



2023
South Bay
Cruising
Club



Cruise Song

(To the tune of the Whiffenpoof Song)

*From the sandbars at Moriches
To the Shoals of Tuckernuck
We have pressed our painted bottoms and our luck*

*We've assembled at Great River
With our burgees raised on high
And our anchors settled safely in the muck*

*Yes, we've been to many places
with names we love so well,
Shelter Island, Martha's Vineyard, and Cape "Cad"*

*We will sing about our cruise
And drink each other's booze
And we'll dream about the good times we have had.*

*We're sailing folks who have found our thing
Blow, winds, blow.
We like to laugh and we like to sing.
Blow, winds, blow.*

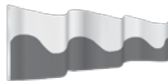
*We like the seas when the breeze is right
We like the glow of a harbor light.
Blue skies by day and the stars at night.
Blow, winds, blow.
Blow, winds, blow.*

— Ed Schecker





The SBCC Flagship *Cambria*



South Bay Cruising Club

P.O. Box 365

Babylon, New York 11702

www.sbccsail.org | e-mail: administration@sbccsail.org
Facebook Group by Invitation: Contact the Technology Chair

The South Bay Cruising Club (SBCC) is a Member of:

- **U.S. Sailing**
ID: 100272G | <http://home.ussailing.org>
- **Yachting Club of America**
www.ycaol.com | username: club1040 | password: y100446c
- **Great South Bay Yacht Racing Association**
www.gsbyra.org
- **Boat U.S.**
Group Membership Number: GA83761S

South Bay Cruising Club

2023 Yearbook

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Commodore's Message

Welcome to the 2023 sailing season, and the 72nd year of SBCC's long and storied run as the best sailing club on the Great South Bay! Just as I am starting to fully understand and appreciate how best to serve you as Commodore, I enter my final year of service! I must say I have learned a lot about how this club works, I have enjoyed the last year immensely and I am looking forward to having another great season on the bay.



While reading esteemed member Eric Forsyth's "An Inexplicable Attraction: My Fifty Years of Ocean Sailing" this winter, I often paused to think about the vast knowledge and experience harbored by the members of our club. Eric presented a film last winter and Bob Forman presented his amazing Trans-Atlantic Race film.

These presentations provide not only the fuel for winter sailing dreams but give us direct exposure to the participants in these epic adventures. They are always willing to chat, to answer questions, and to help guide our thinking about the challenges and problems faced. I have singled out just two examples here, but there are many, many more in our club who've done extensive cruising, covering thousands of miles. There is much to be learned, but it is up to you to engage this vast resource.

As an example, in preparation for the two-week cruise in 2021, a new member had come across a potential issue that required an expert's eye. He sought the expertise of one of our resident electrical experts. Upon inspection, his advice was clear and simple, "don't go." Certainly not what the captain wanted to hear, but a solid recommendation built upon decades of experience. Discretion is the better part of valor and there are old sailors and there are bold sailors, but very few old, bold sailors.

2023 is shaping up to be a great year. Fleet has prepared a full compliment of RVs, beginning in early May, with one-week and two-week cruise itineraries in the works. Regatta has a full line up of races, from the BSIR Tuesday night and the Babylon Twilight Thursday night series, to the sponsored weekend races, so get out there and give racing a try in a low-stress, friendly and fun environment.

Hospitality is hard at work planning the parties, Membership is recruiting new members, our Treasurer is keeping us solvent, our Storekeeper is keeping you in SBCC swag, Programs is plotting your off-season education, our Webmaster is maintaining our online presence, and our Corresponding Secretary is constantly drafting Mastheads to keep you in the loop. This is but a glimpse behind the scenes, and I haven't mentioned everyone who contributes to this amazing club. If you aren't actively involved, I suggest you make 2023 the year to reach out and get plugged into this amazing group of fun-loving sailing addicts.

I hope to see you out there (and perhaps at a few planning meetings) this year!

Respectfully,


Jeff Frederick

Fleet Captain's Message



I am happy to report the 2022 cruising season was very successful with good attendance for most of the rendezvous, a great Two-Week Cruise and a fantastic One-Week Cruise in our local waters. In addition, we also added a new RV location at Sore Thumb.

This year we're looking to up our game by possibly adding another new location at "The Heading," Unqua Corinthian Yacht Club's private dock which is just west of Coast Guard Cove. We have been in communication with their club officers and are hopeful that we can hold a rendezvous there in late September. The RVs planned so far include a few new themes: Memorial Day Cookout, Nautical Trivia, 20,000 Leagues Under the Sea, Tie Dye, Mardi Gras

and Sailing Vernacular Spectacular, besides some of our old favorites like Pirates, Spring Family Weekend, Catalina Wine Mixer, Oktoberfest, and Fall Family Weekend.

In addition, we are planning not only a Two-Week Cruise, but an optional one-week extension for those who want to stay out longer. This will be a chance to stretch those cruising legs a bit more and experience a few more ports of call, before heading to our home ports. Pam and I did this last year to check out the ports of Fishers Island, Port Jefferson and Manhasset Harbor and had a great time, and got some real experience with Long Island Sound cruising.

Cruisers are also encouraged to join in some of the racing fun either on Tuesday or Thursday nights. The Tuesday night program, run by Ted Drossos and Gary Sebouhian, is a pursuit start, so the line is not crowded. It's a fun race overall with a BBQ at the finish. If not sailing your boat, you are welcome to crew. You can also let Regatta Captain Charlie Margeson know you are interested in crewing and he will help place you aboard a boat.

Likewise, racers are always encouraged to attend RVs or a club cruise. We would be glad to see you.

New SBCC members are encouraged to come out to join in these activities and meet their fellow cruisers on the water. All are welcome, and be sure to check out the SBCC website for more helpful information regarding our club, RV protocol, and a host of useful material. If you have any questions feel free to reach out to me via email or phone, I will be more than glad to help out.

Looking forward to another great sailing season in 2023!

Todd McCarthy

Regatta Captain's Message

Welcome to the South bay Cruising Club's 2023 racing season. As is SBCC tradition, we concluded the 2022 season with our Annual Regatta Awards party this past February which was very well attended. Thank you to all who came out to make our racing program so successful and a hearty congratulations to all the winners.

This year we are continuing our successful weekly series races and SBCC-sponsored invitational regattas. The full race schedule also includes other yacht club invitational races around the bay. The SBCC racing season is organized as follows:



Weekly Twilight Series

- Our Tuesday night BSIR series begins May 30th. The casual approach and pursuit start format makes this the most popular PHRF racing series on the bay. Last year we had over twenty boats in a few Tuesday night races, and the post-race BBQ at Cook's Yard is always well-attended and very enjoyable.
- Thursday Babylon Twilight series starts June 1st this year. This is a traditional start series for our dedicated racers. Last year we changed to an "every other Thursday" schedule and this will continue for 2023. Please join us as captain or crew—this is an exciting series.

Weekend Races

Our weekend race program includes a few exciting weekend races each month from May through October. These are designed for both cruisers and racers where friends and family can join as crew for an exciting day on the bay. We have destination races such as the Spring Race to Atlantique on May 20th and the Fall Discoverer's Race with the bay Shore YC on October 8th, which is our most popular race of the season. The West Island race on August 12th is our premier SBCC-sponsored event. Other yacht clubs' invitational races are also included in our schedule: The Mayor's Cup on September 9th is sponsored by the Long Island YC, the Babylon YC has the Babylon Cup June 9th, the Babylon YC Invitational on July 1st and the Louis Orr Invitational on October 1st. The full list of all bay races for the upcoming season are included in our 2023 Race Schedule in the yearbook and posted on the SBCC Race website. I encourage you to check our SBCC Racing website at SBCCracing.org for all racing information. We also include up-to-date racing results throughout the season.

Its been an enjoyable first year for me as Regatta Captain, and I'd like to thank the Regatta Committee for all their assistance and advice. We have a great program planned for 2023 (the best on the bay for PHRF racing!) and a growing community of racers to enjoy it. Whether you are a casual racer or an all-in diehard, we have something for everyone. Let's face it, racing is all about the fun and excitement of sailing and sharpening your sailing skills. It doesn't get better than that!

See you on the bay,

Charles Margeson

Officers | Governors | Committees



South Bay Cruising Club (SBCC)

An organization formed in 1951
to promote cruising & racing under sail
on the Great South Bay & nearby waters

Officers

Commodore	Jeff Frederick	jfred55@gmail.com	541-517-8774
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2023 Social, Cruise & Race Calendar

APRIL 2023

15	Sat 1600	<i>South Bay Cruising Club Spring Party & General Meeting Bay Shore Yacht Club</i>
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MAY 2023

6 7	Sat Sun	Rendezvous - "New Members / Cinco de Mayo" - Bellport Sandy Carlberg & Michele Jaeger
13 14	Sat Sun	Rendezvous - "Soup's On" - Coast Guard Cove Pam & Todd McCarthy, <i>Bleu Moon</i>
20 21	Sat Sun	Spring Family Weekend - Atlantique Wendy & Scott Gesele, <i>Haven</i>
20	Sat 1200	Spring Race to Atlantique Bay Shore RC Eric Winberry - Pursuit Start
27 28	Sat Sun	Rendezvous - "Memorial Day Cookout" Hemlock Cove Elizabeth & Jeff Frederick, <i>Cambria</i>
30	Tues 1900	Bay Shore Invitational Race (BSIR) Spring 1 Pursuit

Key: SBCC Events & General Meetings Twilight Races Weekend Races & Skippers Meeting Rendezvous



JUNE 2023

1	Thur 1930	Babylon Twilight Race Early Summer 1 RC LaTorre Reg Start
4	Sun 1100	Creepstakes Bay Shore - Single-Handed - Pursuit Start
4	Sun 1200	South Bay Cruising Club Commissioning Day & General Meeting Bay Shore Yacht Club
6	Tues 1900	Bay Shore Invitational Race (BSIR) Spring 2 Pursuit
9	Fri 1900	Babylon Cup Babylon Yacht Club RC Margesson/Andersen Reg Start
10 11	Sat Sun	Rendezvous - "Take Me Out to the Ballgame" - Great River Christina Pietras & Joe Werkmeister, <i>Polaris</i>
13	Tues 1900	Bay Shore Invitational Race (BSIR) Spring 3 Pursuit
15	Thur 1930	Babylon Twilight Race Early Summer 2 RC O'Connell Reg Start
17 18	Sat Sun	Rendezvous - "Roll Out Those Lazy, Hazy, Crazy Days of Summer" - Hemlock Cove Peg & Bob Van Tassel, <i>Margaret Gale</i>
20	Tues 1900	Bay Shore Invitational Race (BSIR) Spring 4 Pursuit
23	Fri	Start of the Two-Week Cruise
24 25	Sat Sun	Rendezvous - "Italian Feast" - Coast Guard Cove Kathy & John Trotta, <i>On the Green</i>
27	Tues 1900	Bay Shore Invitational Race (BSIR) Early Summer 1 Pursuit
29	Thur 1930	Babylon Twilight Race Early Summer 3 RC Padden Reg Start



JULY 2023

1	Sat	Babylon Yacht Club 4th of July Invitational Regatta Babylon Yacht Club
1	Sat	Rendezvous - Great River
2	Sun	Jackie Scogilo & Mike Quinn, <i>Never Enough II</i>
5	Wed 1900	Bay Shore Invitational Race (BSIR) Early Summer 2 Pursuit
8	Sat	Rendezvous - "20,000 Leagues Under the Sea" - Hemlock Cove
9	Sun	Christine & Robert Smith, <i>Sailsmith</i>
9	Sun	End of the Two-Week Cruise
11	Tues 1900	Bay Shore Invitational Race (BSIR) Early Summer 3 Pursuit
13	Thur 1930	Babylon Twilight Race Early Summer 4 RC Mirchel Reg Start
15	Sat	Rendezvous - "Catalina Wine Mixer" - Coast Guard Cove
16	Sun	Ian Holzmacher & Chris DeMarco, <i>Wanderlust / Banshee</i>
18	Tues 1900	Bay Shore Invitational Race (BSIR) Early Summer 4 Pursuit
22	Sat	Rendezvous - Great River
23	Sun	Mary & Bob DeSimone, <i>Mareva</i>
23	Sun 1300	Commodore's Cup Babylon/Bay Shore
25	Tues 1900	Bay Shore Invitational Race (BSIR) Mid Summer 1 Pursuit
27	Thur 1930	Babylon Twilight Race Late Summer 1 RC Goodman Reg Start
27 to 30	Thur 1930	Around Long Island Race- ALIR Sea Cliff YC - New York Harbor
29	Sat	Rendezvous - "Pirates of the Caribbean" - Hemlock Cove
30	Sun	Jane & Charlie Margeson, <i>Shadow</i>
30	Sun	Champagne Breakfast - Hemlock Cove Fleet Captain Todd McCarthy, <i>Bleu Moon</i>



AUGUST 2023

1	Tues 1900	Bay Shore Invitational Race (BSIR) Mid Summer 2 Pursuit
5 6	Sat Sun	Rendezvous - "Saturday Night Disco" - Oak Island Lead Jean Sidebottom, <i>Esprit de Mer</i>
6	Sun 1300	<i>GSBYRA Invitational Regatta</i> Bay Shore Yacht Club
8	Tues 1900	Bay Shore Invitational Race (BSIR) Mid Summer 3 Pursuit
10	Thur 1930	Babylon Twilight Race Late Summer 2 RC Goodman Reg Start
12	Sat 1200	<i>West Island Invitational</i> Bay Shore RC Davis
12 13	Sat Sun	Rendezvous - "Tie Dye" - Sore Thumb Pam & Todd McCarthy, <i>Bleu Moon</i>
15	Tues 1900	Bay Shore Invitational Race (BSIR) Mid Summer 4 Pursuit
19	Sat 1200	<i>South Bay Cruising Club "The Blast" & General Meeting</i> The Wharf, Oakdale
20	Sun	Start of One-Week Cruise in the Bay
22	Tues 1830	Bay Shore Invitational Race (BSIR) Late Summer 1 Pursuit
24	Thur 1900	Babylon Twilight Race Late Summer 3 RC Andersen Reg Start
26 27	Sat Sun	Rendezvous - "Sailing Vernacular Spectacular" - Hemlock Cove Elizabeth & Jeff Frederick, <i>Cambria</i>
27	Sun	End of the One-Week Cruise
29	Tues 1830	Bay Shore Invitational Race (BSIR) Late Summer 2 Pursuit



SEPTEMBER 2023

2	Sat	Bellport Bay Yacht Club PHRF Lite Series RC BBYC (See www.bellportyc.com for NOR)
2 3	Sat Sun	Rendezvous - "Old Fashioned Picnic" - Bellport Irene & Larry Novak, <i>Summerhome II</i>
3	Sun	Queen of the Bay Race Bellport Yacht Club Start TBA
5	Tues 1830	Bay Shore Invitational Race (BSIR) Late Summer 3 Pursuit
7	Thurs 1830	Babylon Twilight Race Late Summer 4 RC DeMarco Reg Start
9	Sat 1200	Mayor's Cup Race Long Island Yacht Club RC Davis Reg Start
9 10	Sat Sun	Rendezvous - "A Traditional RV" - Oak Island Lead Sue & Rich Troy, <i>Fun Sway</i>
12	Tues 1830	Bay Shore Invitational Race (BSIR) Late Summer 4 Pursuit
16 17	Sat Sun	Rendezvous - "Mardi Gras" - Great River Stephanie & Jay Pizer, <i>Rising Tide</i>
19	Tues 1800	Bay Shore Invitational Race (BSIR) Fall 1 Pursuit
23 24	Sat Sun	Rendezvous - "Go Fly a Kite" - Unqua Corinthian YC Heading Jeff Mattera, <i>Eagle's Wings</i>
26	Tues 1800	Bay Shore Invitational Race (BSIR) Fall 2 Pursuit
30 1	Sat Sun	Rendezvous - "Oktoberfest" - Great River Janice & Glen Bernichon, <i>Windswept</i>



OCTOBER 2023

1	Sun 1200	Louis Orr Invitational - After Party Babylon Yacht Club RC Babylon Yacht Club Reg Start
3	Tues 1800	Bay Shore Invitational Race (BSIR) Fall 3 Pursuit
7	Sat 1200	Discoverer's Race to Atlantique Bay Shore RC BSYC Pursuit Start - Non-Spin
7 8	Sat Sun	Rendezvous - "Fall Family Weekend" - Atlantique Susan Moran, <i>Whisper</i>
10	Tues 1800	Bay Shore Invitational Race (BSIR) Fall 4 Pursuit
14 15	Sat Sun	Rendezvous - "Fall into Fall" - Watch Hill Christina Pietras & Joe Werkmeister, <i>Polaris</i>
21 22	Sat Sun	Rendezvous - Sailors Haven Joe Nadar, <i>Respite</i>



NOVEMBER 2023

4	Sat 1200	South Bay Cruising Club Boat Yard Party & General Meeting Long Island Yacht Sales, Bay Shore
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DECEMBER 2023

9	Sat 1800	South Bay Cruising Club Holiday Party Shandon Court, East Islip
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Key: SBCC Events & General Meetings Twilight Races Weekend Races & Skippers Meeting Rendezvous



New Members & Associates

We welcome these new members to the South Bay Cruising Club. If you see them at an event, a rendezvous or a race, be sure to introduce yourself!

New Members



Eddie and Beth Anderson have been sailing on the Great South Bay all of their lives. They have a Sabre 36 named *At Last* that they keep at Babylon Town Dock and have rejoined the Club after a few years away.

They day sail, overnight and have also done some extended cruising on and off the bay. Eddie races on Tuesdays in the Bay Shore Invitational Regattas and in the Babylon Thursday twilights. They hope to reconnect soon with the many fine members of the South Bay Cruising Club.



Peter and Jean Ehatt live in Shirley. Jean grew up in Levittown, Peter in Central Islip. Together they raised their three children in East Islip. They have been married for 42 years and both recently retired. They have five grandchildren.

They enjoy both power and sail boats. Docked behind their Smith Point home are their *Seaway 23*, *Sea Horse*, and *For Sail*,

an *O'Day 272*. They spend their time cruising and racing on the water and walking/biking to the beach.

Both have been active members of the USCG Auxillary Islip Flotilla, the Moriches Bay Power Squadron and the Bellport Bay Yacht Club. They look forward to cruising adventures with the club and meeting other members.



Scott and Maggie Jacobitti have lived in Sayville for almost fifteen years and have been sailing on the Great South Bay for as long. In 2020 they purchased their Bristol 35.5, *Amparo*, and have spent the last three years bringing her back into shape. They look forward to spending as much time as possible sailing her in the years to come.

Scott has been cruising and racing for well over thirty years on the east coast including Newport to Bermuda races, Block Island, ALIR, AYC, and Manhasset race weeks. Scott has sailed on multiple racing programs. During his time on *Challenge IV*, they won the J44 nationals for eight consecutive years.

Three of the Jacobitti's four children have left the nest, but their youngest, Austin, has been sailing Opti for the past few years and hopes to move up to a Sunfish.

New Members & Associates



Nick Loretta grew up in West Islip and spent time on power boats as a kid. He got his first sailboat in 2002, an O'Day 22 and a few years later switched to an O'Day 28. He had it for one season, but he wasn't comfortable sailing it solo, so, he switched back to a 22. In 2007, he came across a 30' Laguna, *Papillion*. He could comfortably sail it solo so he made it his and has been sailing off on it since. Nick became a member of SBCC in 2013 and was a member for seven years.

He temporarily left the club due to life getting in the way and rejoined in 2023. He said it's nice to be back, and it's nice to have him back.



John McKenna grew up in Islip, New York and has been sailing and boating since he was a child. He still owns and sails the Sunfish that he purchased as a teenager. He has belonged to the Bayberry Yacht Club for over thirty years where he keeps a Catalina 25 that he has owned for fifteen years. John has raced with the Narrasketuck fleet and enjoyed the hospitality and friendships from that fleet.

He is a United States Navy Veteran who served during Desert Storm on the USS *Long Beach* CGN-9, working in the Engineering Department. He completed

several deployments, including a West Pack Cruise, an extended cruise to the Persian Gulf, and a World Cruise transiting through the Panama Canal.

He lives in Islip with his daughter Kayla. In his free time, you will see him sailing his Catalina or Sunfish or surfing at Gilgo Drive-on. He is very grateful to be a member and looking forward to creating new friendships and gaining sailing knowledge and experience in open ocean sailing.



Farley Nachemin and **Patricia Simpson** of Babylon are new to sailing. They bought their first boat, a Catalina 25, in November of 2021 and re-named her *Silver Pearl*. They dock in Babylon, typically on East Creek but are waiting for a permanent slip at the Babylon Town Docks. They are already contemplating moving up to a bigger boat—we will see how that turns out!

Sailing had always been on Farley's bucket list, but he never had time until retirement. He took sailing lessons at Wet Pants and fell in love with it! They have made new friends in the sailing community since then, many in the SBCC!

Farley grew up in Brooklyn, but moved to Amityville in the late 80s and Patricia grew up in West Babylon. They have three kids: Ian who is 33, Connor who is 25 and lives at home, and Meghan who is 20 and attends college. Let's not forget Tucker, their Golden Doodle. He hates to sail—or do anything strenuous at all!

You will find Farley out on the bay most summer evenings and weekends. They are looking forward to participating in some of the RVs this summer and getting to meet more club members.

New Members & Associates



Joe Nador was not born into sailing. He was born in Brooklyn and moved to Valley Stream, where no one he knew had any kind of boat. For him, the seed was planted at age ten when he got *The American Boys Handy Book*, written in 1888. He was mesmerized by the chapter devoted to rigging and sailing small boats. It was not until a 1988 trip to Bermuda, where he rented a Sunfish, that he got to sail around Harrington Sound. Since then he has never missed an opportunity to go sailing.

Last October, at the invitation to sail with his good friend, Fred Cornman, he decided that it was time for his own boat. He began the search for a shallow keel vessel to explore the bay and now he is the owner of a Rhodes 22 Continental, *Respite*, docked in the Brightwaters Canal near his home.

He lives there with his two younger girls, Olivia, 16 and Sofia, 12, and he has two older girls, Juliana who lives in Manhattan and Ellena in Boston. He can't wait to finally begin life on the bay with the help and guidance of the SBCC, where he knows he will find many new friendships.



Mike and Ronnie Quigley live in West Islip and recently purchased *Ronnie Sue*, a Tanzer 7.5 sailboat. Mike has been racing for over ten years with John Davis on his boat *Dragonfly*

and has also crewed for Jim Reichel. Mike has been involved with our Race Committee and has always been ready to help out.

He is looking to race his boat on Tuesday and Thursday nights and also participate in our RVs on the bay. Mike has already volunteered for the Creek Defender Program that Joe Werkmeister promotes through the club.



Mike Quinn and Jackie Scoglio have been kayaking and camping for the past eight years. Mike came home one day after finding the book *The Big Book of Sailing*. He told Jackie that he had found a sailboat for sale at Jackie's father's marina in Bergen Point, and they would be camping on the water! They couldn't let this opportunity pass them by.

Jackie was "in" for the next adventure! The boat is a Catalina 25, and they named it *Never Enough II*. After Jackie told Mike, "it's never enough for you—motor bikes, kayaks, a camper." It also happened to be the name of Jackie's father's old boat. They keep it at Bergen Point.

Jackie's father introduced them to SBCC member Fred Cornman. At "Fred's Yacht Club," they are learning sailing from the best! They are grateful new members of the SBCC and are looking forward to making new friends and new memories.

New Members & Associates



Will Reichel is now a third generation member of the SBCC, after his parents, Jim and Allison Reichel and his grandfather, John Davis. He grew up sailing on the bay and has already been skippering *Naughty Dog*, a C&C 25 MKII, successfully in our club races.

