to see these guys, it had been two years since our last meeting here at Block.

After 23 days cruising about and enjoying the water, waves, and wind with our family and friends, it was time to head west again. We did the 93nm motor-sail on a near perfect Saturday afternoon, arriving at Sore Thumb to find *Eagle's Wings* and *Bleu Moon* anchored amongst a fleet of six or seven other sailboats! They had stumbled into an RV of sorts with the Point Lookout Yacht Club, and quickly let us know we were invited to an RV on the beach! Finally, we met aboard *Stowe Aways* for a final cocktail and toast to a great cruise! What fun, and a great way to end our cruise. It feels like summer has just begun! We have only been able to attend one RV so far, but we've spent 25 nights on the boat. We're looking forward to the rest of the club events this summer, see you out there!



Seared or Grilled Sesame Crusted Tuna Steaks

Flori Grottoli

Every so often I go to a trusted fish restaurant and order the Sesame Crusted Tuna, medium rare. It's a treat I allow myself a couple of times per year.

Then my neighbor Andrew, a third generation high-seas fisherman, brings me tuna once or twice per summer....and it is heavenly because it is the freshest that can be had. Lots of times I slice it paper thin and make it Carpaccio style (cooked in lemon juice) or I just lay the steaks on a very hot grill and remove them when I see grill marks (about 1 minute per side).

This time, Andrew brought me such a large piece that I decided to make some Carpaccio but some I tried to make Sesame Crusted. This is the recipe I used and it was super delicious and extremely easy!

Soy & Wasabi Marinated Tuna:

- 10 oz Ahi or Yellow Fin Tuna cut into 2" thick steaks
- Soy Sauce
- Wasabi
- 3/4 cup of Sesame seeds, lightly toasted
- Olive oil

In a bowl mix:

Toasted sesame seeds
Cracked black pepper
Garlic Powder
1/2 teaspoon sugar

- Place a small amount of soy sauce in a bowl and wet your hand with it. Hand rub the tuna in the soy sauce, but not too much or tuna will be too salty. Make sure you rub all the sides in soy sauce, even the edges. Let it rest, with the soy sauce on it, for a few minutes

- Place your Wasabi in another little bowl. Using a brush to put your wasabi paste on the tuna loin, make sure to cover all of its sides including the edges.
- Place the sesame seeds in a container or plate, and start patting the sesame around the Tuna. You can use a spoon or your hands to make sure they stick well.



Seared or Grilled Sesame Crusted Tuna Steaks***Flori Grottoli*****Tips:**

Press the tuna steak firmly into the sesame seeds, so they're not just loosely hanging onto the surface. Make sure edges are firmly packed with the sesame as well.

In a pan: Brush a pan well with olive oil. Sear on high heat until the surface begins to sear. Sear less than one minute on each side.

-OR-

Place a cast iron skillet on the grill, and add your olive oil as suggested above. Let the oil get to its smoke point and then gently place the Tuna on the skillet.

Cook for about 45 seconds per side to get that sesame layer nice and crispy.

Place the tuna steaks into an airtight container until ready to serve. Tuna will continue cooking inside the container so don't worry if it's too rare.

You will feel like you're in your favorite restaurant once you've tasted tuna made with this recipe! Enjoy.