He is looking forward to a great upcoming racing season. Please be sure to read his contribution to the *Racing On and Off the Bay* article on page 66 of this yearbook.



Walther Van Stipriaan and Katelyn Young joined the SBCC recently. Many members already know Walther, since he lives in Amityville. The couple have twin four-year-old daughters who keep them busy.

After crewing on several members' boats, Walther decided to purchase a Tartan 33, *Halve Maen*. He had his first experience navigating the Fire Island Inlet when he brought the boat

back to the bay. They are looking to join in the fun with both RVs and racing.

Barry and Aura Wagner found the SBCC online and wanted to join. The family recently moved from the North Shore and now live in West Islip. Barry, who has many years of sailing experience, purchased an Irwin 25, *My Aura*. He has been working on it and is excited to take his wife and son sailing on the bay.

Since the Wagners did not know any SBCC members, a meet and greet was set up one night at the Post Office Cafe in Babylon Village and the Wagners felt right at home. They are interested in joining our Hospitality Committee since they love to cook. Barry is also interested in participating in the racing program with their son, Benjamin.



Jeremy Wiss was born and raised in Massapequa Park. Last season, he purchased a Hunter 306 from fellow SBCC member Jamie Blumenthal and renamed it *Sailaway*. She is docked at the Unqua Corinthian Yacht Club in Amityville, where Jeremy has been a member since he was 18 years old. When not RV'ing with the SBCC, Jeremy can be found almost every weekend at the Unqua Heading.

Before owning *Sailaway*, Jeremy sailed a 1986 Hunter 23 and, before that, a 1976 O'Day 20. Jeremy is an attorney practicing in Amityville and proudly sits as SBCC's Legal Chair.

New Associates



Brenda and Marty Kelly have been married and boating for twenty-five years. One of their first purchases together was a boat. They have three daughters and one son, all adults, with five grandchildren.

They keep their Rinker 31, *Surfin' Safari*, in their backyard in Massapequa Shores. Spending summer and fall in New York, they just started to spend winters in Florida.

They have two bulldog girls who travel with them everywhere—literally everywhere! They retired in January and are looking forward to cruising with the club and spending time with other boating fanatics!



Ryan and Melissa Wood reside in Sayville and are parents to three boys: Ryan, Jr., 13, Matty, 12 and James, 8. Ryan grew up in Connecticut boating on the Long Island Sound and the lakes of Connecticut. He received his boating license at the age of 12 and purchased his first boat when he was 20. He also has experience fishing offshore

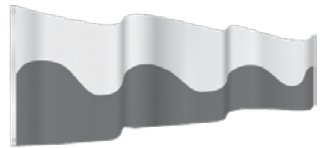
off the south shore of Long Island. Melissa grew up in Seaford and has always had a love of the water.

The Woods recently purchased a 31 Cabo Express, *Your Love*, last fall and are looking forward to exploring, cruising, and making memories.



Michael and Korin Yovino and their three sons joined SBCC as Associate Members. The family has a Sea Ray Amberjack 29 powerboat, *It's Never Too Late*.

Their oldest son Michael loves to sail and has been involved in Wet Pants for many years. They know the Fredericks through the Boy Scouts. The Yovinos plan on joining the club for weekend RVs as well as cruises.



2022 Commissioning Day



2022 Commissioning Day



2023 Programs



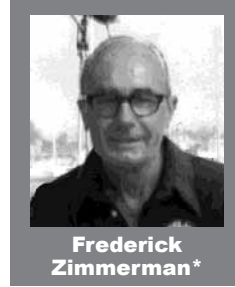
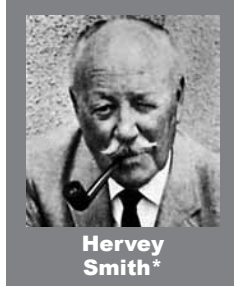
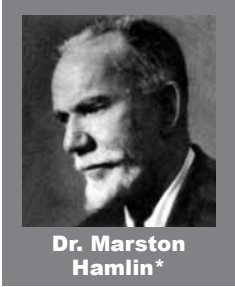
2023 Programs



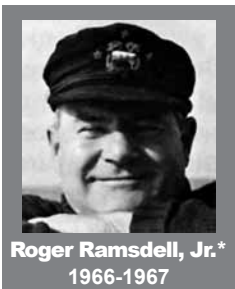
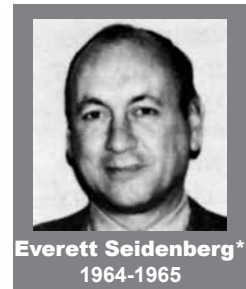
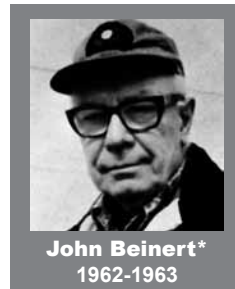
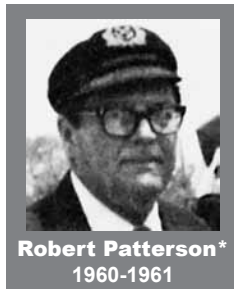
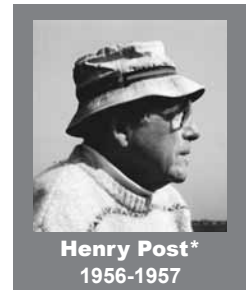
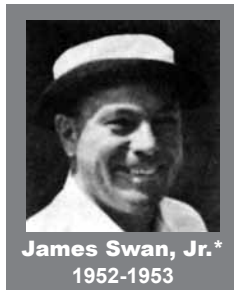
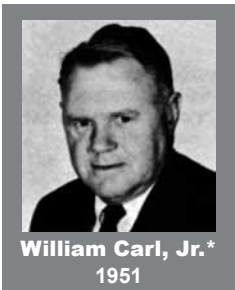
Founding Members and Past Commodores

The SBCC grants honorary life membership to all Past Commodores, in recognition of their devotion and duty to the Club. Each of them has contributed time, talent, and friendship to help make the South Bay Cruising Club the success it is today.

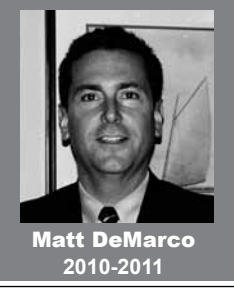
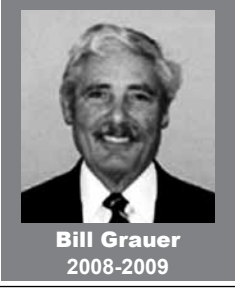
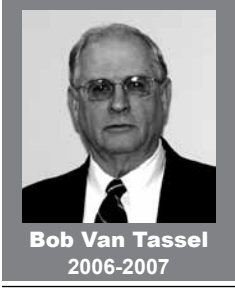
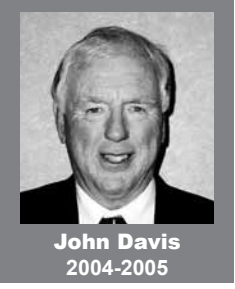
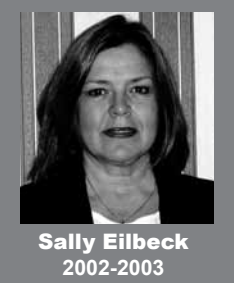
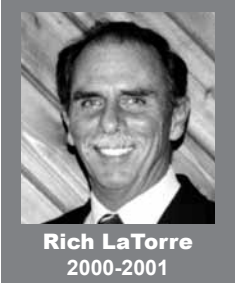
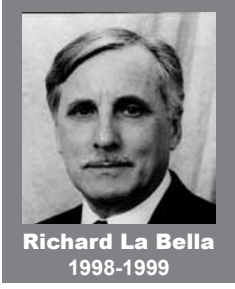
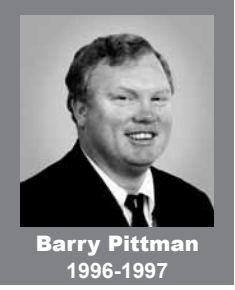
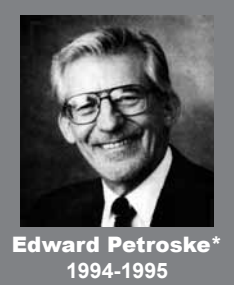
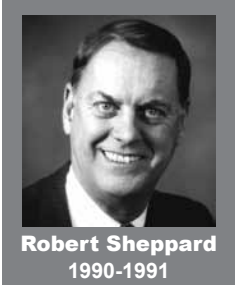
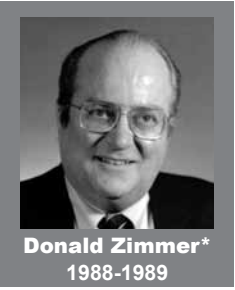
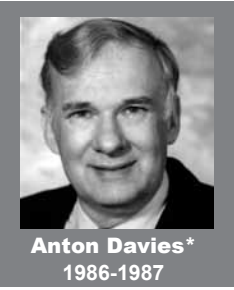
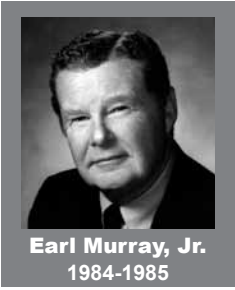
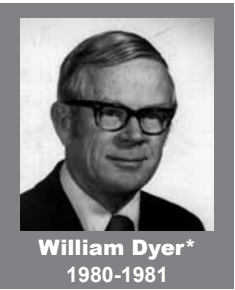
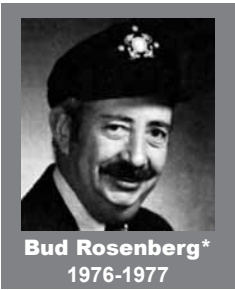
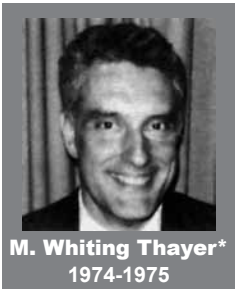
SBCC Founding Members



SBCC Past Commodores

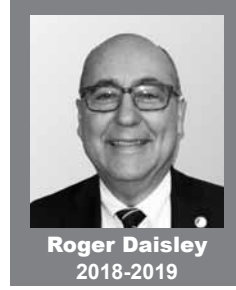
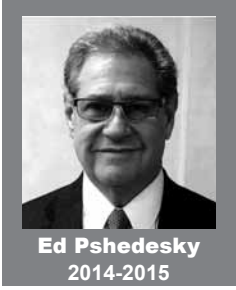


Founding Members and Past Commodores



*Deceased

Founding Members and Past Commodores

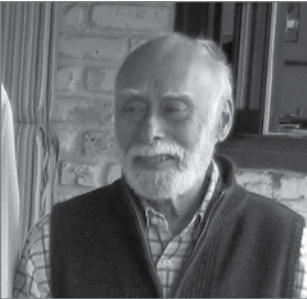


Members for 50 Years or More



1954	Rita Seidenberg
1960	William and Mary Ann Cook
1961	Dever and Andrea Larmor
1962	Eric Forsyth
1969	Robert & Jacqueline Forman
1970	Marilyn Brous Earl Murray*
1972	Robert* & Carol Sheppard

* Past Commodore



Looking Astern: *From the Yearbook Archives*



1953

Membership 120

The Log for 1952

Our sophomore year saw the membership increase to 120 members and the fleet grow to 65 yachts. As the 1953 season opens this number has been further increased to 79 registered yachts. This was a gratifying performance because a general let-down of enthusiasm might have been expected after such a phenomenal first season. The activities of the Club have caused so much interest in Bay cruising the a “bull market” now exists in local auxiliaries and most new boats have been “imported” from other areas..

Racing

Four yacht clubs in the Bay sponsored handicap races for our fleet of Babylon, Bellport, Sayville, and the Wet Pants Association. Our Annual West Island Race was again held under perfect sailing conditions.

Racing

Not only was the burgee seen far and wide on the pages of Lloyd’s Yacht Register but also from the masthead of many of our fleet. The Club cruise to Shinnecock Bay provided fun and laughs for many and it was reported that Alka Seltzer was needed more than Dramamine. Longer jaunts saw the *Reverie*, *Periwinkle* and *Sea Dust* up in Nantucket and the Cape.



1963

Membership 305

WELCOME TO THE SOUTH BAY CRUISING CLUB

This note is mainly for new members who may be unfamiliar with the routine of the Club and to get them over the first hurdle of making new friends.

Our various activities are designed to please and make happy all hands who chose to join with us in the fun and games which seem to carry on throughout the Fall, Winter, and Spring as well as during the sailing season.

While gunk-holing and cruising are the real reason for the Club’s existence, we do have a racing program. The program is explained in detail in this Yearbook but an added note here

Looking Astern: From the Yearbook Archives

would not be amiss. After each race we usually rendezvous off the Yacht Club that sponsors the race or at a designated spot which in the case of the West Island Race, is a port such as Great River. The principle after race seems to concern itself with hashing over problems of the course and taking a small drink now and then. If you wish to indulge in this side of the sport, you had best bring your own makings.

Our Spring and Fall cocktail parties are run on the basis of "bring your own bottle" (BYOB), while the Club furnishes set-ups and grub. For Children's Day we request that you bring your own children as we cannot furnish small fry.

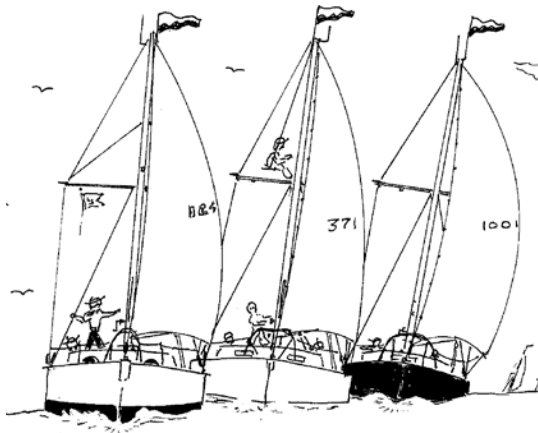
RACING INFORMATION

The S.B.C.C. handicap is based on the OFF-SOUNDINGS rule of 1960, plus an experience or performance factor combines on a 30% rate/70% experience ratio. Skippers sail 10 races to gain full performance allowance. Less than 10 is proportional. Races in which late starts, groundings and rig failures result in slower than normal times, will not be counted.

CRUISING INFORMATION

The 1963 Annual Cruise will rendezvous at Cormorant Point on Saturday, July 13. Because of the wide spread in cruising beyond Montauk, Block Island and Mystic areas, the cruise will divide into two sections this year. One will go thru the canal at Shinnecock and on to Dering Harbor and Montauk. The second group will either go through the canal or outside to Montauk, then to Block Island and on to Narraganset Bay. The skippers will decide whether to cruise Narraganset water or go on to the Elizabeth Islands and Martha's Vineyard.

The Annual Cruise, GSBYRA Regatta Week, Labor Day weekend at Bellport and the Fall Cruise on Columbus Day are designated official SBCC cruises. Skippers who participate in two or more will be awarded special Cruising Medallions.





1973

Membership 459

FROM THE COMMODORE:

Over the years the club has made much of the skipper and his yacht with little attention paid to the most important member of the crew... his wife. We do hold a race for the ladies, but as far as club kudos is concerned it seems to end there.

Consider... any lady who says I do at the altar inadvertently takes a vow of poverty when she marries a sailor. Given the need for a decision between a mink jacket or a new spinnaker we know who gets what.

Consider... the wind is up to fifty knots; the seas are breaking green off the bow, the cabin is a mess and who looks to you so sweetly and says "Let's go home hon" and thus gives you a good reason for quitting the race.

Consider... who, with the aid of a dull ice pick and a bent spoon can cook up such meals as to put Brillat-Savarin to shame?

Consider... who, for the first run ashore, must struggle into a wet girdle and a wetter bra and thus be traumatized for the rest of the cruise?

Consider... who, instinctively, knows what's wrong with the engine when you are stumped?

Consider... who when you are feeling out of sorts, tells you, you drink too much?

Consider... who plays the role of charming hostess at the rendezvous while we sit around swilling and bragging?

Consider... who puts out the fenders and dumps the killick?

Consider... what in God's name would we do without them?

All of the foregoing was put together by a select committee as a bow to the wonderful ladies who make seagoing a pleasure and the committee, in the event of an investigation, now claims executive privilege in not divulging source material.

REVIEW OF 1972 CRUISING ACTIVITIES

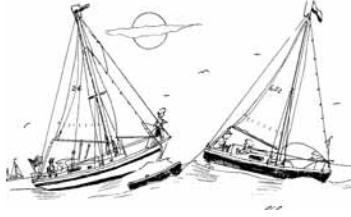
SBCC yachts were active, as usual, in not only bay cruising, but in cruising other areas as well. There were over 60 boats on the annual cruise.

Ed and Barbara Brown organized a group that went out Shinnecock Inlet and enjoyed the waters of Block Island Sound, Vineyard Sound and Buzzards Bay.

Great River Week this year was just great. It was better attended than ever before, and there was not only a large fleet of boats interested in racing, but also many were there for the fun and games.

Many of the faithful were at the Fall Cruise to Atlantique. This was the windiest and bounciest weekend of the year, but a good time was had in spite of the elements.

The get-togethers at Unqua Heading and Davis Park concluded the scheduled cruising activities. We had reports that some of the more hardy skippers continued on into November.



1983

Membership 525

YEAR IN REVIEW

Another great year for the South Bay Cruising Club started off in the usual fashion with – what else? – sailing, of course. The date was January 1, and the usual SBCC complement of die-hards were out in the cold and rain, armed, no doubt, with an unflagging sense of duty.

There was quite a mob on hand at the LaGrange Inn on January 22 for the General Meeting. This was one of those years in which we stage our biennial upheaval – the Changing of the Guard. Not only was our outgoing Commodore, Bill Dwyer, roasted with some outrageously funny barbs(?), but the new Commodore was installed in a ceremony that knew no precedent: Kommodore Ken Kondor Koronated! And it was truly a Koronation, complete with robes, scepters, a horned crown, and ten ladies-in-waiting. It was difficult to tell who was more surprised – the Commodore or the SBCC members present.

February began with the traditional Winter Dance. Music was provided by the Coming Thing, and the good times were provided by the 170 people who attended.

An ambitious new program was launched on March 25 at the Babylon Yacht Club...Sail With a Smile! At least 150 woman sailors of the SBCC jammed the BYC to hear a presentation by Katie Farr aimed at increasing their knowledge, confidence and skills afloat. "Sail With a Smile" presented its navigation seminar on April 29, and by all accounts the event was a great success.

For many members of the SBCC, July is THE month. An event that is anticipated for many months (some even start anticipating as soon as they get back from the last one!) finally arrives: THE CRUISE. And this summer's cruise(s) was very well attended, indeed! Most of us that took the inside route experienced varying degrees of Moriches Bay Trauma as normally shoal waters out there proved to be even shorter than normal.

Shortly after the cruising folk straggled back into the Bay after participating in a great trio of cruises, it was time for some of the Club's hotshot racers to show the fleet what they could do in the Around Long Island Race. Our own Bill Cook won the Newsday Cup for the best performance over the other boats in his division.

GREAT RIVER WEEK 1982

The club rendezvous at Great River awaiting the fun-filled week ahead. Sailing there could be done with or without the exciting West Island Race.

Sunday, the church service on the Snapper Inn lawn, with Father Langley and two assistants, gave all sober respite. This solemn time is shortly replaced with fun rowdiness. The rafts have grown to amalgamates of 42 boats with innumerable dinghies gliding quickly back and forth.

Looking Astern: From the Yearbook Archives

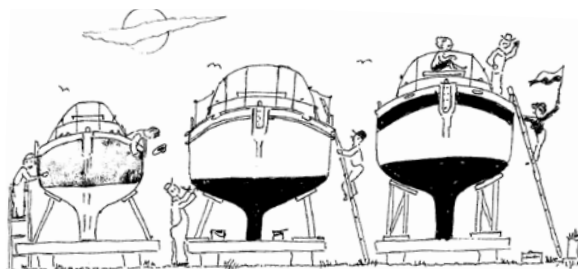
Everyone awaits “That Special Moment” Jules pops open the champagne from the “Dulcinea” and it flows! Later the character boats pass in review and flaunt their true beauty.

The club divided into two groups; one group staying at Great River to race and the other going to Watch Hill.

At Watch Hill the sand castles were works of art; Lois Spivak builds William the Conqueror, the Petroske's the Love Castle with mirrored water bead, the Krugs builds a working model of the Guns of Navarone, Carole Sheppard's the Castle of Orvietto, Jennifer Sheppard the Fantasy Island, Bob Sheppard the Fort Ticonderoga, all the boys chip in to make All the Kings Men, all the girls chip in and build a Pleasure Palace. The awards were given to each for the works of silicone creativity. That night a scavenger hunt brought out the child in all of us.

Labor Day found our club's boats spread out from one end of the bay to the other. The two hot spots seemed to be at the Sayville Yacht Club, where over 45 SBCC boats raced, ate, and socialized with incredible fervor; and at Hemlock Cove, where many boats were to be seen rafted up and thoroughly enjoying themselves.

Quite a few SBCC racers journeyed to New York Harbor on September 25, the site of the annual Governor's Cup Race. And many of them did quite well, too—Especially Doug Davies and Steve DeLisa, both of whom captured 1st in their classes.



1993

Membership 346

TWO-WEEK CRUISE - log of *Lady Barbara*



Approximately one dozen of the nearly 50 SBCC in N.Y. Harbor for the historic OPSAIL festivities sailed north through the East River on Sunday morning on the official start of the Two Week Cruise. The first night's anchorage was in Oyster Bay Harbor off Bayville. An endless cocktail hour was held in the cockpit of LADY BARBARA, with the result that all the crews stayed for dinner. KARIANA saved the day by barbecuing a large steak. The raft finally broke up around midnight.

After several other stops it was on to Greenport and the highlight of the cruise. Ferguson's 25th anniversary. STARDUST was tied up at the main dock and Donna was giving out invitations to their party on the yacht at Pipe's Cove. By 1800 the wind had increased to 25 knots. LADY BARBARA has anchored behind the jetty while the rest of the yachts were in the marina. A great party was held on STARDUST, MOONRAKER, KARIANA, AND LADY BARBARA. The rumor is that each person had their own bottle of champagne. Ronnie of MOONRAKER was the hit of the party bubbles. Donna brought flat face masks and the end result was a four star party.

Now comes the time for the Niensens to dinghy back to their anchored yacht. There was lots of wind, with the rain blowing horizontal and the lightning flashing. Despite invitation to spend the night the thick Dane is determined to go and soon they had run out of fuel in their dinghy. They managed to get back to the other boats where they refueled and once again headed out. Before they successfully reached their yacht, they had the most exciting ride they ever experienced.

THE 1992 RACING YEAR IN REVIEW - by Greg Schneller

The 1992 racing season will probably be remembered for its varying conditions. It started off with the Creepstakes (which is longer than the usual) and winds gusting up to 20 knots. Everyone was exhausted by the finish some two hours later, except for yours truly who withdrew after a minor collision. (Sorry Hale, I didn't see you.) The first Ocean Race in a few years was held on a beautiful, breezy June day. A triangle course twice around kept every plenty busy with several spin sets and jibes.

The first three days of Race Week were held in ideal conditions, sunny, warm, and good winds. Race Week Windup was a different story. The wind was straight east at a steady 25 knots with gusts to 30 and swells almost three feet high. The run from the windward mark was dead downwind and wild broaches were unavoidable if you flew a chute. *Silver Bullet* took a big knockdown, followed by a broach to windward which folded their spinnaker pole in half (they were doing 14 knots at the time). *What Me Worry* was the only spin boat that could successfully carry a chute and easily won the spin division.

After at least ten years of good winds and midnight finishes the Foulke Trophy race turned out to be what it was originally intended to be, an overnight marathon. More than twelve hours after starting, *Quest* finished and won the Foulke Trophy. The fifth and last boat to finish at 0800 was *Cherry Pi*.



2003

Membership 220

SBCC ONE-WEEK BAY CRUISE - from log of *Njord* by Bill Eilbeck

This year marks the third year that the *Njord* has organized the Bay Cruise. The cruise has developed into an event that is well attended by both new and old club members. Our objective was to stage a fun and hopefully stress-free round the Bay sail. We now realize that the popularity has increased due to many members inability to take an entire week off at once, in addition to the come and go convenience of the Bay. This year's cruise started with a skippers meeting of 29 boat captains, and by midweek, we counted as many as 35 boats coming and going.

Wednesday – 8/21- Today is our lay day and Sally likes to have a barbeque for everyone. Many folks walked the beach; others relaxed in the sun and socialized. We gathered help and set up for the afternoon party. David Hyer arrived with his son on the supply boat, with barbeque goodies and various provisions for some of the cruise boats. After a quick head count the night before, we determined that our number of potential diners had increased, so we were very happy to see the Hyer inflatable on the scene with our revised order. The barbeque was a complete smash, with a rough head count of 75! While this seems like a lot of burgers, it was in fact a pleasure. Everyone always lends a helping hand. It was a special treat to have

Looking Astern: From the Yearbook Archives

Don Metzник back at cooking burgers. And it was a delight to have the Krugs arrive after their extended sailing journey to Florida and Maine.

SBCC TWO-WEEK CRUISE - from the log of Dave Tedesco

Sunday, 30 June – Shinnecock Bay to Block Island

We noticed fog around Montauk, and couldn't see the lighthouse, so we knew it could be serious. At around 1200 the lead boats began disappearing into the gray curtain, we were no longer in the middle of the Atlantic Ocean; we were sailing inside our own personal bubble. We found *Silent P*, re-grouped with *della.calm*, *Enchanted* and *Leprechaun*, then followed Dennis and Adrian Krug on *Kariana* to Block Island and out of the fog. Dennis had graciously offered to slow down and let us follow him, as he had radar and none of us did. With all the fishing boats in the area, I decided to be prudent and alter the cruise plans. We lined up the boats and followed the "Mother Duck" out to Block Island.

At about ten miles from Block suddenly the fog lifted. Within ten minutes, disaster struck. We heard several blasts of a horn. Dennis Connor's voice broke radio silence and quite calmly stated that Joe Fili was in the water! We turned our vessels around and stood by and watched as Dennis retrieved Joe and slowly pulled him back to *Leprechaun*. It seemed like forever for Joe to get back on board, but Dennis helped him up the swim ladder and over the stern to safety. Dennis gave the "all clear" and the fleet resumed its sail to Block Island.

We all anchored in Great Salt Pond or got a slip at one of the marinas. Dennis Connor was able to dock at the Boat Basin, where nurse Margaret Christiansen had an ambulance waiting to take Joe to the Island's infirmary. They decided to keep him overnight for observation. We bought him a T-shirt which read, "I missed the boat.... And stayed on Block Island."

Foot Note: The incident with Joe Fili was a coordinated effort of many of the SBCC members on the cruise. Joe's wife Jean was left alone on their boat when he fell overboard. SBCC boats accompanied her to the Block Island entrance buoy, where Club members in their dinghys came out to board *Enchanted* and bring Jean and the boat to the Boat Basin. They tended the boat while Jean when to be with Joe. Joe and Jean decided to fly back home. Club members came out to Block and brought *Enchanted* back home for them. From the moment the incident happened Club members jumped to action, demonstrating that beyond the cruising and the racing fun activities SBCC members can be counted on to help when the going gets tough.



2013

Membership 196

ONE-WEEK AND TWO-WEEK CRUISES

What a great year! We had our usual big crowd for the one-week cruise in August, led by Cruise Co-Captains Mike Duffy of *Loon* and Joe and D.J. Greco of *Tanzanite*. There were a surprising number of rainy days during the week, but Sally and Bill Eilbeck of *Njord* brought the sun with them, as well as all the trimmings for a barbeque at Atlantique. It was magic. The day and evening were lovely. And as soon as we were done, the rain returned. (How did Sally do that?)

Then we had a great two-week cruise, with 19 boats starting and 17 making it to our first anchorage. Ultimately, 15 boats completed more than half the two weeks of the cruise, which took the fleet to Block Island, Shelter Island and the Peconic Bay, and Newport. Cruise Captains

Jeff and Sharon Bieselin of *Dream Voyager* kept everyone posted with almost-daily Facebook postings. The Bieselins were ably assisted by Jack and Jayne Tinelli of *Jayne Heir*. The number of participants on the cruise was more that it has been in many years. As Della Bucher put it at our first program meeting in January to discuss the 2013 two-week cruise itinerary, one of the reasons it was such a great cruise – besides the exemplary planning and leadership of the captain and co-captain- was because we had so many people to do different things with at the various anchorages.

BOAT YARD PARTY CANCELLED AFTER SUPERSTORM SANDY

The 2012 Boat Yard Party was scheduled for November 3rd, but Superstorm Sandy forced us to cancel. Commodore Sue Montana gathered reports from members about the status of their homes and boats and sent email updates.

Date: Tue, 13 Nov 2012

Subject: SBCC Post Sandy Status Report #4

I had expected Report #3 to be my last. But I continue to receive updates.... I am dismayed by just how extensive and devastating this storm has been and how many people have been, and continue to be, impacted by it.... if you could use a hand or some moral support, please reach out! There are members who would be grateful to be able to help out. – Sue Montana

SIGNIFICANT ACCOMPLISHMENTS

THE BERMUDA RACE – by Bob Forman

The conditions of the race to Bermuda in 2012 were dominated by a low that would be north of us, pressing up against a high to the south. It was our twelfth Bermuda Race and, like all the others, had its own personality. We could expect strong NE winds for a good 48 hours, followed by wind backing to the SW and dying off. Since we were the slowest boat in our class the challenge would be saving time on our competition and finishing before the ocean glassed over. We had a good start and popped the spinnaker as we crossed the starting line.

On our best day, Saturday, we covered 209 miles at an average speed of 8.71 knots with the wind from the NE at speeds ranging from 16 to 26.5 knots. Monday, as we approached Kitchen Shoals about 4 miles from the finish the wind continued to diminish. Now the real challenge began. We were now beating into a dying breeze against lumpy seas on what was the lee side of the island. We finished at 1:23 AM. It had taken us 1.5 hours to go the four miles from Kitchen Shoals. We slipped from 3rd place to 4th but still earned a podium position in our class of 20 boats. Our elapsed time was our best ever – 84 hours 11 minutes – beating our previous best by almost 12 hours. It had been a very fast race with mostly hot wind angles.





Cruising and Rendezvous Program

Cruises

Early in the year, the Fleet Captain and the Cruise Committee put out an inquiry to the membership for opinions to work out tentative cruise itineraries. Plans for extended two-week cruises off the bay are asked to be submitted to the membership. A One-Week Cruise Around the Bay has traditionally been held the week after the annual event called “The Blast.”

When a member submits a plan for a cruise, that person will act as Cruise Captain. The Cruise Captain will submit a draft itinerary of dates, ports of call, and activities to be published in the Masthead. A meeting date will be announced to present the cruise itinerary to the membership, usually in March. A final itinerary with dates, times, tides and activities will be given out to members who plan to sail on a cruise of their choice.

During a cruise, the itinerary may have to be adjusted due to weather. The Cruise Captain's responsibility is to keep the fleet informed of daily plans and/or changes that may occur. It is also the responsibility of the captains participating on a cruise to advise the Cruise Captain if they plan to leave the cruise and go their own way.

The SBCC Rendezvous

The designated host boat should hoist the large burgee supplied by the Fleet Captain. Rendezvous usually begin around 1600 to 1630 hours and last for about two hours. All hands are invited to attend. It is customary in the SBCC to bring your own drinks and to contribute to the snacks. Boat names should be on your bowls or platters and taken back to your boat. Pets should be left on their owner's boat. It is the duty of the host boat's captain to take a list of the boats that attend the rendezvous and stay the night until 0600 the next morning. That list should be given to the Fleet Captain as soon as possible by email.

Rendezvous are not normally cancelled due to inclement weather, but may be cancelled in the event that severe weather is forecast. It is up to the host and the Fleet Captain to make the decision. In the event the host captain is unable to attend their scheduled rendezvous, it is expected that the host captain will obtain a substitute host boat and captain for the event, and then notify the Fleet Captain. The designated location of the rendezvous is not to be altered without conferring first with the Fleet Captain.

Raft-Up Procedure

It has been tradition that no invitation is necessary to join a raft-up at a SBCC rendezvous, weather permitting, but please ask the host boat for permission to raft-up for the duration of the rendezvous. After the rendezvous, you should leave the raft and anchor nearby. While attending the rendezvous, please treat other boats as you would your own.



2022 Cruising and Rendezvous Awards

Two-Week Cruise

The Two-Week Cruise was very well attended this year. Ten boats headed east to Block Island. A few of these boats headed back home for an abbreviated one-week cruise while the rest of the fleet pressed on. The cruise went on to Cuttyhunk, Edgartown, Newport for the 4th of July, then back to Block Island before heading home. Our final night together at Block was punctuated with a celebratory dinner at Dead Eye Dick's enjoyed by the remaining eight boats. The weather was spectacular, with only a few small modifications to the itinerary needed to make the cruise safe and fun for all. The fleet faced a few challenges, but as always, our collective experience and expertise contributed to speedy and efficient repairs.

One-Week Cruise

The Cruise started at Great River and headed to Bellport for a night. There was a prediction for windy conditions, so many skipped Bellport or went to Watch Hill a day early. The wind never occurred, thankfully, and we had a nice dinner at Avino's in Bellport. In the morning, the boats in Bellport traveled to Watch Hill where we had a great turnout with a total of 19 boats!

Next, a fleet of fifteen boats traveled to Sailors Haven Wednesday and Thursday for two lazy days of beach going and nature walks at the Sunken Forest. Your Fleet Captain was buried in the sand by Joseph and Elias Frederick!

The cruise wrapped up with a sail to Hemlock Cove for the start of Jeff and Elizabeth Frederick's RV.

Cruise Captain Jean Sidebottom had themed RV-style get togethers each evening and did a great job. Scott and Wendy Gesele provided entertainment with movie nights under the stars during the cruise.

Thank you to all who participated and those who helped make this a great One-Week Cruise!

Rendezvous

A total of twenty-three rendezvous were scheduled for the 2023 season. Three were land based. Only one was cancelled due to weather, Glen and Janice Bernichon's Octoberfest at Great River. Sore Thumb was added as new RV location by Todd and Pam McCarthy. Two RVs were scheduled at Sore Thumb, but one was relocated to Great River due to the threat of rough sea conditions with a tropical storm offshore.

This season due to improved communication among members due to email, we have decided an RV can be relocated in advance for the safety of those participating, and two RVs were relocated for this very reason.

Thanks to all who hosted, and special thanks to those who hosted multiple RVs this season. It's this spirit that makes SBCC such a great organization.



Major Cruise Awards

Sheila Daytz Award

For the most rendezvous attended

Wendy & Scott Gesele on *Kailani*
(Won for the third year in a row)



Two-Week Cruise Captain Award

Wendy & Scott Gesele on *Kailani*

Elizabeth & Jeff Frederick on *Cambria*



One-Week Cruise Captain Award

Jean Sidebottom on *Esprit de Mer*



Ken Kondor Award

This year was a tie, for the most rendezvous and races attended

Jay & Stephanie Pizer on *Rising Tide*
(Won for the fourth year in a row)

Jean Sidebottom on *Esprit de Mer*



Attended at Least Three Rendezvous

<i>Alexa Grace II</i>	5
<i>Aqua Sulis</i>	4
<i>Bleu Moon</i>	13
<i>Cambria</i>	5
<i>Dust in the Wind</i>	6
<i>Eagle's Wings</i>	5
<i>Esprit de Mer</i>	11
<i>Fun Sway</i>	8

<i>Galatea</i>	3
<i>Kailani</i>	15
<i>Margaret Gale</i>	7
<i>Polaris</i>	6
<i>Rising Tide</i>	13
<i>Shadow</i>	5
<i>Sovereign</i>	3

Hosted at Least One Rendezvous

<i>Bleu Moon</i>	2
<i>Cambria</i>	1
<i>Dust in the Wind</i>	1
<i>Eagle's Wings</i>	1
<i>Esprit de Mer</i>	3
<i>Fun Sway</i>	1
<i>Kailani</i>	2
<i>Margaret Gale</i>	1

<i>On the Green</i>	1
<i>Polaris</i>	2
<i>Rising Tide</i>	1
<i>Sailsmith</i>	1
<i>Shadow</i>	1
<i>Sovereign</i>	1
<i>Stowe Away</i>	1
<i>Wanderlust</i>	1

2022 Cruising and Rendezvous Awards



2022 Cruising and Rendezvous Awards



Rendezvous Throughout the Season



Rendezvous Throughout the Season



Rendezvous Throughout the Season



Rendezvous Throughout the Season





Race Program

The South Bay Cruising Club is sponsoring 33 race events this year in its program. The races cover a variety of formats including many invitational races open to nonmembers as well. The race events are listed in our schedules in this yearbook and on the internet at:

www.sbccracing.org.

The Notice of Race for our events is listed on our website, in addition to a crew connector for boat captains seeking additional help and those who would like to try crewing for others.

Babylon Twilight Race Series

Beginning Thursday nights in June, we hold competitive races for spinnaker and non-spinnaker classes. This race is invitational and will be held every other Thursday this season.

Bay Shore Invitational Race (BSIR)

On Tuesday nights beginning in June, we hold pursuit races for non-spinnaker boats. This is a by-invitation race. It features a relaxed pursuit style start to make the race accessible to racers just starting out, in addition to seasoned veterans. The racers use a free tracking app called RaceQs. There is a friendly after-party held at Long Island Yacht Sales boatyard, featuring a barbecue that is open to all racers and their crews.

Special Events and Trophy Races

The SBCC has a long history of trophy races and special events. This year we will have our Commodore's Cup for the winner of the Babylon/Bay Shore race. The Deale Trophy will be bestowed upon the winner of the West Island Race. The Creepstakes is traditionally a single-handed owner's race for SBCC members, held on our commissioning day with a trophy awarded to the winner.



Race Courses

WEST ISLAND

Bay Shore start off Brightwaters Canal approximately 1/4 to 1/3 mile out, slightly to the east, to be adjusted by the Race Committee for best possible start. See the Notice of Race (NOR) at www.sbccracing.org/nors

- First Gun: 12:00 Noon
- Spin and NoSpin classes will use current SBCC handicaps
- Class start for Spin
- Class start for NoSpin to follow
- Class start for Multihulls after NoSpin

Counter-Clockwise

15.70nm

Start - Bay Shore Area

"10" (port)

"EW" Crazy Charlie (port)

"8 EC" (starboard)

"19 EC" (port)

"9" (port)

"4" (port)

"10" (starboard)

Finish

Clockwise

15.70nm

Start - Bay Shore Area

"10" (port)

"4" (starboard)

"9" (starboard)

"19 EC" (starboard)

"8 EC" (port)

"EW" Crazy Charlie (starboard)

"10" (starboard)

Finish



2023 BABYLON COURSES

Start and finish established by the Race Committee. If finishing at the Babylon Yacht Club dock, the RC shall display code flag “V.” If it is used as a mark of the course, leave “9” to starboard the last time it is rounded when finishing at the Babylon Yacht Club dock. Course distance may vary based on pin and “X” mark positions. DO NOT RUN A DOWNWIND START. See the Notice of Race (NOR) at www.sbccracing.org/nors

COURSE 1 (SW Wind) *	COURSE 2 (SW Wind)	COURSE 3 (N Wind)
1.80nm	3.80nm	3.80nm
Start	Start	Start between RC and “9”
“9” (port)	“9” (port)	“X” (starboard)
Finish (Pin/X Starboard)	“6” (port)	“6” (starboard)
	Finish	Finish between RC and “9”

*If course 1 is sailed 2 or more times around, except for finishing, the X mark is to be rounded to port.

COURSE 4 (SE Wind)	COURSE 5 (SW Wind)	COURSE 6 (SW Wind)
4.10nm	5.50nm	7.45nm
Start	Start	Start
“6” (port)	“9” (port)	9” (port)
“X” (port)	“6” (port)	“1” (port)
“9” (port)	“X” (port)	Finish
Finish	“9” (port)	
	Finish	

COURSE 7 (NW Wind)	COURSE 8 (SW Wind)	COURSE 9 (SW Wind)
7.30nm	9.35nm	9.65nm
Start	Start	Start
“X” (port)	“9” (port)	“6” (port)
“9” (port)	“11” (starboard)	“11” (starboard)
“11” (port)	“3” (port)	“3” (port)
Finish	“1” (port)	“1” (port)
	“6” (starboard)	“X” (port)
	Finish	“9” (port)
		Finish



RACE COURSES: BABYLON

Race Courses

2023 BAY SHORE INVITATIONAL RACE (BSIR) COURSES

See the Notice of Race (NOR) at www.sbccracing.org/nors

RACE COURSES: BAY SHORE

COURSE 1 (NE, S, W wind)

2.91nm

Start "1" (port)

"10" (port)

"3" (port)

Finish "1" (port)

COURSE 2 (N, E, SW wind)

2.91nm

Start "1" (starboard)

"3" (starboard)

"10" (starboard)

Finish "1" (starboard)

COURSE 3 (N, S wind)

3.46nm

Start "1" (port)

"11" (port)

"10" (port)

"1" (port)

"11" (port)

"10" (port)

Finish "1" (port)

COURSE 4 (N, NE,S, SW wind)

3.64nm

Start "1" (port)

"11" (port)

"3" (starboard)

"10" (starboard)

Finish "1" (starboard)

COURSE 5 (N, SE, W wind)

4.48nm

Start "1" (starboard)

"4" (starboard)

"10" (starboard)

Finish "1" (starboard)

COURSE 6 (E, S, NW wind)

4.51nm

Start "1" (port)

"11" (port)

"4" (port)

Finish "1" (port)

COURSE 7 (N, E, SW, wind)

4.51nm

Start "1" (port)

"6 " (port)

"11" (starboard)

"10" (port)

Finish "1" (port)

COURSE 8 (N, E, S, W wind)

4.54nm

Start "1" (port)

"11" (port)

"10" (port)

"1" (port)

"11" (port)

"3" (port)

Finish "1" (port)

COURSE 9 (NE, SE, S, NW wind)

4.82nm

Start "1" (port)

"10" (port)

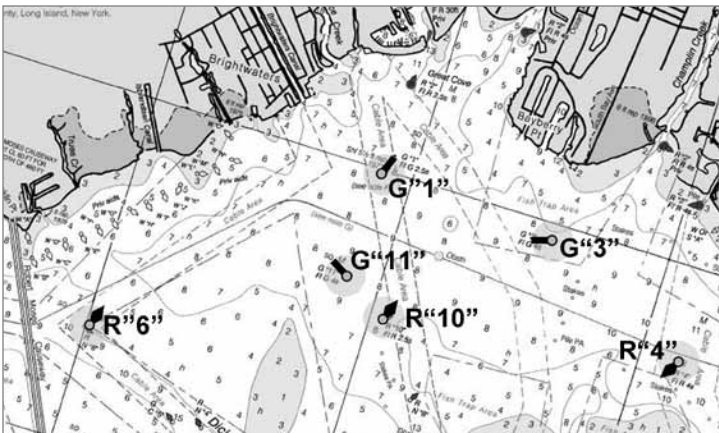
"3" (starboard)

"4" (starboard)

Finish "1" (starboard)



COURSE 10 (N, SE, SW, NW wind)	COURSE 11 (E, SE, W wind)	COURSE 12 (NE, E, SW, W wind)
4.82nm	5.27nm	5.80nm
Start "1" (port)	Start "1" (port)	Start "1" (port)
"4" (port)	"11" (port)	"6" (port)
"3" (port)	"3" (starboard)	"11" (starboard)
"10" (starboard)	"4" (starboard)	"10" (port)
Finish "1" (starboard)	"11" (starboard)	"3" (port)
	Finish "1" (starboard)	Finish "1" (port)
COURSE 13 (NE, S, W wind)	COURSE 14 (N, E, SW wind)	COURSE 15 (E, SW, SE, W wind)
5.82nm	5.82nm	8.06nm
Start "1" (port)	Start "1" (starboard)	Start "1" (port)
"10" (port)	"3" (starboard)	"6" (port)
"3" (port)	"10" (starboard)	"11" (starboard)
"1" (port)	"1" (starboard)	"3" (starboard)
"10" (port)	"3" (starboard)	"4" (port)
"3" (port)	"10" (starboard)	"11" (starboard)
Finish "1" (port)	Finish "1" (starboard)	Finish "1" (starboard)



"1"	Flashing Green No. 1 in Great Cove
"3"	Flashing Green No. 3 off Bayberry Point
"4"	Flashing Red No. 4 in North Channel
"6"	Red Nun No. 6 just east of Robert Moses Causeway
"10"	Red Nun No. 10 in West Channel
"11"	Flashing Green No. 11 in West Channel

2023 Racing Schedule

Date	Race / Event	First Gun	Classes	Notes	Race Chair	Start Locale	Courses
Sat May 20	Spring Race to Atlantique	1200	Pursuit	2, 3, 4, 8	E Winberry	Bay Shore	
Tues May 30	Bay Shore Invitational Race (BSIR) Spring 1	1900	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Jun 1	Babylon Twilight Race Early Summer 1	1930	Reg	2,9,11	R LaTorre	Babylon	1 thru 9
Sun June 4	Creepstakes Single Handed Race	1100	Pursuit	2, 4		Bay Shore	1 thru 15
Tues June 6	Bay Shore Invitational Race (BSIR) Spring 2	1900	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Fri June 9	Babylon Cup	1900	Reg	2, 9, 11	C Margeson /E Anderson	Babylon	
Tues June 13	Bay Shore Invitational Race (BSIR) Spring 3	1900	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Jun 15	Babylon Twilight Race Early Summer 2	1930	Reg	2,9,11	M O'Connell	Babylon	1 thru 9
Tues June 20	Bay Shore Invitational Race (BSIR) Spring 4	1900	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Tues June 27	Bay Shore Invitational Race (BSIR) Early Summer 1	1900	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs June 29	Babylon Twilight Race Early Summer 3	1930	Reg	2,9,11	K Padden	Babylon	1 thru 9
Sat July 1	Babylon Yacht Club July 4th Invitational		Reg	3	BYC	Babylon	1 thru 9
Wednes July 5	Bay Shore Invitational Race (BSIR) Early Summer 2	1900	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Tues July 11	Bay Shore Invitational Race (BSIR) Early Summer 3	1900	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs July 13	Babylon Twilight Race Early Summer 4	1930	Reg	2,9,11	A Mirchel	Babylon	1 thru 9

RACE SCHEDULE



2023 Racing Schedule

Date	Race / Event	First Gun	Classes	Notes	Race Chair	Start Locale	Courses
Tues July 18	Bay Shore Invitational Race (BSIR) Early Summer 4	1900	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sunday 7/23	Commodores Cup	1300	Pursuit			Babylon/ Bayshore	
Tues July 25	Bay Shore Invitational Race (BSIR) Mid Summer 1	1900	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs July 27	Babylon Twilight Race Late Summer 1	1930	Reg	2,9,11	M Goodman	Babylon	1 Thru 9
July 27 to 30	Around Long Island Race- ALIR				SeaCliff YC	NY Harbor	
Tues Aug 1	Bay Shore Invitational Race (BSIR) Mid Summer 2	1900	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sunday Aug 6	Bay Shore Yacht Club GSBYRA Invitational Regatta	1300	Pursuit	3,4,8	BSYC	Bay Shore	1 thru 15
Tues Aug 8	Bay Shore Invitational Race (BSIR) Mid Summer 3	1900	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Aug 10	Babylon Twilight Race Late Summer 2	1930	Reg	2,9,11	C Goodwin	Babylon	1 thru 9
Sat Aug 12	West Island Race	1200	Reg	2,9,12	J Davis	Bay Shore	West Island
Tues Aug 15	Bay Shore Invitational Race (BSIR) Mid Summer 4	1900	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Tues Aug 22	Bay Shore Invitational Race (BSIR) Late Summer 1	1830	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Aug 24	Babylon Twilight Race Late Summer 3	1900	Reg	2,9,11	E Anderson	Babylon	1 thru 9
Tues Aug 29	Bay Shore Invitational Race (BSIR) Late Summer 2	1830	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sat Sept 2	Bellport Invitational		Reg		Bellport Yacht Club	Bellport	



2023 Racing Schedule

Date	Race / Event	First Gun	Classes	Notes	Race Chair	Start Locale	Courses
Sun Sept 3	GSBYRA Queen of the Bay		Reg		GSBYRA	Bellport	
Tues Sept 5	Bay Shore Invitational Race (BSIR) Late Summer 3	1830	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Thurs Sept 7	Babylon Twilight Race Late Summer 4	1830	Reg	2,9,11	C DeMarco	Babylon	1 thru 9
Sat Sept 9	Mayor's Cup	1200	Reg	2	J Davis	Long Island YC	
Tues Sept 12	Bay Shore Invitational Race (BSIR) Late Summer 4	1830	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Tues Sept 19	Bay Shore Invitational Race (BSIR) Fall 1	1800	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Tues Sept 26	Bay Shore Invitational Race (BSIR) Fall 2	1800	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sun Oct 1	Louis Orr Invitational	1200	Reg	2,9,11	BYC	Babylon	1 thru 9
Tues Oct 3	Bay Shore Invitational Race (BSIR) Fall 3	1800	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15
Sat Oct 7	Discoverer's Race BSYC & SBCC	1200	Pursuit	2,3,4,8	BSYC/E Winbery	Bay Shore	
Tues Oct 10	Bay Shore Invitational Race (BSIR) Fall 4	1800	Pursuit	2,4,6,11,13	Drossos/ Sebouhian	Bay Shore	1 thru 15



NOTES TO THE RACE SCHEDULE:

TBA: To be announced

1. None
2. See NOR at sbccracing.org
3. Invitational Race - Obtain information from sponsoring club
4. Non-Spin only
5. BSYC and SBCC boats only
6. RaceQs App required
7. SBCC Invitational open to members of GSBYRA-affiliated clubs
8. Pursuit race
9. Same course for spin and non-spin classes
10. Personal Flotation Devices must be worn by entire crew
11. Time limit of 2 hours and 30 minutes for twilight races
12. Time limit of 1800 for day races
13. By invitation, please contact Ted Drossos or Gary Sebouhian



“Come On Down” and Race in the BSIR

by Ted Drossos & Gary Sebouhian

So, what are you doing on Tuesday night? Maybe watching “The Price is Right,” paying bills, doing laundry or some other mundane activity that can be done on any other night of the week. Why not reserve Tuesday nights for doing something special, something you actually enjoy doing. Something like sailing and racing comes to mind.