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

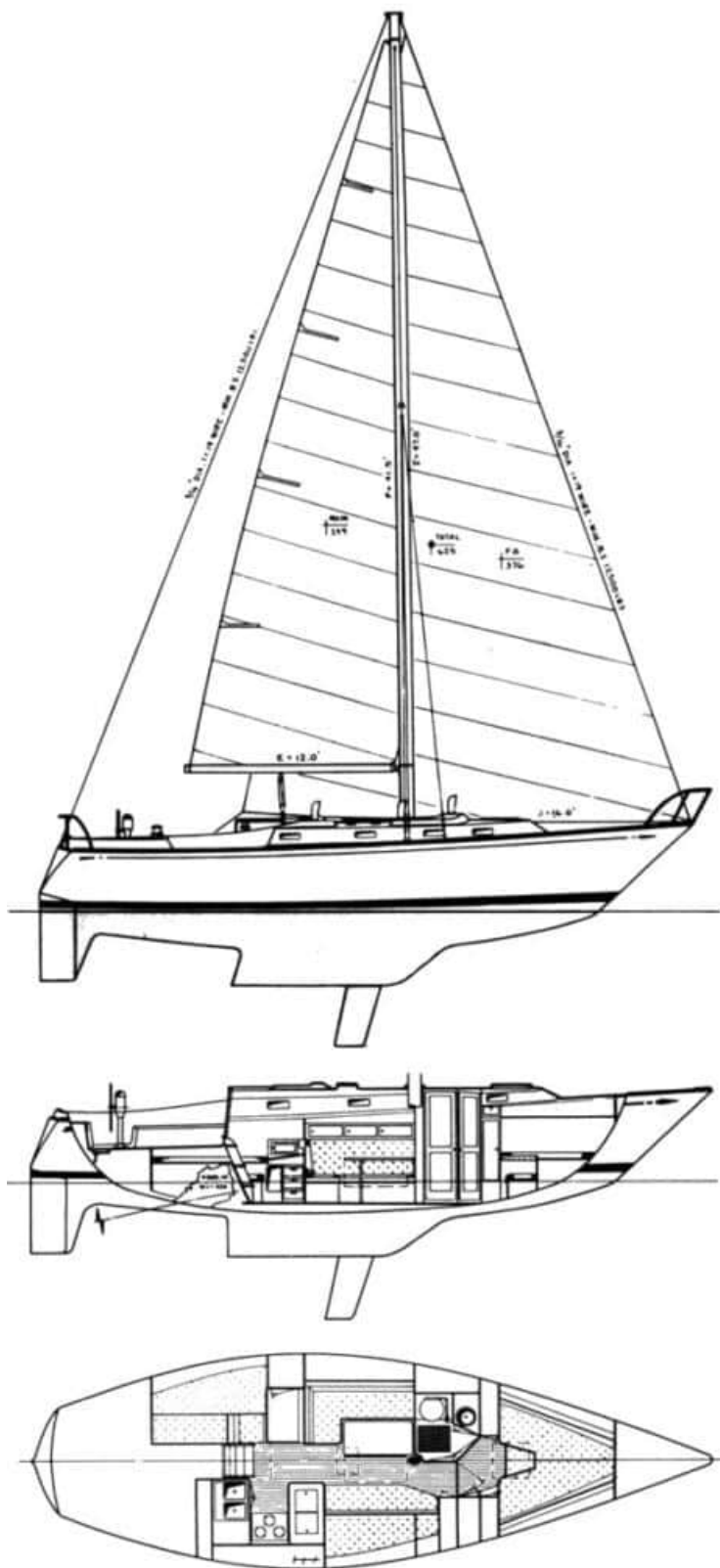
- 37' LOA, 11' 9" Beam, 4'2" Draft, 15,500# Displacement
- Tankage: 90 gal water, 50 gal diesel

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.



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



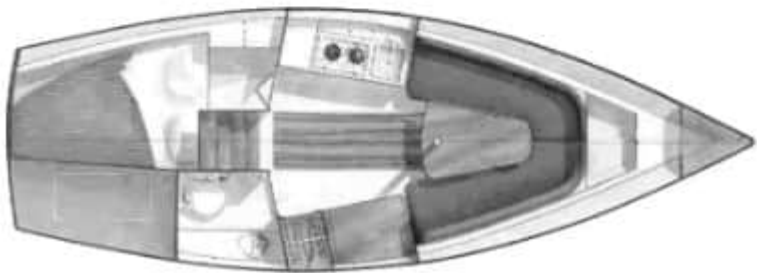
Rigging Locker

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

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 outboard



Rigging Locker

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

Vintage Classic Fiberglass Sailing Dingy 1962

\$175

Contact Andrea Larmor (631) 383-4655 (text mssg. for quick response)

Andreathartist2004@yahoo.com

Originally built by Werf Gusto Scheindam in Holland No.020. It was the Dinghy for the Aqua Star Yacht. This dingy has been disassembled. A good winter project. Gunwhale guard had wood trim with roping. Buyer needs to get or make new wood and rope. Fiberglass exterior and interior. It comes with teak floorboard, three bench seats, brass fixtures and oarlocks, rudder, daggerboard and oars. It also has a mast and boom, but no sails. It has been disassembled to replace rub rail, and transom woodwork and make other repairs. Fiberglass needs patching.