The Bay Shore Invitational Races (BSIR) that take place every Tuesday night offer another great opportunity to sail each week. Weekends are sometimes filled with other obligations that prevent us from sailing.

The pursuit format has allowed all the participants to develop not only their sailing skills but also their racing skills.

Consider how much time and effort you spend to prepare your boat for the sailing season (actually don't). The costs associated with summer and winter storage, insurance, bottom paint, repairs, and upgrades give us reasons to question our sanity. Non-sailors

find it difficult to justify why we do it, but most sailors agree that it's unquestionably time and money well spent.

There are between 60 and 80 people who have found a way to

enjoy their boat for an additional day each week, and in many cases doubling their days on the water. How, you ask?

They started racing on Tuesday evenings in the waters off of Bay Shore. Some are racing their own boats and others are crewing. Either way, you will be participating in an activity you love.

For the new members of the South Bay Cruising Club, here is a snapshot of how the BSIR venue is run.

The BSIR is a unique racing venue for a few reasons. The start is less stressful because it is a pursuit format where the slower boats start before the faster boats. It allows all boats to be competitive, because PHRF handicap adjustments are made after each four-race series.



“Come On Down” and Race in the BSIR



Boats that finish in positions one through four in a series have their handicap lowered by up to 16 seconds per mile for the next series. All other boats have their handicaps raised by up to 20 seconds per mile. As a result, in the next series the lower handicap boats start even later and the higher handicap boats start earlier. Of course there is a limit to how much a boat's handicap can be raised or lowered in a season.

The result is a race that is more competitive with boats finishing closer together at the finish line. You can be competitive without having to purchase new sails and go-fast gizmos.

It's also easy to know how you are doing throughout the race. If you are ahead of a boat, you are beating them. In theory, all boats should finish at the same time. The

pursuit format has allowed all the participants to develop not only their sailing skills but also their racing skills. It makes it fun to race.



Then of course there is the post-race barbeque at the gazebo at Long Island Yacht Sales where the racers eat, have a beer and have a great time talking about the race. Most people bring beverages or something to grill and share with the other crews. The camaraderie in the BSIR is beyond question.



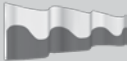
2022 Major Awards



Sheila Daytz Award

Scott & Wendy Gesele

Kailani



Babylon Twilight Season Champion

Rick LaTorre

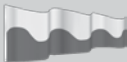
Dark Star



Bay Shore BSIR Season Champion

Gary Sebouhian

Pandemonium



Deale Trophy

B Kennedy/J Reichel

Hooch



Ken Kondor Award

This year was a tie!

← Jay & Stephanie Pizer - *Rising Tide*

Jean Sidebottom - *Esprit de Mer*



Commodore's Cup

Not Awarded



2022 Racing Awards

Invitational and Trophy Races*

Mayor's Cup	
Spin	
<i>Hooch</i>	B Kennedy/J Reichel
<i>Naughty Dog</i>	Jim Reichel
<i>Aleboat II</i>	Eric Winberry
Non Spin	
<i>Lady in Red</i>	Ted Drossos
<i>Shadow</i>	Charlie Margeson
<i>Tortoise</i>	Bill Wheeler
Multi-Hull	
<i>Trillium</i>	K Schaefer
<i>Getting There</i>	Keith Sneddon



Discoverer's Race	
Ray Terry Trophy	
<i>Merry Ann</i>	Cook/Burns
Racing Class	
<i>Pandemonium</i>	Gary Sebouhian
<i>Shadow</i>	Charlie Margeson
<i>Merry Ann</i>	Cook/Burns/LeMaitre
Cruising Class	
<i>Bertha</i>	Matt Rainis
<i>Esprit de Mer</i>	Jean Sidebottom
<i>Snoopy</i>	Dave Deruvo

West Island Invitational Regatta	
Spin	
<i>Hooch</i>	B Kennedy/J Reichel
<i>Merry Ann</i>	Cook/Burns/LeMaitre
Non Spin	
<i>Lady in Red</i>	Ted Drossos
<i>Shadow</i>	Charlie Margeson
<i>Tortoise</i>	Bill Wheeler
Multi-Hull	
<i>Let it Be</i>	K Sneddon
<i>Trillium</i>	K Schaefer
<i>Alacrity</i>	T Palmer



* Invitationals are open to nonmembers, though nonmembers are not eligible for perpetual trophies. 59

2022 Racing Awards

Babylon Early Summer Series

<i>Dark Star</i>	Rick LaTorre
<i>Kickin' Back</i>	Marty O'Connell
<i>Naughty Dog</i>	Jim Reichel
<i>Bionator</i>	Mike Goodman
<i>Rettsie</i>	Kevin Padden
<i>At Last</i>	Ed Anderson

Babylon Late Summer Series

<i>Dark Star</i>	Rick LaTorre
<i>Intrepid</i>	Chris Goodwin
<i>Rettsie</i>	Kevin Padden
<i>Naughty Dog</i>	Jim Reichel
<i>Bionator</i>	Mike Goodman
<i>Kickin' Back</i>	Marty O'Connell



BSIR Spring Series

<i>Merry Ann</i>	Cook/Burns/LeMaitre
<i>Pandemonium</i>	Gary Sebouhian
<i>Squidward</i>	Evan Polansky
<i>Czech Mate</i>	Chris Dennerlein
<i>Jolly Mon</i>	Dennis Ahern
<i>Aleboat II</i>	Eric Winberry

BSIR Late Summer Series

<i>Merry Ann</i>	Cook/Burns/LeMaitre
<i>Mo'Sun</i>	Lenny Feldman
<i>Jubilee</i>	Rebecka Russo
<i>Aleboat II</i>	Eric Winberry
<i>Tortoise</i>	Bill Wheeler
<i>Jolly Mon</i>	Dennis Ahern

BSIR Early Summer Series

<i>Merry Ann</i>	Cook/Burns/LeMaitre
<i>Pandemonium</i>	Gary Sebouhian
<i>Jolly Mon</i>	Dennis Ahern
<i>Lady in Red</i>	Ted Drossos
<i>Aleboat II</i>	Eric Winberry
<i>Tortoise</i>	Bill Wheeler

BSIR Fall Series

<i>Pandemonium</i>	Gary Sebouhian
<i>Naughty Dog</i>	Jim Reichel
<i>Czech Mate</i>	Chris Dennerlein
<i>Jolly Mon</i>	Dennis Ahern
<i>Squidward</i>	Evan Polansky
<i>Rising Tide</i>	Jay Pizer

BSIR Mid-Summer Series

<i>Merry Ann</i>	Cook/Burns/LeMaitre
<i>Lady in Red</i>	Ted Drossos
<i>Jolly Mon</i>	Dennis Ahern
<i>Mo'Sun</i>	Lenny Feldman
<i>Naughty Dog</i>	Jim Reichel
<i>Pandemonium</i>	Gary Sebouhian



2022 Racing Awards



2022 Racing Awards



SBCC Race Awards & Trophies

Over the course of our Club history many special races, trophies and awards have been developed to meet the needs and interests of SBCC members. The late Gene Reardon, our past historian, compiled a brief description of some of these. A complete list is on the SBCC website.

Commodore's Cup

Established in 1956 by Commodore Henry Post. Bestowed upon the boat with the best combined times in the Labor Day Weekend races, Babylon to Bellport, and Smith Trophy at Sayville. A special effort was made to encourage the entire family to be involved. In 1957 it became a single race from Timber Point to Bellport, and in 1973 it became a closed course race, sailed in Nicoll Bay. This year's Commodore's Cup will be awarded to the best score in the single Babylon/Bay Shore race held on Sunday, July 23rd.

Deale Trophy

Created in 1963, in memory of William H. Deale, for the best corrected time in the West Island Race. The West Island Race was established in 1951, in which a boat could sail the published course in either direction. This tested the skippers not only in the normal racing skills, but also in the added factors of predicting the winds, waves, tides and currents in the selection of which way to go around West Island. This race was the brain child of Hervey Smith and was originally called "The Annual Race." This is normally the best attended race of the season.

SBCC Crock Trophy

Perpetual Trophy awarded to the best corrected time (using SBCC handicap) for the Around Long Island Race.

Single-handed Creepstakes

Started in 1960 for a race in which only the skipper was on board. Beginning around 1980, spinnakers were also permitted. The spinnaker experiment was terminated around 1989 after several close encounters. This race is for SBCC members only.



SBCC Cruise Awards & Trophies

Cruising awards are given for participation in any of the Club's organized cruises. To qualify, a yacht must anchor or tie-up with the fleet for at least 50% of the time designated for a cruise by the Fleet Captain. The Fleet Captain will submit a list of yachts eligible, based on cruise attendance records. Rendezvous Awards are given at the Fleet Captain's discretion to boats that attend a minimum number of rendezvous. A complete list is on the SBCC website.

Blue Water Award

To recognize a well-planned and well-executed extended offshore cruise. Begun in 1952 and awarded occasionally, as deemed appropriate by the Awards Committee. It was the outgrowth of the Annual Cruising Award.

Green Water Award

Created in 1967 to recognize a cruise of significantly longer distance and duration than the regular club cruises. It was also an outgrowth of the Annual Cruising Award.

Ken Kondor Trophy

Created in 1995 and is awarded to the boat that does the most combined cruising and racing. To qualify, a boat must complete at least four races and get credit for four rendezvous. A boat gets one point for completing each race, an additional point for placing in a race, two points for attending a rendezvous and one point for hosting a rendezvous. The trophy is awarded annually on Commissioning Day.

Sheila Daytz Trophy

Begun in 1993 and given to the boat attending the greatest number of club rendezvous in a season.



Racing On and Off the Bay

by Jim & Will Reichel

Ships Logs: *Scapegoat* and *Naughty Dog*

During the middle of winter, planning and boat refurbishing are constantly ongoing. Updating the electronics, fixing broken jury-rigged equipment, repacking safety equipment, and general maintenance always make launch time a last-minute challenge. Our biggest issue is always the bottom—the most important and demanding. We settle for the most brutal way to prep and paint. Most sailboat owners let their boatyards deal with this, but that would never work for us.



On *Scapegoat*, our J-105, we hand sand the paint off to help save weight and get a clean surface to start over again. During the racing season, a diver cleans the bottom every two weeks to keep the slime off. It is the only way we can stay competitive. We apply three coats of perfectly rolled paint, then painfully wet sand, then polish to 800-grit and buff to get it as smooth as possible and not bead water when wet.

During this year's effort, we also decided to sail our C&C 25 *Naughty Dog* on the

South Shore. That boat we just hosed off the bottom, used whatever leftover paint from the last few years we had, and gave it a quick paint job. Feeling guilty, we rubbed some 400-grit paper over it, hoping not to regret it. Not having sailed it for three years, we hoped it was still operative.

We lost our good jib during what seemed like a typhoon... The cockpit was filled with three to four inches of water...

In early May, we trailered the J-105 up to Huntington to get launched with the

other J-105s and were lucky to have a "how to sail and crew a J-105 seminar" right in our harbor. We have a great class that supports its owners and the yacht clubs that help make racing happen. A past champion sailor came to each boat to check and measure our setups, then gave an hour presentation on a similar boat to get everyone set for a few practice races and starts in the harbor. Everyone who attended learned more in that hour than in two years of sailing. Our crew did six short racing starts, spinnaker sets, and douses, and then had a debrief to fix any problems and handling issues.

The same was not true for the *Naughty Dog*. The boat was picked up off its trailer, the mast went up, sails and outboard were thrown on, fuel and oil were added into the gas tank, and the paperwork signed over to my older son Will. A quick delivery ride to Babylon from Amityville was all he got. He has sailed on that boat many times, but has never done any more than skirt the jib. The most significant factor in this season was that he had help from our younger crewmembers from *Scapegoat*, Chris DeMarco and Ian Holzmacher, to help coach him and avoid any issues that might have developed. His first time skippering the boat in a race would come soon.

The weather in the spring is quite nice on the North Shore. Unlike the sea breeze that comes up on the bay, the air temperature on the bay is not much warmer than the water. When that breeze travels across the island, it heats up quickly, often giving enjoyable sailing conditions on the sound. A nice



steady warm breeze makes all the prep and launching stress worthwhile.

Our racing season took a slow start with the Geartester Race across the sound. We always do well in the fall Gearbuster Race, so we would try the first race of the series for a change. Our excitement was short-lived as we ran into heavy fog going over to the start line near the Connecticut shore, resulting from that warm south shore breeze over 45-degree cold water in the sound. It was hard to see the bow when we reached mid-sound. The higher-than-usual amount of boat traffic, barges, and sailboats converging on one spot, made us pay attention to our instruments, VHF radio, and AIS data.

You would be surprised by how many bigger racing boats transmit and how the long-tow tugboat captains direct their way through the area. The AIS display turned into a maze to pass through. Unfortunately, the race was canceled due to the low visibility and light wind. However, we were invited over to the Indian Harbor Yacht Club, the race sponsor, for cocktails and food for making the trip across. It is a lovely spot to visit, with extraordinary classic yachts and exotic supercars everywhere in the parking lot.

Shortly after that race, we started our Wednesday night racing. We aimed to move up in the standings of the J-105 fleet we sail in. Two more J-105 boats came out to race more frequently this year, giving us an even more challenging time. Over the next few weeks, we discovered we were sailing faster, pointing higher, maneuvering better,

and finishing very close to the lead boats, sometimes overlapping. We were finally not always the last boat, but we still have tons of work to do to finish near the top boats and rounding the marks with the leaders or even seem to be in the fight for a while. We seem to do much better when the breeze fills in the evening and it gets gusty. Our boat is one of the last ones built in the production run. It is a disadvantage in the lighter air as we weigh more than the older boats, but it makes up for it when things get ugly. More on that fact later.

Ships Log: *Naughty Dog* - Will

I haven't had too much experience managing a sailboat or even so much as steering it. I would always be a deck guy when sailing in my younger years. After twenty-one years on a sailboat, you would think I would have done it all, but I was never interested in steering during these competitive races. So, having little to no experience skippering and a crew that has never even stepped foot on a sailboat before, I decided to sign up for the BSIR races and the SBCC Babylon bi-weekly races. It was the first time being on a sailboat without my father; I was nervous but excited. I knew I would be racing against some familiar boats I have seen out there when racing as a kid. I remember guys like Rick LaTorre on *Dark Star*, Kevin Padden with *Rettsie* and Marty O'Connell on *Kickin' Back*. These were always going to be the boats for us to try to beat. Now I would be trying to do this on my own.

Racing On and Off the Bay



Our first race on the revival of the *Naughty Dog* went great—third place out of 26 boats in a BSIR race! I had the great fortune of having Chris DeMarco and my old football teammate on the boat. Chris could teach the new crew, Kevin, Tim, Joe and Jack, how things work. I think he knew what he was doing most of the time. We went out a bit early to do some tacking lessons, find out which lines you must pull, how not to get killed and give out beer delivery service assignments (an essential job to keep the rail happy). We all had a ton of fun during this first race, with most of these guys having never been on a sailboat before. One didn't even know there was water so close to us. Now I have friends who love it even more than I do and they send out team group messages with YouTube videos of how to correct our mistakes and learn new tricks for making it back home.

With the revival of the *Naughty Dog* also came many other sailors mistaking me for my father with lots of "hey Jim, how's it going"s. No one knew he was not on the boat or that our crew had less sailing experience than a newborn child.

After some continued success, we came to our first fork in the road as we had a significant handicap drop in the BSIR after the very first race we participated in. We technically did not qualify for the change, having been in only the last race of the series. After a handicap appeal (another first for me), I learned why *Naughty Dog* unfairly got the shaft so quickly, and I took it as a bit of a challenge—so maybe we weren't doing too bad after all. My crew brought the fight

to future races and even started watching YouTube videos on tactics and trim to better understand what happened during a race.

I think a great word to use for our first year's experience was excitement, with lots of close-mark roundings, finishes, and one hell of a storm to cap it all off. We lost our good jib during what seemed like a typhoon that hit during one of the BSIR races. The cockpit was filled with three to four inches of water, and everyone was drenched from head to toe, but that was the most fun we had on the boat over the whole summer. We were among the only four boats to finish that race, as about fifteen to twenty had dropped out during the storm.

Another great race for us was the West Island, showing up twenty minutes late and fitting six people on a C&C 25. It was a slow one, but it gave us significant time to enjoy the luxury of hanging out on a sailboat with some of my great friends.

Ships Log: *Scapagoat* - Jim

We had missed half of July's racing due to a family trip to Iceland and Norway, but we returned just in time for the Around Long Island Regatta. With just a day to convert the boat to offshore distance racing, meeting the task took a lot of work. After loading more safety equipment, life raft, food, water, sails, and countless crew gear, we left with just enough time to transit the East River. It was filled with gigantic cargo ships passing just feet away from us, increased Coast Guard and NYC Police activity, helicopters, and seaplanes landing and taking off—all at an arm's reach. We barely made the long transit





in time to be at the Liberty Landing Marina for the skippers' meeting. The much-anticipated meeting turned out to be only about four minutes long. Much to our liking, there was a wide spread of appetizers, buffet food, and unlimited Dark & Stormies.

We made this meal last a long time as there is little to do at Liberty Landing Marina. Sleeping that night was miserable due to the heat and humidity we found in the city. Fortunately, we were granted some level of relief from our tiny cabin fans. The following day, we had the chance to grab a complimentary breakfast in their clubhouse, which was situated atop the old lightship *Ambrose*.

When the race started later that morning, we had a great start and were on the favored side. This helped us lead our division up New York Harbor and through the Verrazano Bridge with too many back-and-forth lead changes. Our usual crew of Chris Scicignano, my younger son Jack, Chris DeMarco, Mike Einsettler, and a new comer, Walther Van Stipriaan, (a new SBCC member) hiked as hard as you possibly can to pass boats for clear air. You could have ended the race right there, as it was such hard work to get out of New York Harbor and had been a great race just to the turning mark. We tacked well over twenty times to go ten miles upwind, eventually reaching a turning mark offshore.

As we finally rounded the mark, we set the spinnaker and proceeded to shoot down the south shore of Long Island at 9-10 knots for hours.

Off the Fire Island Inlet, we were blessed with a hot meal of penne ala vodka with garlic bread. This was an excellent planning step carried out by Mike Einsettler, my brother-in-law, who impressively cooked this on one burner doing 10 knots with a 30-degree heel angle and two to three foot waves (not a Masthead recipe). We continued this pace to Moriches Inlet, where the wind began to die out. We had a game plan that consisted of staying relatively close to the shoreline, just outside the twenty-foot depth mark for better wind and direction in the morning. We soon found this strategy a problem when we got to the Shinnecock Inlet, and found ourselves locked in a strong current that was working against us.

We were too close in and it was too dark to see anything. We managed to keep a light breeze through the night, arriving at Montauk Point around 0800 hours which was a record pace for us. This was due in part to the current having worked in our favor for a change.

After rounding Montauk Point, the wind dropped off and switched to the west, giving us a long windward tacking beat through

Racing On and Off the Bay



Plum Gut. During our lunch hour, we had multiple varieties of military-issued MREs (meal ready-to-eat), ranging from tacos, to brisket, to chili. All of these were surprisingly good warm meals with desserts and they were more than welcome at this point. For about the next six to eight hours we had to tack our way through Long Island Sound, with the wind slowly shifting to the northwest. Finally, this allowed us to reach the final turning mark and head towards the finish line in Glen Cove late Friday night. With the fastest boats we raced against barely ahead of us, it looked good for *Scapegoat*. Much to our misfortune the wind died fast and completely, leaving us to drift with the current toward the finish line with little control. It took us over three hours to go three miles to cross the finish line. For the first time in over two decades, we didn't finish fourth—this time, we were fifth. Our supposedly reserved mooring was nowhere to be found in Sea Cliff Harbor, leaving my son Jack and me to take the boat back to Northport immediately after dropping the crew off, further extending the exhausting odyssey.

Ships Log: *Naughty Dog* - Will

After taking part in a few BSIR races, I was given the news that the other racers were hosting an after-race party at Long Island Yacht Sales and wanted me to come and meet everyone. My crew and I did a very hazardous boat transfer into our support boat while we were under sail. We hopped off the sailboat and into our powerboat, and

my mother and dad sailed the *Dog* back home, while we headed to the party. The only casualties were a few good beers down into the water. It was nice to get to meet some of the people who race every week. Lots of old stories were told about my father and grandfather, John Davis of *Dragonfly*. Some people told me they remembered me when I was a little kid even though I couldn't remember them. We have been somewhat disconnected from sailing on the bay for quite a few years, so it was a surprise to see some of these guys still out there racing every week.

All good things come to an end and at the end of summer my crew and I all had to go back to college. The boat sat briefly until I asked my mother, Allison, to take over at the helm for the remaining few weeks. She and my father took part in the final BSIR races, along with Chris DeMarco and Eric Winberry with some great success with my mother at the helm. My mom steers the *Scapegoat* on Friday nights, so her success up on the North Shore carried over down south. Her being on the boat for races, and sometimes just being a spectator, was great for me. She taught me a lot about sailing the C&C 25 as she had grown up sailing on *Dragonfly* for years. She taught me to have patience, not pinch upwind and, more importantly, to be safe about racing in a crowd. I owe many people a thank you for making this season happen, especially my parents. See you out there next year!

Ships Log: Scapegoat - Jim

Shortly after the ALIR, we were back in home waters in Huntington Bay. We decided to try our hand at a charity race for the Cold Spring Harbor Laboratory Cancer Research Lab and support their cause. Every club up there on the North Shore has several charity races which raise big bucks from its participants. My two sons, Will and Jack, and one of their friends, Konrad, who had never sailed, gave it a short-handed go in the non-spinnaker fleet. We had a crew of four when we needed six.

We consulted the onboard Alexa device to flip a coin for helming privileges. That wound up going in Will's favor. Will was going to skipper the boat from start to finish. Another first, as he usually helps run the bow and is in charge of getting the large spinnaker up and down for Wednesday night racing, not to mention being in charge of cooler maintenance.

This charity race had spinnaker and non-spinnaker boats of all sailing abilities from all over the Sound. So we picked out a few boats that we wanted to beat and instituted the beer rule: every boat passed meant a round of cold beer for the crew. Most of the boats were in the spinnaker fleet, but after a sketchy start, due to missed signals from the race committee, we were in last place.

The course had a windward leg 2 nm up and then there was a leeward mark 1 nm behind



the startline, to be sailed twice around with eleven boats starting. It was a fun race that turned into a horse race for line honors. We almost pulled it off, beating all but two boats. We were overlapped with one boat across the finish line, and both had flying spinnakers to our wing-on-wing genoa. In the end, we beat them all on corrected time. We were treated quite well at the fundraiser with great food and raffle prizes. Will had his first taste of big boat helming, talking about his performance just like a pro, making sure his crew was introduced to the crowd.

Final Scapegoat Log for 2022 - Jim

The racing season starts to wind down quickly in September, and one of our favorites is the Huntington Lighthouse Charity Race. It is a quick triangular drag race that happens over Labor Day weekend. Our usual Friday night pursuit races are stopped for a non-spinnaker championship race of sorts within the kick-off of a seventy-two hour rock concert. Boats come over from Connecticut and from every harbor on the North Shore. Picture Zach's Bay at Jones Beach during the airshows, but with double the boats.

Our race starts in a wall-to-wall anchored fleet of hundreds of spectator boats with just enough room to start. There is a huge fleet of boats sailing just feet away from clueless powerboats with marine patrols chasing them away. You have to hear the comments we often exchanged, but once the spectators see the blue flashing lights patrolling the start line, they quickly back away. Finally, sailboats get respect. The Lighthouse is the X mark of the start and finish line and it is lit up with lights from the stage on top of the old building. We have done this race for the last three years, and we were always close to winning. During the entire trip around the course, from miles away you can hear the bands playing your favorite sailing songs for the finishing boats. This year we had perfect conditions for us and managed an easy finish to finally take first. We finished so far ahead that we had time to sail a victory lap around the anchored boats and still watch the other boats cross the finish line.



Our last North Shore races included the Vanderbilt Cup to raise money for the Vanderbilt Museum. The race turned out to be a white knuckle race as the weather was just short of a gale. Of the forty-plus boats registered for the race, less than half made it to the start line. Once the Race Committee boat's anchor held in the three-foot waves, boats shuffled into combined start divisions to limit the time out in the swell. A strong north wind divided up the sailors. Just getting across the line was in itself a challenge. As mentioned earlier, our boat was built heavier and stiffer. The stronger breeze allows us to drive upwind much faster, much higher, and under better control through big waves, which makes the other boats' crews stare at us in disbelief. Our boys on the rail with a cold beer and sandwiches comfortably hike out as we pass them, often waving to them with big smiles while they hang on the lifelines to stay onboard in disappointment.

At the always fun and well-attended after-race party in the museum, we heard the war stories and soon learned we had won the overall in our division. The two big winners (spin and nonspin) had to address the big crowd and share their memorable moments out there. We discovered the spin boats had hit 15 knots, but not towards the mark. They had to do a scary gybe somewhere on the course. The crowd loved to hear that. When I came up to give *Scapegoat's* moment, I used the same leg. Steady wing on wing, 13.5 knots, no gybe, six feet away from the mark, rounding with the spinnaker boats that

had been given a fifteen minute head start. We won the crowd over.

Our final race the following weekend was the Gearbuster in Connecticut. We have won this race overall for the past two years and wanted to wrap it up with a hat trick. This year, the usually high winds were replaced with light shifty northerly winds. A 10 nm downwind leg was brutally tight the whole way down, and of the twenty or so boats in the fleet, ten rounded almost at once. Like a race restart and worst case scenario for us.

One boat nearly ten boat lengths behind us was Doug Davies on his new Cal 33 *Gypsy Moon*. Doug, a long-time SBCC member and bay champion, usually sails with us in this race, but a last-minute entry and fast sailed boat made him a big worry for us. As we sailed to windward the 10 nm to the finish, we used years of sailing experience learned up there in our *J/27, Silver Bullet*, to play the wind and current much differently than our competitors. During the shifty breeze, we often sailed a hundred degrees higher or lower than the boats behind us.

Our short tacking of the Connecticut shoreline proved devastating to the rest of the fleet, and we eventually lost track of Doug. Most boats behind us owed us considerable time, but we sailed hard and tacked on every shift as we knew Doug would be doing the same. I am not sure if he followed us or just copied us when he saw us laying down our perfect track.

After crossing the finish and starting the long trip home, it took more than ten minutes before we spotted any boat in our fleet and close to twenty minutes before spotting Doug, which was about the time we owed him. I think Doug used some of our tricks and unfortunately, after winning our division quite handily, we lost the overall to Doug. Although we were disappointed, we were happy it was Doug who had beaten us—another great year on the *Sapegoat*.

Naughty Dog Final Log 2022 - Jim

Our wrap-up race on the South Shore was, just by chance, a last-minute decision to sail in the Babylon Yacht Club Louis Orr Race. It has been a while since sailing that race which we had done almost every year for twenty years in six different boats. The Louis Orr Race was the next day after having sailed in the harsh Vanderbilt Cup with half of the crew from that race sailing tired, sore and stiff. It was an effort, and all (Paul Rendich, Chris S and Chris D, my wife Allison and I) were glad to give it a go once again and quickly remember the good old days sailing on *Naughty Dog*. Cramped and uncomfortable rail, difficult and slow and a tiller boat, not like our beloved *Goat*.

The wind that day was strong, perfect for a fall race. After a mediocre start, we struggled upwind with our #2 genoa to maintain touch with the bigger and faster boats. This was my first time steering the boat after a three-year mothball, and comments from my wife Allison suggested that she should be steering. We were further back than ever in any race this year. After a quick upwind leg, thankfully, we did a sail change to our #1 genoa and managed to eventually get back up in the mix. Big boats like *Shadow*, *Kickin' Back*, *Mirage*, and the lead boat Dave Hyer's J-22, *Vantage*, just kept getting bigger to us.

The course sent us down deep into Bay Shore, so in the strong southwest breeze we had quite a tacking duel to get to the bridge. I was lucky to get the helm back for that leg, and we managed to climb back up into the pack as the wind began to blow harder by the minute. As we short-tacked our way up

there, we noticed most of the bigger boats were overpowered and taking long tacks, often overstanding each time. They left the door open for us.

The leg to the finish from the bridge was a tight reach, and with each gust we saw the leading boats heel and fight with each other. We figured that with our higher handicap and the long-distance course, there was a good chance we could win.

There was a nice after-race party at the Babylon Yacht Club, always a favorite. It was nice to see the racing crowd again and hear the war stories, much like the day before. Finally, awards time came, and the Babylon YC Commodore and Race Committee humorously read the list from the bottom up. We knew we were close to the top, but found out that we had won after the third and second places were read. As I walked up to meet the Commodore and get the trophy, he announced that my name would now be on the Louis Orr Perpetual Trophy. As he handed the award over for pictures, it was nice to point out to him that we were already listed on the trophy four times and had gotten a chance to sail against Louis Orr back in the early days.

It was an excellent way to end the sailing season *Naughty Dog* will return next year, with its no longer rookie skipper Will, writing these reviews!



Interview with a Future Commodore

Interviewed by
Stephanie & Jay Pizer

For a school assignment last fall, then eight-year-old Joseph Frederick, the older son of the current Commodore and his wife Elizabeth, was instructed to write about something that happened to him.

Elizabeth sent that article and an accompanying illustration drawn by Joseph to friends. Jay and I decided this would be a great addition to the yearbook along with an interview with Joseph.

On Sunday, January 29, 2023, the Frederick family and the Pizers got together for brunch. Afterwards, we interviewed Joseph.

Here is what we learned that day. Enjoy!

First, here is his article and his drawing:



THE RONDEVU

My Mom yelled “we are free.” My Dad backed out of port. The Bow thruster “vrrrrrrr” we left at 11:00. It was a 3 hour trip to Sore Thumb. We got there at 2:00. We had 3 hours till the party.

We ate lunch and baled out the dinghy. We lowered the ninety pound 8hp four stroke engine onto the dinghy. Then we motored over to the sandbar and met some friends.

We played on the sandbar and then the Coast Guard came. A sailboat’s anchor popped loose; nobody was on the boat. My Dad sped over to the boat. It was heading straight for our sailboat. My Dad got in front of the loose boat and went as fast as he could. My Dad and the Coast Guard anchored the boat again. My Dad motored us back to our boat.

We went to the party. The food was yummy. We played with friends. We were up till 8:00. We woke up the next morning and played with my friends for an hour. Then we motored back to the boat. We packed up the boat and motored home.

THE END

Joseph's Interview

What is your name? Joseph Augustus Frederick

How old are you? Nine

What grade are you in? Third

What is your earliest memory of sailing? When I was four and we were on the Flicka, *Destiny*. I remember one night we were anchored in the bay. I was in bed trying to fall asleep and my mom said come on up to watch the sunset.

What is your favorite part of Cambria? What I like best about Cambria is her size.

Interview with a Future Commodore



What is your favorite part of being in the SBCC? Getting to meet other people.

What are your favorite things about sailing? Going offshore and swimming. And on a sailboat, you can admire the scenery as you sail along but when you're on a speedboat, you're just rushing past everything and barely have time to see what's going on.

What boat do you want to own some day? A sailboat.

What type? A Southerly 48.

Wow! Can you have that boat in the bay?
How much does it draw? It draws from three to eight feet

.That's great. Three feet is less than our boat draws. That's probably less than Cambria draws, too. It is.

If money was no object, what kind of boat would you get? A Hanstaiger X-1. It's a seventy-five foot trimaran made out of black carbon fiber. It has a fighter jet cockpit and a hot tub on deck. It has several cabins. You need crew for it.

We looked it up, take a look at the photo at the bottom of the page!

How much does a seventy-five foot Hanstaiger draw? I think it draws something like about seven or eight feet.

Yikes! So not a bay boat! No!



Interview with a Future Commodore



Do you know that there are people in the club, Glenn and Heather Reed, who own a trimaran? Yes.

Have you seen it? No. I saw it listed in the club yearbook.

Sometimes they come to a rendezvous in that boat. But mostly I think they race it.

What do you think your first boat will be? Probably a small boat with a bed, galley and head. Like a Catalina 22 or something like that. A small boat to start out with and slowly work up.



You want to be Commodore someday, right? Yes.

Do you have any ideas of how you could make the club better as Commodore? I would want to have a spare Opti on hand in case kids want to sail it.

That is a good idea. So, you would tow that and a dinghy to rendezvous? Yes.

How old do you think you will be when you become Commodore? I don't know.

If you could cruise anywhere in the world, where would you want to go? Without skipping a beat, he answered: Bahamas.

Why the Bahamas? Clear water and palm trees.

Do you ever see yourself getting into racing sailboats? No, not really.

Not even little ones while you're young? Well, maybe.

You could be in the Olympics! My next questions are related to that; maybe it's the same answer. Do you ever see yourself participating in the bigger races – Ocean Race, Newport to Bermuda Race? No.

If I were to do the Bermuda Race in a few years, when you're older, would you come with me? Ahh, no.

Interview with a Future Commodore



Out of all the boats that you've looked at, what is your favorite design? I like the Southerlies.

That's the one for you? Um-hmm.

Is that because of the swing keel? Yeah.

If unconstrained by shallow water, is there another boat that would be your favorite? Not that I can think of.

What about the Oysters? Ooh, those are nice.

You like the Oyster better than the Southerly? If I didn't have to be in the bay, then yes.

What size Oyster? Probably the fifty-four or the fifty-six foot.

Of the places that you have gone on the boat, what was your favorite place? Martha's Vineyard.



How come? Ice cream at Mad Martha's.

What do you want to be when you grow up? A sailor!



BVI Live-Aboard Cruising Course

by Jeremy Wiss

The excitement for this adventure started almost three years ago when

I booked the course in 2019. With all the craziness in the world between then and now my adventure was finally set for December 2022. With my course scheduled,

I booked my airfare. A flight from JFK to San Juan, Puerto Rico, was followed by a quick 45-minute flight on a Cessna 402C from San Juan to Beef Island, BVI.

The 402C is what most refer to as a “puddle jumper.” This flying craft has a nine-passenger seating capacity, including the pilot and co-pilot. The low seating capacity wasn’t an issue, though, at least for the trip there, as only the pilot and I were on the plane. Candidly, I thought the gate attendant was joking with me when she said: “You’re the only one.” No complaints though, this was the first and certainly the last time I would have a private flight.

From Beef Island, a complimentary ferry service takes you to the Scrub Island Resort. Your first night is spent at the resort as part of the course. It’s a magical place, almost exclusively patronized by honeymooners.

In the morning, I had to report to the marina and board the vessel I would spend the next week on. She turned out to be a beautiful fifty-foot five-inch Jeanneau monohull, boasting four staterooms, each with an en-suite head. Her name is *Breakaway*.

From the Scrub Island Marina, we set sail for Oil Nut Bay, passing

Spanish Town, Richard Branson’s home on Mosquito Island and his extravagant resort on Necker Island.

Once moored in Oil Nut Bay, we dinked over to a restaurant. Our group enjoyed lunch and then cocktails in their infinity pool, stretching over the crystal-clear bay. After, we enjoyed the sunset on board. The following morning, we enjoyed an early breakfast ashore.

The course I took was Bareboat Cruising. At the completion of the course, I received US Sailing certifications for Bareboat Cruising, Basic Keelboat, and Liveaboard Cruising. Now that I received my certificate of completion from US Sailing, I am permitted to bareboat charter any of The Moorings monohull sailboats. I did not go for the catamaran endorsement.

From there, we sailed to the Virgin Gorda Yacht Harbor. I was on duty that day to chart

If one deviates only five feet out of the channel, one will undoubtedly run aground on the reef.





the passage with dividers and a handheld compass. We made it, but I have a little more to learn in that department. I was proud of myself as I steered the boat out of the slip and down the extremely busy and narrow channel.

We took an interesting taxi ride from the marina to CocoMaya, an Asian fusion restaurant and, by far, my favorite dinner. The food and atmosphere were excellent.

If one deviates only five feet out of the channel, one will undoubtedly run aground on the reef. The waves unrelentingly break when they reach the reef, making navigating the channel difficult.

We then sailed to the Bitter End Yacht Club on Virgin Gorda. It has a beautiful restaurant, bar and mooring field. This place was decimated in 2017 by Hurricane Irma. One positive is that because of the destruction, it is all new and beautiful. The facilities are immaculate. Mega-yachts that charter for over \$400,000 a week were anchored far astern. It was fun to joke about the lunacy of that—maybe there was little a jealousy, too.

From Bitter End, we sailed into the open Atlantic between Prickly Pear Island and Moskito Island. Luckily, the swell was mild. We headed toward Manchioneel Bay off Cooper Island. Manchioneel Bay offered the best snorkeling of the trip. Diving off the



BVI Live-Aboard Cruising Course



swim platform, I saw a barracuda, sting ray, starfish, and even an octopus dwelling within a sunken dock, all within minutes.

We had cocktails and dinner at the Cooper Island Beach Club. They have a rum bar with over 280 different rums to try. If you've worked up enough appetite and have any money left, you can order a ridiculously huge tomahawk steak at their restaurant. I guess I was boring on this leg of the trip, as I stuck to Carib beer and chicken for dinner.

Our final night was the most invigorating by far. It's the night the three of us students could take the boat sailing on our own, moor for the night, and sail back. We dropped our instructor, "Dutch," off in Road Town and set sail for Norman Island. If memory serves, it was about a two-hour sail from dock to the

mooring ball, a straight shot down the Sir Frances Drake Channel.

One of my fellow students, a middle-aged Irish firefighter with the New York Fire Department, had me excited about a bar on Norman Island in the Bight Bay. He was a regular in the BVI, probably having visited at least twenty times previously.

The bar is named "Willy T's" and is a floating steel barge with welded walls. For those of you who know it, I need not say anymore. For those who don't know it, I still need not say anything. Although I was looking forward to visiting the legendary "Willy T's," by the time we were moored, I found myself exhausted from the constant action of the week and I went back to my stateroom and quickly fell asleep. For those of you who know "Willy





T's," I look forward to hearing your opinions on whether or not I made a mistake not going.

We woke up early, as one of my classmates had to catch a ferry to Spanish Town early. I was exhausted after this adventure. However, at the same time, I realized it was the best vacation/adventure I've ever taken.



One of our most important lessons was retrieving a man overboard while under sail (a skill I hope I never have to use). The

course personified that you can only learn so much from a textbook, and nothing beats real-life experience. I want to think I am a better sailor and, more importantly, a safer and more knowledgeable sailor because of my experiences in the BVI.

I hope to be back soon! The only downside, now my boat feels like a kid's toy after sailing around the BVI.



Fiona's 2022 Trip To Maine

by Eric Forsyth

I was really looking forward to my traditional September cruise in Maine. The pre-pandemic cruise in 2020 had been plagued with engine problems and I took the opportunity in the cruising hiatus of 2021 to change the engine for a rebuilt unit of the same type.

The crew leaving Patchogue on Saturday, September 10th, was mixed: Drew had signed up for the complete round trip; Jeremy had agreed to go as far as Maine; a replacement, Brian, was waiting in the wings; Bettina just wanted the experience of a little ocean sailing and planned to take the Viking Ferry home from Block Island.

We left with high tide but within a minute of entering the river, the blare of the smoke detector scared us out of our wits. The engine room was thick with smoke, so I elected to stumble back to Weeks Yacht Yard with smoke pouring out of the hatch. The river was crowded with weekend boaters and stopping in the middle would not have been popular. As soon as the smoke cleared, the problem was obvious—the rubber, water-cooled exhaust hose had become detached from the elbow.

Jeremy soon had the hose clamps refitted, but then another snag arose; testing the repair we noticed a steady stream of water coming from the pipe carrying engine cooling water. A weldment had broken off due to corrosion. To repair that we needed an adaptor to connect two different diameter hoses. We sorted through the vast collections of plumbing fittings accumulated on the boat over the years, but none was suitable.

Fortunately, Drew had planned to leave his car at Weeks while he was away, so we had wheels, and a quick trip to West Marine solved the problem. Three hours after first leaving we ventured into the river again, but we had lost the tide. *Fiona* dragged her keel through mud but we made it into the Bay.

That wasn't the last of our minor problems. Opposite Bay Shore, I noticed that the batteries were not charging, so I stopped the engine and soon found a wire to the generator had become dislodged. All the work on the

exhaust had caused a wire to fall off a small clip. The unit is located close to the exhaust. It was soon replaced, but the batteries were in poor shape and I managed to get the

engine running using the last watt in the batteries.

After that we ran through Fire Island Inlet and set the main and jib. The wind was light and near midnight we started the engine and motor-sailed under a full moon. The familiar villages of Moriches, Shinnecock, and Southampton slowly slipped by the port beam. We rounded Montauk Point at noon on Sunday and picked up a mooring at Block

...the weather broke as we rounded the south end of Cape Cod and made an approach to Nantucket...



Eric dressed smartly for the CCA meeting



The old Customs House at Wiscasset, Maine

Island in the Great Salt Pond by 1500 hours. We launched the dinghy to travel to Payne's Dock, and walked from The Oar to New Shoreham. Dinner followed at the Mohegan restaurant, with dessert at the ice cream parlor. We all slept well, and late. The next day, we dinghied ashore and went for a walk from Champlin's Dock. Bettina caught the Viking Ferry to Montauk.

We left early the next day for a short leg to Newport, where I was to attend the Cruising Club of America's Centennial (CCA) party. On the way, we encountered a tremendous rain storm with no wind. We arrived at Newport in mid-afternoon and found our reservation for a slip at the Newport Hotel had gone astray. The Harbor Master told us to anchor near Fort Adams, but just as we got the hook down a radio message confirmed we could tie up at the hotel.

I attended an invitation dinner for past recipients of the Blue Water Medal. They had managed to dig up six, but I think I was the oldest. We all made short presentations of our sailing after the award. There was an interesting talk by a sailor who combined ocean sailing and mountaineering. The morning was occupied with sailing movies at an old cinema in the center of town that I remember from the days long ago when I

waited for the start of the Newport to Bermuda Race. An organ used to rise in front of the screen for an audience singalong. After another invitational lunch, we toured the Newport Museum of Sailing. I bought a very nice print of the yacht *Finnisterre* in heavy weather as a souvenir of my Newport visit.

When we came to leave the next morning, the batteries were dead. Drew worked miracles on his cell phone and by 1000 hours we had two new batteries installed.

We enjoyed a good sail up Buzzard's Bay to Megansett Bay to wait for a favorable current in the Cape Cod Canal the next morning. We sailed very briskly across the bay on a close-hauled port tack and anchored for the night in Provincetown, south of the beach. In the morning we moved to the marina with crisp showers as a benefit for the crew.

The next day was an indifferent forecast with NE winds expected later, but we left for Bar Harbor, Maine. We set the jib wing and wing to a light SW wind which eventually died. We furled the jib and started the Perkins. In the night we set a reefed jib, and the wind backed to NE, with gusts to 25 knots. We just weren't getting anywhere, and I made the decision to turn left and head for Portland on a starboard reach. This decision was helped when we

Fiona's 2022 Trip To Maine



Nantucket Harborfront

noticed a tear developing in the jib. Portland seemed like the best place to get a repair.



WWII observation tower at Jewel Island

When we came to lower the jib, the swivel stuck on the foils and despite much tugging and shaking, the sail was stuck. The next day, the yard arranged for a rigger, Mr. Malone, to visit us and his assistant discovered a setscrew was protruding from a foil. We got the jib to a sailmaker via Uber and carried out other repairs on the boat.

Jeremy signed off as planned and his place was taken by Brian. The word came down that the jib had been repaired and we picked it up using the Uber service. But as we started to lay it out on the foredeck prior to bending on the headsail foil, we noticed another tear that had not been repaired. So, back to the sailmaker! He decided the sail was too rotten to repair again and we returned to the boat in a somewhat depressed mood.