It can be towed behind your boat. We have had many fun days rowing this dingy. This picture is two to three years old. Since then, it has been outside and flipped so water has not been sitting in it. We are no longer able to trek it down and back to the lake twice each year.

DIMENSIONS

L.O.A. **7'4"**
Beam **4'10"**
Sail area **28sq. ft.**
Weight **70 lbs.**
New in 1962 cost \$395.00!



Highfield hard bottom CL260 tender 2017 \$1500

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

Classic_{260/290/310}

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 hides 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 GRP tenders means you'll enjoy impressive performance with smaller engines, and with excellent payload capacities the Classic range really does offer a tender for everyone.

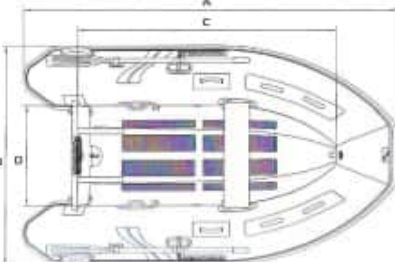
Model	Length (A)	Beam (B)	Inside Length (C)	Inside width (D)	Weight	Deadrise (E)	Max Pax	Max Load	Max Hp	Shaft	Tube Ø	Airtight Chambers
CL 260	260 cm 8' 6"	171cm 5' 7"	185cm 6' 1"	79cm 2' 7"	40Kg 88lb	15°	4	260Kg 794lb	8	Short	44cm 17"	3
CL 290	290 cm 9' 6"	171cm 5' 7"	205cm 6' 9"	79cm 2' 7"	44Kg 97lb	15°	4	400Kg 1058lb	10	Short	44cm 17"	3
CL 310	310 cm 10' 2"	171cm 5' 7"	226cm 7' 5"	79cm 2' 7"	50Kg 110lb	15°	5	550Kg 1213lb	15	Short	44cm 17"	3

Standard equipment

- max® PVC tube fabric
- stitched seams
- 1000mm non-return valves
- 1000mm chromated & powder
- stainless aluminium hull
- drainage deck
- rigged transom supports
- movable seat
- 1000mm pin and towing eyes
- 1000mm tie points
- 1000mm tie deck
- heavy duty rubbing strake
- 1000mm keel guard
- 1000mm strap kit
- 1000mm ber seat bag
- 1000mm filled dry bag
- 1000mm 10 pump, valve, repair kit

Optional equipment

- CA® Hygrom tube fabric
- 1000mm storage box
- 1000mm seat (except CL260)
- 1000mm locker (for 12L fuel tank)
- 1000mm ghy wheels
- 1000mm f console (except CL260)
- 1000mm tied bow cleat



Rigging Locker

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

Victron Argofet Battery Isolator—\$75.00

Brand new! Purchased new for my pervious boat but never installed. (This is the 2 bank model)

Contact: Joe Werkmeister (631) 766-8009



ATN Mast Climber Bosuns Chair—\$150

- 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

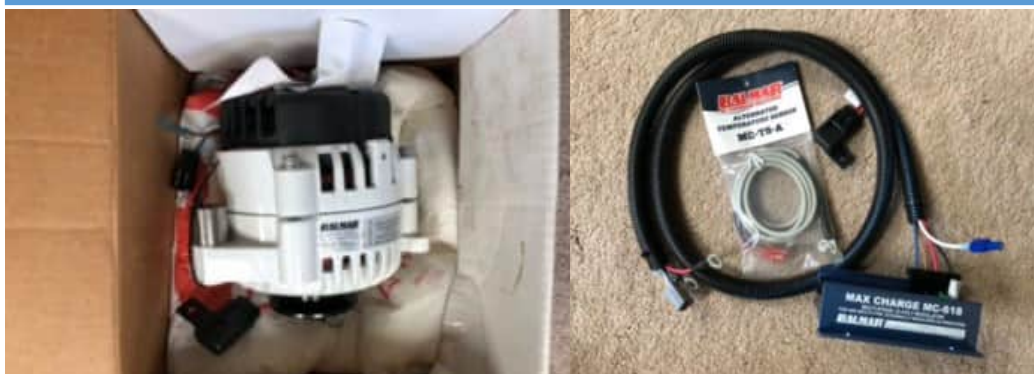
Balmar 6 Series 12V-70A light duty, single foot, single Vee Alternator - \$750