The sailmaker said he would search for old, used sails that might work. Then I remembered the jib we first tried back in Patchogue when we were starting to rig the boat for the trip. The 85% jib had suffered damage from mice and I had returned it to One Sail for repairs.

Drew chased this down on his cell phone and found it was already returned to Weeks. Not only that, Mark Washeim, the owner of the company, was driving to Portland a day later for a conference. What tremendous luck!



Nantucket street scene

Within a couple of days Mark dropped off the old jib, we bent it on and left for Boothbay with a forecast of strong northwest winds.

Of course, the original plan to sail to Bar Harbor had to be modified due to the time lost finding a functional jib.

With reefed main and jib, we roared down the coast at speeds of over seven knots made good. I had stopped at Boothbay many times

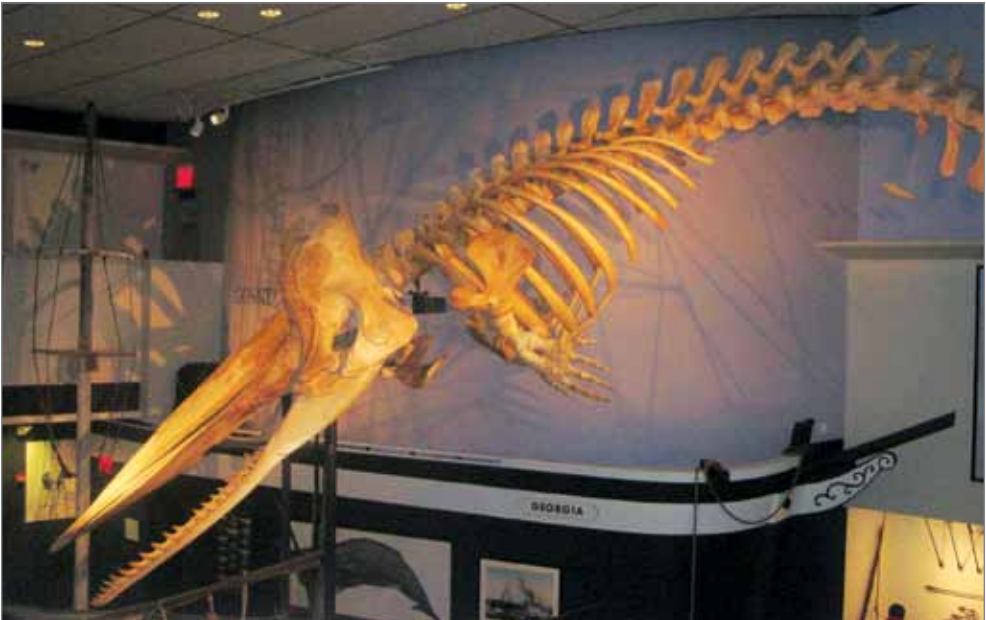
on previous cruises and we tied up at the familiar Tug Boat Inn Marina. The fellows toured the small village and we had supper at Kallers.

In the morning, we caught the 9 a.m. bridge opening on Townsend Gut and sailed north on the mighty Sheepscot River with a light southwest wind. The Sheepscot is 60 to 80 feet deep and several hundred yards wide. We picked up a guest mooring at the Wiscasset



Walter, Drew, Brian and Eric wait out bad weather in Nantucket

Fiona's 2022 Trip To Maine



Sperm whale skeleton, Whaling Museum, Nantucket

Yacht Club. A chap called Tom hailed us from a small sailboat and invited to use the club's facilities. He said he had met me with *Fiona* at Lunenburg many years before—small world.

The guidebook we had on board claimed Wiscasset was the most picturesque village in Maine, but the effect was spoiled by the non-stop flow of cars through the center on Route 1. There were two very nice art galleries with elevated prices, but the looking was free. The old Wiscasset Customs House is a good example of a time when the federal government tried to make the architecture of public buildings noteworthy.

The next day we powered back down the river and chugged past the ominous Fuller's Rock at Cape Small. The engine exhaust became detached again as we sailed north to Sebasco Harbor and picked up a mooring with the smoke detector bleating away. The next day we had lunch in the beautiful "Basin" and sailed to Jewel Island in time for happy hour.

In the morning we landed on Jewel, trekked along the trail, and explored the WWII ruins. A short run got us to Portland where we refueled. My old friend Phineas Sprague arranged for the delivery of some special

hose for the exhaust system and gave us two nights at the marina gratis, a very kind gesture from an old friend. For supper we had a fishy meal at Gilberts.

Walter, a veteran of *Fiona's* westabout circumnavigation, showed up the next day to complement the crew for the return leg to Long Island. We powered slowly over a calm sea. Originally, I had planned to overnight at Gloucester, but as we approached it seemed sensible to continue south. It is as easy to sleep in a boat chugging under power as an anchored boat. It turns out that was a good decision, as the weather broke as we rounded the south end of Cape Cod and made an approach to Nantucket via Pollack Rip.

The wind increased rapidly with a drenching rain. We took shelter inside the small boat basin at Nantucket Harbor, while the weather continued to get worse. The atrocious weather kept us trapped at Nantucket for four days—the Coast Guard reported gale force northeast winds along the whole New England coast. The delay was very irksome for Walter as he was engaged on a high priority steam turbine repair job and he reluctantly booked a flight by air.

The day after he left, the wind moderated to a stiff northerly blow. However, the harbor was shrouded in a thick fog. The radar and chart plotter had been out since the start of the trip and we had to navigate the narrow entrance channel the old-fashioned way—by straining our eyes and listening for the sound of buoys.

Once we cleared the Muskeget Channel to the west, the northerly wind gave us the most exciting sailing of the trip as we roared down the coasts of Martha's Vineyard, Block Island, and eastern Long Island on a starboard reach. At times, the GPS speed showed us sailing over eight knots. The five-second flash of the old lighthouse at Montauk Point welcomed us to Long Island as darkness fell.

But the wonderful wind died as we sailed past Southampton and I reluctantly started the engine. Unfortunately, the timing did not coincide with the tide; we arrived at Fire Island inlet just after daybreak but three and a half hours after high tide at Democrat Point.

I knew the current would continue to flow eastwards for an hour or two as the bay filled

up, but judging by the current flowing past the buoys we had even missed that benefit. Although we were positioned in the center of the buoyed channel, the depth under the keel continued to fall and soon we were bumping over the bottom, although the waves were not high and the *Fiona* continued to move north for a spell.

Eventually we come to a stop. *Fiona* draws a little over six feet and the boat protested as the occasional higher wave picked her up and then dumped her back on the hard sand. A call on VHF soon got us help from TowBoat US, although there was some confusion as he started to pull us south, until we made it clear we had not been heading out to sea and our destination was Patchogue. We made it the rest of the way under our own power, but anchored in Patchogue Bay for a couple of hours until the river depth permitted us to tie up at Weeks Yacht Yard. Walter and Jeremy were waiting to help us moor. The log showed we had sailed 922 nautical miles since leaving nearly a month earlier.



Under tow, Fire Island Inlet

Floriana's Journey South

by Flori Grottoli

A little over a year ago we decided to give up our business and retire. We have cruised the northeast for thirty years and

were in love with places like Nantucket, Martha's Vineyard, Cape Cod, Newport, Block Island, and Montauk. Therefore, the most natural place

to start forming our post-retirement cruising adventure was to sail south along the east coast. We planned extensively and we were ready—me, Claudio and our two cats.

The plan was to cast off on or about September 26th, but then Hurricane Ian came along. It was very discouraging because the days were getting shorter and the temperature colder.

Oct 5 - We decided our weather window had finally presented itself and we left our dock at 1300 hours. The Captree Bridge had an issue with the pin that disengages each span so, the bridge crew had to open the west span of the bridge by hand!

Floriana finally sailed confidently under the bridge almost an hour after schedule towards Sore Thumb. It began to rain heavily, diminishing visibility and we touched the bottom once but never ran aground. Finally anchoring, *Floriana* settled in for the night and it stopped raining just as the sun was setting over the Great South Bay.

Oct 6 - *Floriana* raised its anchor at about 0730 hours, right after high tide. The waters were calm and slack tide afforded us the time and tranquility to go through Fire Island Inlet. Captain Andrew Dean navigates through Fire Island Inlet almost all year round and he warned us to ignore the red and green buoys that mark the way!

We entered the ocean on what would be a calm, warm and breezy day and headed south for Great Kills Harbor in Staten Island. Along the seven-hour motor sail, we watched the shoreline of Long Island go by us and enjoyed sailing past New York Harbor.

Entering Great Kills Harbor was easy and we hailed the Richmond County Harbor Master to secure a mooring. Later, the launch took us to shore to enjoy a lovely dinner at Cole's.

All I can remember is this eight-foot wake breaking over the bow of our boat!

Oct 7 - *Floriana* motored out of Great Kills Harbor bound for Barnegat Bay. We discovered that the windlass had stopped

working, but opted to sail anyway.

Barnegat is a tricky inlet that requires local knowledge to negotiate, especially with 20 knots of wind abeam. We hailed a fellow sailor who told us, "Just favor the red buoys and hug the jetty wall." The buoys led us to a beautiful anchorage behind the Barnegat Lighthouse.

Oct 8 - We spent a lay day in Barnegat, disassembling and fixing the windlass. It would have taken much longer, but for the patience and guidance of fellow sailor and good friend, Dennis Krug!

Oct 9 - The plan was to sail 67nm to Cape May Inlet, but the wind became light, so we would not make Cape May before dark. Plan B was to go 36nm to Atlantic City, where we entered the inlet at approximately 1300 hours.

Oct 10 - The crew of *Floriana* has decided that Atlantic City is a fun town whether you access it by car or by boat, but only for a night! The next morning, we left our dock at 0930 hours,





after a leisurely breakfast at the casino. We waited for the outgoing tide and made our way to Cape May.

Oct 11 - The sail out and around Cape May couldn't have been more enjoyable. We picked up the incoming current into Delaware Bay that propelled us around the point and spilled us directly into the placid and sun kissed bay at 8 knots.

Rather than travel to the C&D Canal all in one day, we decided to anchor on the Cohansey River. The entrance was less than 8 feet of water in spots, but then the depth dropped to fifty feet! Much to our surprise, the anchorage had no boats and the depth at the edge of the marsh was a perfect 17 feet. The sunset was breathtaking!

Oct 12 - We woke at 0600 hours and prepared to leave this beautiful spot so that we could catch the incoming current. There was a spectacular sunrise accompanied by a mist that caressed the marshes. We headed to the C&D Canal that would lead us into the Chesapeake Bay in Maryland.

We couldn't resist stopping in Chesapeake City. It's a lovely little town with a small but picturesque anchorage that offers great holding and great restaurants! We met retirees, families with small children and single handers, many of whom were Canadian. We even met a sailor on a trimaran, called the *Sailing Piano*, who is a musician and actually had a piano on board! We spent a

very nice early evening at the Bayard House restaurant. Predicted heavy rains and high winds convinced us to stay another day.

Oct 14 - Annapolis here we come! Leaving Chesapeake City at dead low tide was a nail biter. The sun was just peeking over the horizon and visibility was dim as three boats were timidly picking up anchor. We were hoping one of the other two boats would show the way out, but we managed to leave without incident.

The 58nm southwest motor sail to the charming town of Annapolis was quiet and pleasant. The anchorage was full of boats that had come for the sailboat show, so we anchored in a tight spot, between a Hinckley and a Beneteau. At the very moment the sun set, the Annapolis Yacht Club shot the evening cannon and all was well in Spa Creek.

Oct 15 - We had a leisurely breakfast and we took the dinghy to shore with a load of clothes to wash, and a wagon for food shopping. After returning, we then decided to go back into town. Annapolis was brimming with people having a good time. The restaurants were filled with diners, there were live bands everywhere and the Naval Academy cadets enjoyed their ice cream while on leave.

Oct 16 - Waking up early and having to clean the dinghy of cormorant droppings is not a good start to the day, but afterwards we attended the sailboat show to see all the latest innovations and visit the new sailboats. There

Floriana's Journey South

are all different types and sizes, something for every taste and wallet. Some boats we saw were nice, others nicer and then some were like stepping into the Taj Mahal!

Oct 17 – We left a calm and serene Spa Creek in Annapolis to head for Solomon Island. The forecast called for fifty percent chance of rain with winds at 11 knots. We thought we would have a comfortable sail, but the reality was very different, with 22 knots of wind against us; this translated into rough waters. The Chesapeake became nasty, snotty and all those adjectives used by sailors to describe choppy waters, waves breaking across the bow and penetrating cold.

We decided we would stop at a marina for the night and pulled into the first one we saw as we entered Solomon Island. We were tired and beaten up by the day's motor sail and couldn't wait to take a hot shower.

The marina's showers were not fancy but very clean with plenty of hot water and I was grateful that I had the place to myself—until I turned off the water. I realized that I had forgotten to bring towels! If you've never dried yourself with bathroom paper towels, you've missed a unique life experience. The icing on the cake came after spending an hour blow drying my hair when it began to rain on my way back to the boat!

Oct 18 - We woke up to a beautifully sunlit day with a chill in the air! We sailed from Solomon Island to Deltaville, Virginia. On our way, we passed the Smith Point Lighthouse which marks the mouth of the Potomac River, the fourth largest river on the Atlantic Coast.

Thankfully, we navigated in calm waters with the wind and current in our favor. We reached the Piankatank River which would lead us to the anchorage at Fishing Bay. The entrance required lots of attention as it was a dog-leg channel. Once inside, we anchored among several boats, also heading south, in a tranquil and pristine setting.

Oct 19 - After a peaceful night's sleep, Claudio and I took the dinghy to the Fishing Bay Marina. This quaint marina caters to all type and size boats and has all the amenities.

For a nominal fee, we were given the keys to their loaner car to go into Deltaville. I finally got Claudio to help with the food shopping!

Later in the afternoon, I took my laundry bag to the marina facility. I met a woman who was the captain of a catamaran, also heading to Florida. As we were having a nice conversation about her sail from Quebec, along came Claudio. Hearing his accent, she phoned her Italian father and put Claudio on the phone with him. They had a twenty-minute conversation in Italian and realized that they came from the same region in Italy!

Oct 20 - The first half of the 45-mile journey to Salt Pond Marina in Hampton was as nasty as it could be. A southerly wind of over 25 knots on the nose churned the waters. Once the wind became more westerly, we were able to sail comfortably and enjoy the ride.

The entrance to the marina was narrow and it was so crowded that we needed help getting into our slip, which was wedged between a sailboat to port and a large catamaran to starboard.

Oct 21 – In the morning we headed to Norfolk, Virginia and the sail was beautiful—until we got to the entrance to Hampton Roads Harbor where things started to look strange, menacing and not at all like the peaceful bays we'd visited so far.

The tugboat behind us seemed to be cruising at a normal speed until it passed us. All I can remember is this eight-foot wake breaking over the bow of our boat! Our cat, Nero, who up until then was leisurely sunning in the cockpit, let out a desperate meow and bolted downstairs, but not before shredding the cockpit cushions with his claws. I let out a variety of cuss words in English and Italian,





but Claudio swears I threw in some other languages I have never spoken before! Poor Nero wasn't seen or heard from all day.

It was difficult navigating a busy harbor, with restricted areas due to the naval base at its mouth. I was very intimidated when we heard an announcement on the vhf for all mariners to stay clear of the incoming submarine! .

Oct 22 - This is where the famous Intercoastal Waterway starts. The ICW is like a 1,200 mile long boat highway and it will ultimately bring us into Lake Worth, Florida. Speaking with people who have done this trip before is extremely helpful and our good friends Bob and Peggy Van Tassel are seasoned sailors whose knowledge was invaluable to us. Claudio gets advice on routes and anchorages and Peggy gives me the scoop on where to shop and eat!

We left the anchorage at Hospital Point early in the morning. After hundreds of miles and seventeen days of sailing, we finally entered Mile 0 of the ICW, although there is no official marker that tells you. The first 'important' destination is Great Bridge Lock, although you'll pass some impressively high bridges before you get there.

Oct 23 - Rookie mistake number one—never trust the weather forecast. The forecast predicted north winds at 15 to 20 knots, however, the 15 to 20 materialized into 25 to 30, gusting to 40! We were not prepared. We were up in the middle of the night and our Rocna anchor was holding well, but the stretch on the snubber line was alarming. We decided it was safer if we re-anchored in deeper water.

We found ourselves at 0400 hours in the middle of a swamp in pitch black darkness with over 30 knots of cold north wind. Claudio

was on the bow retrieving the anchor while I was at the helm watching the iPad screen for our location as we re-anchored. As soon as we were done I took a deep breath and we heard the Coast Guard announce gale warnings for our area—a little too late for us!

In the early morning light of dawn, we moved to an anchorage 3nm south where the area was better protected. We spent the entire next day and night there while the winds very slowly died down. Other boats joined us in the anchorage and we all slept well.

Oct 24 - Our crossing of the Albemarle Sound was uneventful and we actually were able to sail down to the Alligator River and into the Pungo Canal.

The interesting thing about the Pungo Canal crossing is that the landscape is similar to what I imagined prehistoric man must have seen while roaming this area. We were told to be aware of bears fishing along the banks and alligators swimming up to greet the boat.

Oct 25 - We passed under the Wilkerson Creek Bridge, marking the entrance into the Pungo River. Here we encountered the switching of the buoys, something that we were warned to be vigilant about. Up until that point, we were heading with red buoys to starboard, but after the bridge, the red buoys needed to be on port.

I immediately took out the red and green clothespins that our good friend Adriana Krug had given us. She told me to clip them on the chart plotter as a reference to the buoys. It worked like a charm. At about 1300 hours we entered the Belhaven Marina.

Oct 26 - Belhaven is a town from a bygone era. People there are super friendly—Mayberry RFD friendly! The streets are clean and quiet.

Floriana's Journey South

The Gingerbread Bakery is a small, low-key diner with a yummy menu. The Ace Hardware store has everything you might need from Christmas decorations to marine hardware! It's a lovely waterfront town surrounded by farms and cotton plantations.

Dinner was at the Fish Hooks Cafe. When I saw Hatteras Clam Chowder on the menu I couldn't resist, but then hesitated as the broth reminded me of dirty dish water. Mom always taught me to taste first and I'm so glad I listened; the chowder was delicious with tons of clams—two thumbs up! Claudio ordered the Trawler, a super large plate of broiled flounder, shrimp, scallops and oysters. It was delicious and so filling that we took the leftovers to our grateful kitties—two paws up!

Oct 27 – This morning we left Belhaven early to head for Oriental, North Carolina. Northerly winds allowed us to sail at a comfortable 6.8 knots through the Bay River and down the Goose Neck Creek Island Canal. Here we saw shrimp boats tied up to their docks. I suggested that we stop and buy some shrimp from the boat captains. Claudio gave me this "Are you crazy?" look and kept going. No shrimp that night!

Heading south on the Pamlico Sound, we entered the Neuse River. We decided to anchor for the night in South River. Typically, it is exposed to north winds, but we headed further into it and found a cove that was protected and picturesque—or so it seemed.

Rookie mistake number two: When looking for an anchorage when the wind is gusting to 30 and there are no other boats in that picturesque cove, you need to ask yourself why? Somehow, on the water everything seems benign, safe and pristine until you're anchored. Only after the anchor is firmly dug in do you realize that you're completely exposed! So, we let out ninety feet of chain and I woke up at dawn feeling rested.

Oct 28 - We crossed the Neuse River with the northerlies still blowing at 20 to 25 knots and the stepped waves made the crossing uncomfortable. We decide to take a slip at the Oriental Marina & Inn, a lovely complex

that welcomes transients, long term renters and commercial fishing boats.

We stayed an extra day because there was a Witch's Crawl in town and a Halloween Party at the Inn. If I showed up looking how I wake up at anchor, I was sure to win first prize for best costume!

Oct 29 - This morning, while having the first coffee of the day, I noticed we were docked across from The Happy Little House Under the Bridge. The homes in Oriental, and along most of the North Carolina coast, are raised at least ten feet off the ground on stilts or pilings.



Later, as we walked down Main Street, I was invited to step inside the Nautical Wheelers store. All three floors of the Victorian style home were filled with gifts and memorabilia.

In the evening, we went to the Halloween party at the marina Tiki Bar. In Oriental everyone knows each other. We were sitting alone watching the costumes go by and people came to our table to introduce themselves; even the mayor stopped by to say hi! We found out that Morticia was originally from Sayville and Lerch from Oakdale having worked at the Snapper Inn for six years! What a small world.

Oct 30 - We departed Oriental after a hardy breakfast and crossed the Neuse River and entered Adams Creek. This narrow stretch of the ICW was lined with beautiful homes with views of the water and the nature preserve beyond. Our next destination was Beaufort, North Carolina, where we would spend the night at the Beaufort Town Docks. The approach to the Taylor Creek, a deviation of the ICW, was filled with buoys in all directions.

We thought it was a little confusing and the nautical charts agreed with us!

The town's a pretty place and the people very nice. The Beaufort Docks provided us with a loaner car to go buy groceries. We spent the afternoon putting away food and cleaning the boat. By early evening, we were exhausted, so we found a little restaurant that made brick oven pizza right on the boardwalk and watched the sunset.

Oct 31 - Happy Halloween! We left Beaufort Town Docks and headed south. It was recommended that we anchor at Hammock Bay for the night, even though we might hear military exercises being held! Some helicopters were flying overhead at around 2200 hours, but no shots were heard.

I couldn't help noticing that the water had begun to change color and there were dolphins, dolphins everywhere! I kept myself busy cooking string beans in the oven, so I wouldn't sacrifice precious water to boil them. The dish came out so yummy that I decided to publish it in the SBCC Masthead.

Nov 1 - *Floriana* came out of Hammock Bay this morning ahead of all the other sailboats. A warm breeze greeted us on our way out and there were no menacing clouds in the sky. As we sipped our coffees, I started taking pictures of the sandbars filled with birds basking in the morning sunlight.

Soon Claudio announced that he had not seen an ICW marker on the last two buoys and I noticed that the bridge ahead wasn't 8nm away as the charts indicated. And then it hit us—we were off the ICW!

Slowly we turned, inch by inch, we backtracked through the sandbars and the birds, until we spotted the correct marks ahead—too late, as *Floriana* went sweetly aground. Claudio attempted to get back into the channel— forwards, backwards, bow thruster, a couple of well-placed Italian curses—nothing worked. Then suddenly a few inches of extra water came our way that allowed us to float long enough to get to the correct buoy. A brief distraction caused us to lose over an hour, so we'll call this rookie mistake number three.



Back on the ICW, there was a mad rush of boats going somewhere in a hurry—it was boat rush hour! This tract of the ICW is lined with rows of intercoastal and ocean facing homes. We decided to anchor for the night at Mansboro Inlet which is tricky to access, but well worth the effort.

Nov 2 - Now I know why they call this place Cape Fear. We re-entered the ICW at mile 285 and I felt like we were on a highway driving a car: first we made a left onto the ICW, then a right into Snows Cut Channel. The channel is narrow, has floating logs everywhere and we were at dead low tide, as low as 5.5 feet!

Finally, you spill into Cape Fear River with depths of 45 feet. Just as we started to feel safe passing the Army's Military Ocean Terminal, we saw a boat barreling towards us getting closer and closer. Maybe too close—gulp! And just as you think that he's well past you, don't forget to take in account the wake he leaves behind is coming towards you!

It was agonizing to see our speed drop, as we turned our bow towards Southport, with 2 knots of current against us. We spent the night at the St. James Marina which is a good value, having all the amenities including a little restaurant which makes yummy Mahi tacos.

Nov 3 - The trip to the Marina at Grande Dunes in North Myrtle Beach was uneventful and the ICW was lined with lovely homes and pretty coves. The marina is a modern facility with an exceptional staff.

Floriana's Journey South

Nov 4 - On our way to Georgetown I started to realize just how far south we really were—there was moss on the trees! We meandered along the winding waters of the Waccamaw River with some of the most pristine and unspoiled anchorages I've ever seen! I decided to cook while underway and prepared a tomato sauce for use in multiple dishes. We settled in at the Harborwalk Marina in Georgetown, a lovely little waterside town.

Nov 5 - It has been thirty days since we set sail from our home and so far, we've had a slow and enjoyable voyage. This day we passed many areas of marsh and wetland. I was surprised to see how much of the ICW was narrow and shallow. As I was enjoying our tranquil motor sail, I thought I saw my first alligator, the way it was thrashing about, but we soon realized it was a small shark. I later found out that South Carolina has the third largest inland migration of sharks on the east coast—who knew? We decided to anchor amongst the quiet marshes for the night.

Nov 6 - We woke up to the news that a tropical disturbance would be passing alongside the southeast coast. In a few days, winds were predicted to be 20 to 25 knots with gusts to almost 40!

We had tried unsuccessfully to make reservations at Charleston marinas. Tonight, we will stay anchored directly across from the beautiful city of Charleston.

Nov 7 – We weren't confident that we would find a slip to safely get us past the incoming weather, but then the Charleston Harbor & Resort Marina confirmed our reservation! It is the most protected marina in the harbor according to Bob Van Tassel. This news was overshadowed by the news of Nicole, a hurricane that might come up the coast.

Nov 8 - The day was spent waiting for the window of time when the outgoing, ebb tide, starts to reverse to become incoming, flood tide. We woke up to winds blowing 25 to 30 knots with gusts to 35 and asked the harbormaster when the best time for us to approach the marina breakwaters was.

With strong current and high winds, Claudio had to approach the marina at high speed to maintain control of the boat. On the docks, not only were the usual three dock hands waiting to assist us, but there were also five boat owners standing there. While Claudio maneuvered the boat, I threw lines, tied off fenders and communicated with the men on the docks.

Nov 9 - During the night, winds were relentless, and gusts were strong. In the morning clouds were grey and winds were still blowing hard. I walked to the main dock where I saw people watching the dolphins feed and the pelicans fly overhead.

We took the shuttle to Charleston town center. The walk through the historic district took my mind off the nor'easter for a while as we strolled through a windy city, past the Market Area all the way down to Battery Park. What I love the most about Charleston is its architecture with exceptionally beautiful period homes, kept as authentic as possible.

Nov 10 - After six days of strong winds I am thrilled that we are only dealing with rain and avoided a hurricane. Nicole went further inland away from the coast.

Nov 11 - The morning started well, the sun was peeking through the clouds and the wind was mild. We decided to visit the legendary *USS Yorktown*, which was right to our stern. It was very fitting on Veterans Day.

This 375-foot-long ship was part of the fleet that was involved in the WWII D-Day invasion, and the battle for Okinawa where it was attacked by some fifty Japanese kamikaze airplanes. She earned her nickname "The



Ship That Would Not Die" for withstanding the most unrelenting kamikaze air attack in history. That's not a hat on my head. it's my hair being windswept!

Nov 12 - We traveled over 40nm and late in the afternoon, we anchored in South Edisto River.

Nov 13 - We woke up to a gorgeous, sun-filled day, but the temperature was barely 55 degrees and it felt cold. The wind was still blowing almost 30 knots, creating little white caps on the Edisto River. The trip to Beaufort was tricky and it followed a circuitous route. We arrived at Safe Harbor Beaufort Marina at mid-afternoon and found that there was a lot of sunbathing going on!



Nov 14 - I was tired of coming into a marina and then having to do food shopping. So, for the first time ever, I ordered groceries online to be delivered. We were able to set off to discover Beaufort in early morning. The town has several styles of architecture, from Georgian to Federalist to Victorian, but my favorite has always been the Neoclassical style. Pizza at The Hearth Pizza wood fired oven restaurant was better than most New York pizzerias.

The Rhett family is one of the oldest and most prominent families of Beaufort. The family boasts four generations of artists, and a store sells most of their artwork. Moreover, the store is filled with collectibles and memorabilia from the 1700s to the mid-20th century. Several Rhett mansions are now museums.

Nov 16 - It amazes me how every day the challenge to navigation changes on the ICW. While one day you may meander through narrow bodies of water in a serpentine manner, the next you might motor straight through shallow marshes with barely any water, and then the trip takes you so close to

an inlet that it either speeds you up or slows you down. The Savannah River crossing is no exception.

As we headed towards the river, we were travelling behind a strip of land where the waters are shallow and on the other side of the strip, there were two container ships crossing our bow. We watch the second ship pass as we enter the river and head for the entrance buoy. Once anchored in Redbird Creek, Nero relaxes on the cabin top and watches the sun setting as the captain mixes 5 o'clock cocktails!

Nov 17 - Today we had a bird hitchhiker. A couple of us were anchored for the night up the Wahoo River. A shrimp boat came by with hundreds of birds following in an eating frenzy!

Nov 18 - We left the Wahoo River on an ebb tide, and soon we lost sight of any aids to navigation. After reducing our speed just enough to keep steerage, we went back to doing it the old-fashioned way, consulting paper charts. Further on, we had the pleasure of picking up a favorable current traveling at 8.1 knots! We stopped at Jekyll Island Marina for the night.

Jekyll Island Marina is lovely with all the facilities required by boaters and with the added plus of having an on-premise restaurant, a pool and a hot tub! Once all the cleaning and shopping was done, we treated ourselves to dinner at the restaurant where the evening view was very pretty.

Nov 19 - Today we traveled through the last parts of Georgia. We saw the Kings Bay Naval Submarine Base from the ICW. Navy security patrols monitor the distance that boats must



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maintain from the base. Having passed the St. Mary's Entrance, the red buoy marking the inlet welcomes *Floriana* to Florida!

Nov 20 - This morning we woke up and considered that we might have made a wrong turn somewhere—we couldn't be in Florida! During the night the winds howled and rain poured. The morning temperature with windchill felt like 45 degrees!

We made our way to the St. John's River that leads up into Jacksonville and decided to cross the river and keep going south, taking advantage of a favorable current. This is a commercial traffic area near the Atlantic Marine Dry Dock where military vessels are refitted. Along the narrow stretch of the Palm Valley channel, it started to finally look like Florida! We anchored at Pine Island for the night.

Nov 21 - After a quiet night at anchor we headed for St. Augustine. The trip was at times very quick and at times very slow depending on the strong currents each inlet generates. We shot through the bridge at St. Augustine due to the current. We saw several victims of Hurricane Nicole and I'm very glad that we were able to stay at the Charleston Harbor Marina until she passed.

We finally pulled into the Marineland Marina for the night, but getting there was a challenge. As we traveled past the Matanzas Inlet the tide had become dead low. The buoys were not

more than 100 feet off the beach. Getting into the marina, the buoys were only 50 feet apart with a strong current on the beam and a crosswind.

Nov 22 - Wet, misty, soggy, foggy, muggy—these are just some of the words that come to mind to describe the kind of day this was. In the morning, visibility was less than a quarter mile, which made seeing the ten bridges we crossed a little daunting.

As we approached the last bridge, at mile 845.0, we were advised by the bridgetender that the George Musson/Corona Beach draw bridge was disabled until further notice! At noon we found a crowd of boats floating around waiting for the bridge to be fixed. At 1400 the electricians advised the bridgetender to try again and he succeeded!

We decided to spend the night at the New Smyrna Beach City Marina, avoiding being at anchor with predicted thunderstorms. We walked to the River Deck restaurant, famous for its fish tacos, to spend a lovely, rainy evening enjoying a glass of wine and a meal.

Nov 23 - Even with with poor visibility, I finally captured an image of a dolphin, something I've been trying to do for the last 800nm!

As we entered Mosquito Lagoon, a manatee protected area, the winds began to pick up along with following seas. A kind-of-boring-day turned exciting for the wrong reasons.

The charts showed a narrow passage, but narrow was an understatement and there were no markers at the entrance, just lots of rocks with pelicans on them!

We anchored by the bridge at Cocoa Beach for the night. I took advantage to start cooking for Thanksgiving—just because we're on a boat doesn't mean I don't do Thanksgiving!

Nov 24 - Happy Thanksgiving! It was a typical holiday on *Floriana* as it would have been on land. I cooked while Claudio hung around and waited for the meal. The baked rigatoni and the sweet butternut squash were delicious, and we enjoyed them as we passed lovely little islands, surrounded by dolphins playing.

We decided to have the pecan pie later on, once we had docked at Vero Beach City Marina. Despite having paid for a reservation, the fuel dock was the only open spot available.

Much to our surprise, there was a catamaran tied up at the fuel dock. We explained to the owner, that we had the dock reserved. The gentleman told us that he had tried unsuccessfully to call the marina that morning and now where would we like him to go?

With no choice, we docked with our bow protruding fifteen feet into the canal. I tried three times to show that our bow, being that far forward, was a liability for any passing boats but the cat's owner didn't seem to care.

My New York attitude came through and I loudly explained that if anyone hit our bow, I would hold him liable. Then I began to take pictures to document the position of our boats. They were so close that their bowsprit and our arch were less than two feet apart.

At 0530 hours, a boat towed by a rental company came down the canal in front of our bow and swung wide barely missing our anchor! If Claudio hadn't been there to call out about the impending hit, the boat would have swung right into us. The catamaran's owner saw this and finally decided to go out and anchor his boat.

Nov 25 – We navigated through the Fort Pierce area and the St. Lucie Inlet. We



passed lovely mangroves and lovely homes, finally anchoring at Peck Lake. It was a small anchorage, but filled with young family boaters enjoying the Thanksgiving weekend. At sunset it became quite peaceful.

Nov 26 - From Peck Lake, it was only 24nm to Lake Worth. However, because we had to time six opening bridges, the ride was slow. The bridges had different protocols; some would open on demand, some would open every half hour and hour, some opened every 15 minutes and 45 minutes, some wanted to know all your information and still others couldn't be bothered. There was tremendous traffic on the water and coming down the ICW on a Thanksgiving Day weekend was like driving on the Long Island Expressway at rush hour on a Friday afternoon heading to the Hamptons. It's a veritable nightmare! Once we passed the last bridge, we turned to port onto Lake Worth. Several sailboats, that were traveling ahead of us on the ICW, came in to anchor.

The homecoming was made sweeter by my brother Max and his beautiful family, who greeted us at the dock with a nice bottle of wine to celebrate. Here our journey ends for a time as *Floriana* will sail off on her way back to New York in springtime!



The Two-Week Cruise

by Jeff Frederick

The two-week cruise of 2021 was fairly epic for us, and the boys talked about it all summer, fall, and into the winter. Would there be another trip like it? Absolutely!

We began planning in January, researching ports and towns, mooring and anchoring spots, and calculating distances and currents and speeds. By late February we had a plan: from home to Fire Island Inlet (Sore Thumb); to Shinnecock Bay; to Block Island; to Cuttyhunk Island; to Martha's Vineyard; to Newport; to Block Island; to Shinnecock; to Sore Thumb; to home.

Cruise Captain Scott Gesele did a fantastic job of planning, coordinating, and communicating with all of the potential participants. Ten days of sailing, and seven lay days in various ports and towns. It seemed ambitious, but our boys Joseph (8) and Elias (4) were experienced old sea dogs now, and we knew they could handle it!

What follows are a collection of entries from the ship's log, stories shared over beers, and only a few lies. We hope you enjoy.



Day 1—So long Sayville, and hello stress dreams, anchor alarms sounding at 2 a.m. because you didn't set the rode length correctly, enjoying our new island-patterned decorative throw pillows (magical!), and sunrise swims with our little urchins. I know it will take some time to slip into "cruising mode," but there are so many things to consider, think about, and worry about.

Anchoring in a place like Sore Thumb is always a bit more challenging than being in the bay. The currents here really rip, and they swing a full 180° in a 12-hour period. So, the anchor needs to be set right in the hard sandy bottom, the rode needs to be long enough to compensate for depth and to keep the shank on the seabed, and the anchor alarm needs to be offset properly to account for these factors.

Needless to say, our anchor was set well, the alarm—not so much. A little late-night panic certainly focuses the mind. Ha!

We have eight boats from SBCC at the anchorage (*s/v Cambria, Kailani, Phoebe Rose, Polaris, Rising Tide, Shadow, Stowe Aways, and Summer Home II*), plus one that left Sore Thumb today, *Eagle's Wings*, and one more, *Resilience*, joining enroute tomorrow coming from Atlantic Highlands, for a cruise fleet of ten boats to Block Island—three of which have kids aboard! Yay for the boys!



Day 2—Smooth sailing to Shinnecock Bay in a rolling 4-foot swell and light winds. Fire Island Inlet offered the usual challenges—to trust the channel marks, or not? We chose not to trust them and relied on local knowledge of SBCC's own Rick LaTorre who drives commercial fishing charter boats in and out each day. Smart choice! We quickly navigated between the shoals and breakers and found ourselves in deep water in no time. The boys were hungry all day by



design, a lesson we learned last year with unpleasant, multicolored results. We decided to go with hourly snacks, as appropriate, for the boys this year. Elias doesn't approve of being hungry and asked for snacks hourly. Joseph napped, and selected hunger over seasickness. Passage toys kept them busy for a while, while Mom and Dad hoisted the cruising asymmetrical spinnaker (aka the Whomper, because when you unfurl it, it goes "Whomp!") for the first time! We were hauling in light winds for about an hour until the wind clocked around on us. The big sail bag on the foredeck is now a favorite napping spot!

Day 3—A nice 8-hour run to Block Island today. With light winds that built through the day, we spent 7 hours flying the spinnaker surrounded by eight other boats from SBCC – it was an amazing sight watching this fleet march east. The boys did well and were excited to see the other kids once we moored up in the Great Salt Pond. We had dinner at The Oar with 20 or so friends on 11 boats (finally catching up to *Eagle's Wings* and meeting up with *Shaz*), a big fleet from

SBCC! Looking forward to a quiet lay day tomorrow. Weather looks iffy, but we're going to the beach!

Block is such a great place to visit, and with relatively convenient ferry schedules, *s/v Polaris* picked up a few visitors here. Christina Petrias joined Joe, and Mara Leisegang joined Fred, who had crewed aboard *s/v Polaris*! Great fun to have more folks from the club joining us for a few days on Block!

Day 4—Block Island. Weather is sub-optimal, rainy and breezy and that's okay. We had a fun morning sketch journaling, and the boys were directed to draw their favorite thing about the previous day. Joseph sketched an ice cream sandwich. He is his mother's son. We invited the Aiossas aboard to talk boats and sailing and the life aquatic; they joined the cruise from New Jersey, and we linked up at Shinnecock Bay on Day 2. All the boys played below decks and above. This was their first big sailing adventure as a family, and it was great to get our kids together to play and to catch up.



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We had a big group lunch with the SBCC gang (now 25 of us? Wow!) hosted by the Bieselins at Dead Eye Dick's to celebrate Irene Novak's birthday. Next, we wandered off to the Marine Science Center for the aquatic show-and-tell with the Roigs and Aiossas (five kids total), and then ice cream! By the time we got in the dinghy for a short ride home (as the rain started), it was already dinner time. We spent the entire afternoon letting the kids be kids, and it was perfect.

I shot over to s/v *Shadow* for a quick Manhattan with Capt. Margeson, just as the heavy stuff began pouring down, and we talked about our dream blue water boats. (We agree—the Hans Christian 43T—amiright?).

The group decided to stay another day at Block, as the beach awaits and today was a wash due to weather. Meanwhile, the rain falls on deck and we are snuggled in our berth, the boys are out cold, and all is right with the world.

Day 5—Today was like three days for us. I hit the fuel dock with Elias at 0600, gassed up the dinghy, had a great breakfast aboard *Cambria*, and hit the beach at 0930. While some of the group rented mopeds and toured the island, others joined us at the beach at noon, and the kids played until 1600 while the adults adulated under sun umbrellas with our feet in the cool surf. Elizabeth grabbed a coveted land shower before heading back to the boat.



A quick dish prep, and off to s/v *Stowe Aways* for an amazing pot-luck dinner with the Roigs and Aiossas. Steak, pork, pasta with pesto, salad, rice, mac-n-cheese, snack platters, and of course—cocktails. The five kids were giggling and romping all evening, which made it all the better. The Commodore's wife thought it was just one step to the swim platform—but it was two. As we were making our moves to board the dinghy, she had a nice, unplanned late-night swim...lol. That bag of rice in the galley is dual purpose, and her phone will be spending the next few days in there drying out! Despite the late-night misstep, it was another amazing day.

Day 6—Block Island to Cuttyhunk Island. Light variable winds and flat seas. Seven





boats departed and mostly steamed the six hours to Cuttyhunk, the boys read books or watched cartoons, or slept! Yesterday was a big beach day, and you can see the sun-kissed fatigue on their puffy little faces. A little too much sun, a little too much fun. We dragged a fishing line while motoring and actually hooked one, but after a 60-second battle it spat the lure out. I had dreams, however brief they were, of fresh fish for dinner.



S/v Bleu Moon checked in this a.m. via text, and they've departed Fire Island Inlet and are making their way to Block Island this evening. We will all catch up with them eventually.

Cuttyhunk is what you get when you distill a coastal New England town, then age it in an oak barrel. No cars on the island, only golf carts on small gravel roads. The pace here is palpably slow-motion, and it's hard not to love it. We roamed for a bit and discovered the ice cream shop opens for the season tomorrow! We got scooter crunch bars as a consolation prize at the very quaint "shop" and sat in the shade and listened to the bull

frogs croak in a pond. Jeff Mattera served as tour guide and took a group for a stroll up to the pinnacle of the island, where they got big views of the mooring field and beyond.

The group encountered three golf carts filled with people dressed as characters from the Wizard of Oz. They explained that they were on a scavenger hunt and that you had to create your own entertainment in such a remote place as Cuttyhunk.

We took a quick dinghy ride to the sandy beach along the inlet and let the boys play. The channel is dredged often, as this harbor is a USACE port of refuge. So, the boys enjoyed "falling off the cliff" just off the beach where water depths went from 3 feet to 12 feet in the span of about five steps.

Elizabeth prepared dinner on the boat (chicken with sautéed onions and garlic, mashed potatoes, and corn on the cob) and the boys were asleep in record time. A cocktail aboard *s/v Shadow* with good



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friends, and the adults were asleep in record time. It was a good day. Tomorrow, we make for Martha's Vineyard!



Day 7—Cuttyhunk Island to Edgartown, Martha's Vineyard. Morning swims and a few chores, and seven boats were underway at 0800. The NE winds filled in quickly and we had a real sailboat race on our hands! With a lift from the currents, *s/v Cambria* touched 8.4 knots of speed over ground! No matter what we did, though, we couldn't reel in *s/v Rising Tide*. Jay and Stephanie know how

to make her move, but rather than lament our relative under-performance, I view it as a great way to give the youngsters a landmark to steer towards while we are at sea. Elias sailed the boat for a bit, driving at the sailboats in front of us. He likes to drive, and at four years old, he is just starting to grasp simple concepts like steering toward a landmark or following another boat.

We steamed into harbor as a fleet and grabbed our moorings. The tool bag came out to assist in a few repairs, then we dinghied into town for ice cream, groceries, and some medication for Elias' swimmer's ear. It had better be swimmer's ear—ugh! (It was swimmer's ear.) Luckily for us, Jane Margeson flew in to visit Charlie and *s/v Shadow* for a few days, and she had a rental car which she quickly offered to us. The trip to the pharmacy, and the other trip to the walk-in clinic that wasn't for travelers but underserved members of the community, would have been a real nightmare without this kind gesture!





Tonight, a quiet night on the boat for us and much-needed convalescence for Elias, while the rest of the group got together for a nice dinner at the Seafood Shanty. Tomorrow, we explore.

Day 8 & 9—Edgartown, Martha's Vineyard. Swimming, roaming town, ice cream, and a Thursday night dinner at Edgartown Yacht Club for Joseph and me with Charlie and Jane Margeson and Jay and Stephanie Pizer, while Elizabeth stayed aboard *Cambria* with Elias. He still has a tough cough but the ear is better! Big meals on board and in town, and everyone took a two-hour post-lunch nap on Friday—then more swimming and shenanigans! A late-night cocktail, single malt, and cigars aboard s/v *Shadow* kept us up past midnight—ouch! What are we, college kids?

Having set up the wind scoop to keep the air moving through the boat, after a few hours we decided the 20 knots of wind wasn't having any problems finding our ports and hatches on its own (plus the noise!). So, I ran up on deck and dropped the scoop.

As I scurried back below, I made a tragic miscalculation: my dry, summer-calloused foot just barely missed the metal strips on my companionway steps that provide friction and grip. My foot slipped out from underneath me like it had been greased, and my body began to rotate into the horizontal plane. Uh oh. I was on the second step, leaving about a five-foot vertical fall ahead.

The first waypoint was my skull smashing into the galley countertop, with its thick cherry fiddles (the countertop, not my skull). Lightning! An instant later, I arrived at the second and final waypoint—landing with full force on my right shoulder, in a crumpled heap. Force equals mass times acceleration! And the force generated by my mass was—well, I couldn't believe what just happened.



But it wasn't until my head cleared ten minutes later that I realized just how much my shoulder hurt. I had reconstructive surgery on my right shoulder when I was nineteen, a football injury that ended my career. I quickly checked, as I got used to doing when I played football, to confirm that it was back in socket (it was), and that the joint was still stable (no ligaments were blown, thankfully). But I had no range of motion, no strength, and a lot of pain. It felt like it might after being hit with a sledgehammer.

I went straight into my bunk, and I stayed there for the rest of the day. I was worried that the cruise was over, and I began thinking about how we would unwind this situation with kids, the boat, etc. There had been no reason to rush. Why had I been in a rush?



The Two-Week Cruise



What was I thinking? Clearly, I wasn't. That was my mistake. We can safely call this our low point of the cruise.

Thunderstorms the next morning made it reasonable to sleep in—0915 for the captain, a new record. My shoulder felt improved, even though I awoke in pain several times during the night. I had a much better range of motion and a significant return of strength, so I knew we'd be okay. Ice and ibuprofen would be the course of action, and I was just going to have to rely on Elizabeth to do the heavy lifting (and pulling) for the next few days.

Once the weather cleared, the boys swam for an hour or so before we hit town for errands and more ice cream. It's been a nice, relaxing couple of days here. We didn't get to do everything we wanted because of Elias' ear and chest cold, plus my fall from grace, but we'll be back. Sometimes you have to roll with the punches—but don't fall through the companionway! Ha! Tomorrow, we head for Newport, Rhode Island without *Eagle's Wings*, who's chosen to stay here a little longer and enjoy the 4th of July ambiance.

Day 10—Edgartown to Newport, Rhode Island. The day started windless and foggy at



0600, but things would change soon enough. Early start traveling days mean coffee gets brewed and breakfast is a granola bar or piece of fruit. Often, I'll get the motor started and disembark while everyone else is still asleep. Other times Elizabeth will assist with casting off (especially helpful if we are anchored).

Today, Joseph and Mom were stirring as we headed out, Elias slept in. The boys prefer flat seas of course, and they got them to start out. We also got a great lift from the tidal currents, which pushed us out of Vineyard Sound at over 7 knots and into a very lumpy Block Island Sound. The swells from the storm front 24-36 hours ago were diminished, at 4 feet with a few 6-footers mixed in.



Mama-bear distributed the remedies (wrist bands, ginger candies, and half-doses of Dramamine as needed) and she burrowed into the sole of the cockpit with a sleeping bag and a book to brace herself and read *Narnia* to the boys.