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

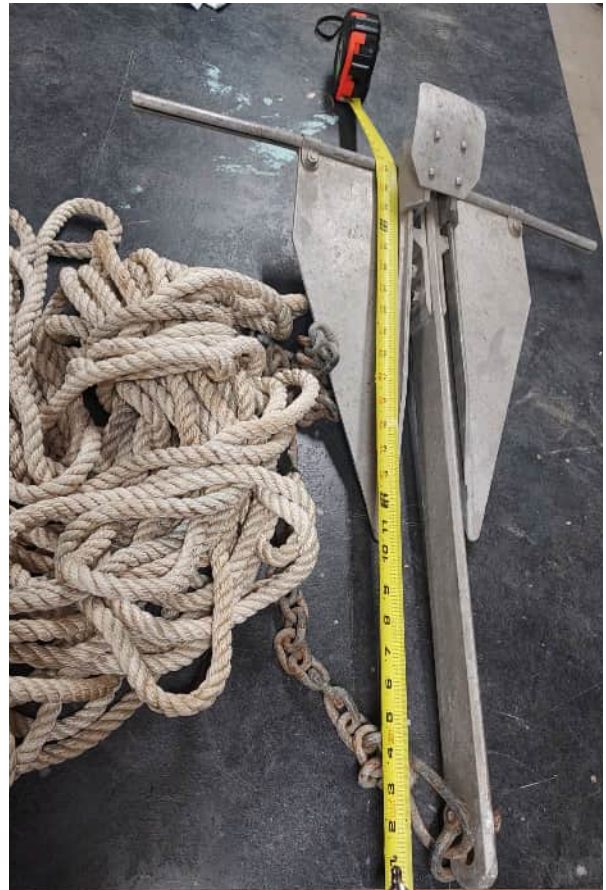
ROCNA ANCHORS

Galvanized Vulcan Fixed Shank Scoop Anchors



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

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



Small Dinghy Hook and Dinghy Wheels—FREE

Rigging Locker

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

Items listed on this page are for sale by Dennis Marzocco

Contact: (516) 322-0548



Winch Handles—\$35(l) \$25 (r)

Shore Power Cable—\$45



**Radar Reflector—
\$45**

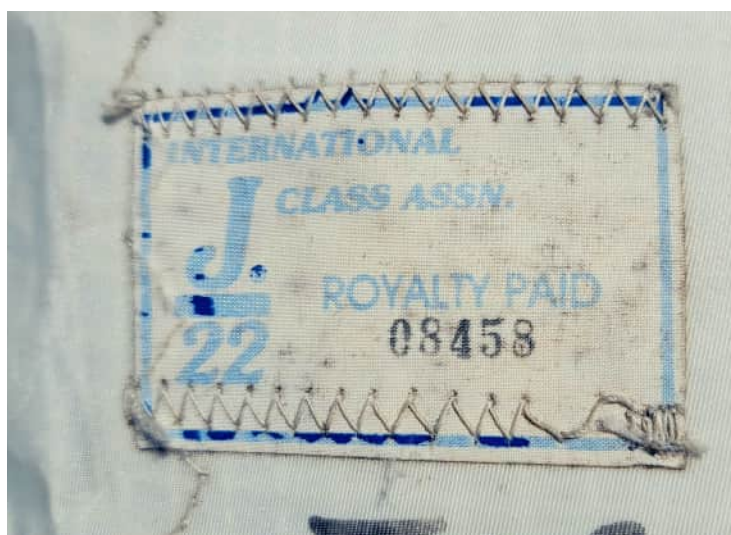
Rigging Locker

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

Items listed on this page are for sale by Brad Baldwin

Contact: bradhbaldwin@gmail.com

Mainsail for J-22: very lightly used, dacron crispy, tell tales, spreader & vision window. Some light stains. No sail bag or battens. \$225



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>