Rough seas are a notorious problem for older boats, namely the inevitable gunk in the fuel tank can get stirred up and clog a filter or two. *Polaris* encountered this issue on this

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day, and the radio was alive with advice and support for Joe. He calmly and quickly set the sails and autopilot, with *s/v Kailani* standing watch nearby, and ducked below to deal with the problem.

As we progressed west, the seas calmed some and we had some decent sailing. We got to Newport around 1400, and relaxed and swam for a bit. Mom went to the Ida Lewis Yacht Club for a shower, and Elias and I met her there for a nice drink overlooking the harbor while Joseph stood his first solo watch aboard *s/v Cambria* (playing Sonic! Ha!).



Dinner out with the SBCC gang in town, where several of our favorite restaurants were struggling to find good help in the wake

of the pandemic. I think Scott was particularly disappointed that the seafood boil that he enjoyed so much last year was no longer on the menu. The best way to summarize the experience at this restaurant, on this evening is this: they even screwed up the kid's pasta with butter. Ha! Oh well. A return trip to the boat at dusk to settle in and watch the Jamestown fireworks—a small prelude to the big show we will get on the 4th of July! It was a pretty good day.

Day 11—Newport, Rhode Island. Lay day—lots of swimming. I set up the boom rope swing for the boys, always a big hit. It took a while for Joseph to work up the nerve to fully commit, but once he did it was hours of giggles.

Joe and Scott were able to get *s/v Polaris's* engine running smoothly this morning, a great feeling of relief for Joe!

We dinghied to town and did laundry at the Newport Maritime Center, a wonderful resource for sailors, located right at the town dinghy dock. Showers, laundry, internet, a lounge—plus a sailing museum and shops upstairs.

Next, I took the boys to the arcade to play games and win fabulous prizes, meanwhile letting Mom shop for dresses without interruption. \$50 dollars and nearly two hours later, we had amassed enough tickets for: two water-gun like squirting toilet toys, complete with a little plastic “poop emoji” smiling at you, a must have; two scissor grabbers with



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suction cups; one foam stomp rocket; and three blow pops. I think they'll lock the doors the next time they see us coming—we nearly put them out of business with this haul! Next, we roamed town and had lemonade, ate ice cream, had a great lunch, and returned to the boat for a nap. Jay and Stephanie made their way to the center of town this morning and witnessed the fully costumed colonials' reading of the Declaration of Independence! It's quite a sight to see.

Later, we dinghied back into town to pick up ice, and around dusk had nine friends over to the boat to watch the Newport fireworks. Our moorings at Ida Lewis Yacht Club put us right under the action, just east of Ft. Adams where the fireworks barges are located. Elizabeth is the "hostess with the most-est," preparing drinks and snack trays for the crowd! The boys are crushed. It was another 4-star day.

Days 12 & 13—Newport, Rhode Island. We extended our stay by one day to let some



rough seas and lousy winds move through. Plenty to do here, so we grocery shopped, ate ice cream, swam, swam some more, shopped in town, socialized with friends, and had a nice dinner at Ida Lewis YC. The club was having "Kids Night," so there were plenty of kids roaming the grounds, and a face-painting station was a big hit with the boys. Joseph was asked to sound the bell during the lowering of colors, a responsibility he took very seriously. I just can't say enough good things about Ida Lewis and Griff, their Harbor Master. They are wonderful hosts and made us feel very welcome.

On a more serious note, I needed to quickly diagnose an electrical problem aboard. My house bank of batteries went flat, which was hard to understand because I have a pretty good handle on our daily Amp-hour consumption. After casting blame on every imaginable component of my system, I soon settled on the obvious and what I discovered was not good—the new thermostat I installed in the fridge this spring had a problem. Because it was so new, it moves very easily. Ha! So, every time it got bumped in the loading and unloading of the fridge, it could very easily get turned up to "Max Cold." And it did. Instead of modest cooling, we had turbo-fridge for two days, which drained my batteries to the point of likely sulfate accumulation. Dead for good.

So, I got an Uber to the marine chandlery, with Jay along for moral support, and traded in two dead batteries for two new ones, plus a



bunch of money, of course. It's good to have moral support after making a \$1000 mistake. After dropping me aboard *Cambria* with my two new batteries, Griff returned five minutes later and hailed me. "It just dawned on me, we should take those batteries ashore and plug them into a charger. You never know what state they are in after sitting on the shelf at the store." What a great offer! Griff dug up two battery chargers and we let them charge for nearly 6 hours, getting them topped up nicely before bringing them back and wiring them in to *Cambria*. We could limp home on two house batteries, and I would replace the other two when I get home. Lesson learned! Despite our small electrical problem aboard, it is very hard not to like all that Newport has to offer. Next stop—Block Island!

Day 14—Newport to Block Island. Started out smooth, got lumpy, but we had nice wind for the short hop over to Block. The boys just shrug off "half-days" at sea now. "Only four hours?" No biggie.

We anchored in 10 feet of water near Dinghy Beach and zipped over to Champlin's to meet up with an old friend from Malcolm Pirnie (the engineering firm Elizabeth and I worked for back in the day, where we met) who happened to be there for the week. The four kids played in the pool for a few hours, then back to their boat—the 47' Sea Ray that was the actual *Stugatz* in the Sopranos! Lol.

Back to s/v *Cambria* to clean up, then off to Dead Eye Dick's for one last dinner with the whole (remaining) fleet, now eight boats on this final day, including s/v *Eagle's Wings* and s/v *Bleu Moon*. Pretty cool. In the morning we make our way further west to Shinnecock Bay.

Day 15—Block Island to Shinnecock. An 0700 start, and a long and tiring day at sea. Crossing Montauk Reef was especially lumpy, as the 3-foot swell nearly doubled in size for an hour or so, and then the seas calmed once we passed Montauk light. We



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anchored at Cormorant Point around 1500 and swam in the warm bay. The boys did well and managed their equilibrium and snack intake, and Mom rewarded us all with bacon cheeseburgers on pretzel rolls with lettuce, tomato, and onion, with fries made in bacon grease! Better than any restaurant within 400



yards! Dad crashed at 1930 hours and slept for ten hours. Obviously, sleep was much needed. Tomorrow, another long day to Fire Island, the last ocean leg of our cruise!

Day 16—Shinnecock to Fire Island Inlet. Another early start, but with a rare NE wind blowing 10-15 knots made for wonderful sailing in smooth seas. We saw whales and dolphins, which is always fun. Mom read more Narnia, Elias built Legos on the cockpit sole, and Joseph napped and played video games. Dad pushed buttons on our wind instrument head, which hasn't worked since

I swapped out the computer last year—and suddenly it works! Patience IS a virtue.

There was a lengthy debate and discussion on Channel 72 this fine afternoon: do we stay the night at Sore Thumb, or do we press on to home? Manhattans and Sazeracs are the traditional last night's drink (is one year a tradition?) but we weren't sure if we had enough ice to do them properly. Collective inventory ensued, and between *Cambria*, *Shadow* and *Rising Tide* we believed we had enough ice to do this right. The decision was made, and Sore Thumb would be our spot for the night while the other boats headed home.

The entrance and waypoints were perfect with plenty of water through the inlet, and we anchored in 12 feet of water at Sore Thumb. On this last night, we rafted with s/v *Rising Tide* and s/v *Shadow* for Manhattans and Sazeracs. The boys swam, we went to the beach, helped some other boys net baitfish for their fishing trip, and investigated the sand bar and scared off all the birds. One more sleep, and we make our way home in the a.m.

Day 17—Sore Thumb to home. A short and uneventful a.m. run home, taking the West Channel for the first time, up to the State Channel. It added about forty minutes to our trip, but if I had to drive east into the brilliant rising sun reflecting off the water for another

thirty minutes, I would be permanently blind. Elizabeth packed and cleaned the boat while we sailed, so when we arrived at the docks, we were ready to load wagons!

All in, we sailed for approximately 64 hours, covering ~380 miles in 10 travel days, with 7 lay days at various ports. We explored some new ports and visited some familiar places. We changed plans a couple times due to weather, but seriously lucked out with only two rainy days in 17. Amazing! Favorable winds, fairly calm seas, and cool temps at night made for great sleeping weather.

We learned some things, too: Joseph learned that fear of seasickness can be worse than seasickness; Elias learned where all of Mom's snack hiding spots are; Mom learned how to furl and unfurl sails single-handed; and Dad learned that no job is worth rushing on the boat ... always take your time and be safe. Even the Commodore is not exempt from the laws of physics! We also learned that our first aid kit is stocked for traditional cuts and bumps and scrapes, but we will be expanding the kit to include cold and cough treatments, and perhaps a few tinctures for common ailments like swimmer's ear.

As a fleet, we learned some things too: stuff goes wrong, always be ready to deal with it; the other captains on the cruise have your back, and we'll help each other no matter what; and sometimes we sail together, sometimes we get spread apart, but we always talk and we always stick together.

Elizabeth and I have also noticed that this cruise seemed a little more "routine," for lack



of a better word. There was a familiarity to the cruise this year, and I don't mean the places. I mean the routines, the processes, the stuff of cruising. We know the boat better, we know better what the boys are capable of, we have a pretty good idea of what to expect from the ocean given the preceding wind and weather. There was a fair amount of anxiety last year because we were exposing the boys to a big life experience with no easy off-ramp.

Two weeks can be a long time, and if the boys were overwhelmed, it would have been very difficult for us. I guess I am saying we felt "settled in" on this trip much more than last year, and that is a great feeling when you have little ones to care for out there. They surprised us in a lot of ways last year, and this year they cruised like old salts. It was wonderful to see and to experience, and we are proud of them.

The 2022 two-week cruise is in the books! I think there is no longer any question—we will be planning this winter for another great adventure in the waters of New England in 2023. We hope to see you out there!



The One-Week Cruise on the Bay

by Todd McCarthy

The one-week cruise got off to an unofficial start on Friday, August 19th with eight boats spending the night in Great River (*Esprit de Mer*, *Galatea*, *Dust in the Wind*, *Si Baby*, *Alexa Grace II*, *Kailani*, *Rising Tide* and *Fun Sway*).

On Sunday the fleet split up with four boats going to Bellport and ten boats going to Watch Hill. Boats in Bellport were *Esprit de Mer*, *Bleu Moon*, *Fun Sway* and *Luna Blu*. We had a great dinner at Avino's, with garden seating for eighteen and the food was fantastic! Jamie and Karen Blumenthal stopped by to say hi, and so did Bob and Carol Sheppard who decided to join us.



Boats in Watch Hill on Sunday were *Glenbeigh*, *Dust in the Wind*, *Cambria*, *Kailaini*, *Polaris*, *Alexa Grace II*, *Phoebe*



Rose, *Margaret Gale*, *Are We There Yet?*, and *Sovereign*. Monday started out rainy but turned into a rather pleasant day. The Bellport boats joined those at Watch Hill and then they represented at least eighty percent of the boats in the marina. We had a low-key afternoon followed by a Luau-themed party, complete with some grass skirts, Hawaiian shirts, and lots of Hawaiian leis.

When it got dark, Scott Gesele presented the movie *Grease* on the big screen. There were a few mosquitos at dusk, but the rest of the night was bug free!

Tuesday was a great beach day at Watch Hill with nineteen boats in attendance. There was a water fight with Quinn, Declan, and Todd on the dock. It was so hot it felt great to cool off. Declan and Todd also got buried in the sand by Joseph, Elias, and Quinn. Some took to the ocean for some body surfing after



The One-Week Cruise on the Bay



that. Jamie Blumenthal went wing foiling and Elizabeth Frederick went out boogie boarding just before the beach was closed briefly for an alleged shark sighting. Better safe than sorry! Earlier, Jim Persson organized a corn hole match. While most of the adults bailed due to the excessive heat, Kristin and Nathan beat Todd and Quinn. Jim treated Declan, Quinn, Kristin, and Nathan to ice cream after the match! There was an RV on the dock followed by a quiet night.

Wednesday saw sixteen boats continuing on the cruise to Sailors Haven. We had light NW and W winds coming from Watch Hill and most decided to motor after brief attempts to sail. Some stuck with it and sailed the entire

way. Most spent the day taking beach walks, exploring the Sunken Forest nature walk, going to the beach, or just relaxing. At 1700 we had Mexican-themed RV/dinner party with lots of homemade dishes. Thank you to our cooks on the cruise. They say an army runs on its stomach, so do SBCC cruises!

Scott Gesele showed *Galaxy Quest* on the ferry dock. We had about fifteen to twenty watching on a beautiful night with no bugs! Thursday was another great beach day at Sailors Haven! Seventeen boats were in attendance, including four past Commodores: Mike Smith, Bob Van Tassel, Dave Tedesco, Charlie Margeson, as well as our current Commodore Jeff Frederick. Mike



The One-Week Cruise on the Bay



home but those that headed to Hemlock Cove were treated to a fresh breeze out of the southwest! Great sailing all the way to the bridge. East-bound sailors enjoyed that same southwest breeze, port to port.

Cambria and *Shadow* rafted up on the east end, while *Kailani*, *Esprit de Mer*, *Tuesday's Child*, and *Galatea* hooked up for the night on the west end. A steady 15kts, with gusts to 22kts kept the bugs away and the winds died down around ten-ish. We got a light spritzing from the edge of a passing T-cell around dinner time, but otherwise the weather was PERFECT!

and Virginia Smith left Pine Island Florida, and traveled to Castine, Maine this season, and by chance ran into the Club at Sailors Haven! They are former sailors, now traveling on a Mainship 30.

Most people enjoyed time at the beach with boogie boarding, body boarding, a frisbee catch, reading and relaxing. The RV for the last night in Sailors Haven featured mostly pot luck with snacks and various foods, and a few cigars later in the evening! We also met some prospective new members whom we invited to join in with us!

Friday was a travel day, the fleet departed Sailors Haven in the morning. Many headed



The One-Week Cruise on the Bay



2022 One-Week Cruise Participants

Boat Name	Days
<i>Esprit de Mer</i>	6
<i>Cambria</i>	6
<i>Kailaini</i>	6
<i>Bleu Moon</i>	5
<i>Margaret Gale</i>	5
<i>Luna Blu</i>	5
<i>Polaris</i>	5
<i>Phoebe Rose</i>	5
<i>Sovereign</i>	5
<i>Aqua Soulis</i>	5
<i>Fair Winds</i>	5

Boat Name	Days
<i>Alexa Grace II</i>	5
<i>Eagle's Wings</i>	4
<i>Shadow</i>	3
<i>Fun Sway</i>	3
<i>Glenbeigh</i>	3
<i>Dust in the Wind</i>	3
<i>Are We There Yet?</i>	3
<i>Ladyann</i>	3
<i>Sea Breeze</i>	2
<i>Marerva</i>	2
<i>Kyla Marie</i>	1



The Spring Cocktail party



The Blast



The Blast



Boat Yard Party



The Holiday Party



The Holiday Party



SBCC Member Listings

SBCC MEMBERS

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Aiossa, Mark & Vanessa	2015	7 Copperleaf Lane, Colts Neck, NJ 07722 C(M):516-369-5181 C(S):347-564-5446 E(M):maiossa3@gmail.com	Resilience	10357
Anderson, Edward & Beth	2013	139 Litchfield Avenue, Babylon, NY 11702 H:631-275-1312 C(M):631-275-1312 C(S):631-514-5472 E(M):eander1958@gmail.com E(S):eander1959@gmail.com	At Last	101
Baldwin, Brad & Victoria	2013	323 Hyman Avenue, West Islip, NY 11795 C(M):631-662-0203 C(S):631-413-7765 E(M):bvbaldwin5@gmail.com	Magic	3123
Baxter, Belle	1998	6320 Case Avenue, Bradenton, FL 34207 H:941-264-7841 E(M):sailibration@gmail.com		
Becker, Charles & Barbara	1979	12 West Lane, Bay Shore, NY 11706 H:631-666-0194 C(M):631-374-1773 E(M):bcbecker12@verizon.net E(S):bbbecker2003@yahoo.com		
Becker, Dorothy & Joel	1977	355 Blackstone Blvd. Apt. 437, Providence, RI 02906 H:401-443-4354 C(M):631-766-4189 C(S):516-639-1806 E(M):dotgail138@gmail.com E(S):djbecker138@gmail.com		
Bernichon, Glen & Janice	2017	102 Manistee Lane, East Islip, NY 11730 H:631-277-0696 C(M):631-335-8482 C(S):631-335-8483 E(M):glen@bernichon.com E(S):janice@bernichon.com	Fair Winds Windswept	5488 261
Biesel, Jeffrey & Sharon	2000	25 S. Oak Forest Drive, Okatie, SC 29909 C(M):631-219-4676 C(S):631-793-2962 E(M):bieswax@msn.com E(S):sbieswax@aol.com	Shaz	410
Blumenthal, Jamie & Karen	2021	38 Circuit Rd., Bellport, NY 11713 H:631-286-6454 C(M):631-372-2000 E(M):captppan@gmail.com E(S):kalary4@gmail.com	Aqua Soulis	
Bopp, John & Alice	2016	232 North 8th Street, Lindenhurst, NY 11757 C(M):631-972-8396 E(M):john.bopp@hotmail.com	Yemanja	300
Boyle, Ken & Sharon	2003	27 Macon Ave., Sayville, NY 11782 H:631-589-7131 C(M):631-834-3407 C(S):631-834-3495 E(M):kb4221@gmail.com E(S):gosail1@verizon.net	Akimbo	33978
Brice, Stephen & Cathy	1975	144 Ocean Ave., Amityville, NY 11701 C(M):631-495-9632 E(M):stevensail@hotmail.com	Busman's Holiday	732
Brous, Marilyn	1970	6 Central Avenue, Amityville, NY 11701 H:631-264-3861 E(M):mbrouse6@gmail.com		
Burke, Thomas & Marie	2009	124 Hiawatha Drive, Bay Shore, NY 11706 H:631-666-2421 B:212-264-0800 C(M):917-232-2423 E(M):twb55@optonline.net	Glenbeigh	655
Burns, Duncan & Barbara	2007	6 Mayflower Court, Centerport, NY 11721 B:631-427-1752 C(M):845-271-9134 C(S):845-269-7148 E(M):dbu632@gmail.com E(S):burnsbjm@gmail.com	Beaumaris Merry Ann	42249 220
Carlberg, Sandy	2003	4 Prospect Avenue, Bay Shore, NY 11706 H:631-838-1476 B:631-838-1476 C(M):631-838-1476 E(M):sandccands@aol.com		

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SBCC Member Listings

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Chambers, Tim & Phyllis	1991	61 Cedar Point Dr., West Islip, NY 11795 H:631-893-3416 C(M):631-988-3112 E(M):tim_356@msn.com	Calico	25038
Christiansen, Lee & Margaret	1981	29 Spinnaker Lane, East Patchogue, NY 11772 H:631-363-0695 C(M):631-721-8624 C(S):631-721-8623 E(M):lchris11185@aol.com	Maggie Lee	11185
Connor, Dennis & Barbara	1983	1704 Asharoken Blvd., Bay Shore, NY 11706 H:631-665-7266 C(M):631-741-6042 C(S):631-747-8422 E(M):connor112@optimum.net	Leprechaun	112
Cook, William & Mary Ann	1960	2 Poyas Dr., Bluffton, SC 29909 H:631-873-6212 B:631-665-5144 C(M):843-227-5813 E(M):lijvacht@gmail.com E(S):blufftonbuilders@sc.rr.com	Merry Ann	220
Cornman, Fred	1983	12 Larkspur Drive, West Islip, NY 11795 H:631-669-6628 C(M):631-358-4077 E(M):fredrickcorman@aol.com	Emerald Seas	39
Crocker, Douglas & Katherine	1985	84 West Islip Road, West Islip, NY 11795 H:631-587-4871 C(M):631-880-1447 C(S):516-848-4703 E(M):dmcroc@optonline.net E(S):kathybc@mac.com	Birds Aren't Real	4718
Czach, Richard & Sandy	1988	9 Cord Avenue, West Babylon, NY 11704 C(M):631-513-7657 C(S):631-678-6165 E(M):hugrichard1@gmail.com E(S):hugsandy1@gmail.com		
Daisley, Roger & Peg	2004	4199 38th Ave South, 65e, Saint Petersburg, FL 33711 C(M):917-692-6955 C(S):917-847-7445 E(M):hrdaisley@gmail.com E(S):mdaisley@msn.com		
Daniczyk, William & Maureen	2004	41 Irving Avenue, North Babylon, NY 11703 B:631-242-0044 C(M):631-682-8647 C(S):631-682-8414 E(M):wjdanilczyk@gmail.com E(S):mdanilczyk@gmail.com	Runaway	47
Davies, Douglas & Barbara	1980	18 Midfield Street, Stony Brook, NY 11790 H:631-689-7467 B:631-751-4300 x102 C(M):631-882-1228 E(M):doug@thedavies.us	Gypsy Moon	141
Davis, John & Kathryn	1983	503 Avon Place, West Islip, NY 11795 H:631-987-4753 B:631-669-0005 C(M):631-987-4753 E(M):jdavisfly@aol.com		
Davison, Thomas & Susan	2010	42 Hamilton St., Sayville, NY 11782 H:516-807-5343 B:516-807-5343 C(M):516-807-5343 C(S):516-315-0151 E(M):susantomdavison@gmail.com	Adventure Time	510
DeMarco, Christopher	2014	191 Grand Central Ave, Amityville, NY 11701-3706 H:347-331-8141 C(M):347-331-8141 E(M):garveyboy12@aol.com	Banshee	68
DeMarco, Jennifer	1999	191 Grand Central Ave., Amityville, NY 11701 H:516-428-6628 C(M):516-428-6628 E(M):demarcojen@aol.com		
DeMarco, Matthew	1999	10207 Trevor Creek Dr. E, Jacksonville, FL 32257 C(M):516-652-4446 E(M):mdemarco39@aol.com	Grace	156

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SBCC MEMBERS

SBCB Member Listings

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
DeMarco, Nicolas & Eniko	2003	58 Ocean Avenue, Amityville, NY 11701 B:516-754-2256 C(M):516-754-2256 C(S):516-818-9656 E(M):sailvela@optonline.net E(S):eniko1@optonline.net	<i>Boston Whaler Rover Tuesday's Child</i>	1848 25007
DeSimone, Robert & Mary	2003	90 Freeman Ave., Islip, NY 11751 H:631-968-8838 B:516-759-0174 C(M):516-592-7780 C(S):631-897-9355 E(M):radesimone@aol.com E(S):mrg0211@aol.com	<i>Mareva</i>	25043
Drossos, Andrew & Tiffany	2015	19 Wyandanch Avenue, Babylon, NY 11702 H:631-587-8971 B:631-242-2565 C(M):631-559-7341 C(S):631-766-9252 E(M):andy@biocraftorthotics.com E(S):tiffandy@aol.com	<i>Sabbatical</i>	32
Drossos, Ted & Terri	1990	47 Division Ave., East Islip, NY 11730 H:631-277-2038 C(M):631-894-2760 C(S):631-882-6952 E(M):replusted@aol.com E(S):terrid53@aol.com	<i>Lady in Red</i>	11047
Duffy, Michael	2002	121 Mourning Dove Trail, New Bern, NC 28560 C(M):631-258-1254 E(M):mtduffy51@msn.com	<i>Last Call</i>	136
Dunnells, Jerry	1986	27 Sequams Lane, West Islip, NY 11795 H:631-661-8345 B:631-226-5912 C(M):516-402-8262 E(M):jcdunnells@outlook.com		
Ehatt, Jean & Peter	2023	45 Lyndale Ct., Shirley, NY 11967 C(M):631-513-3586 E(M):jean@ehatt.com E(S):peter@ehatt.com	<i>For Sail</i>	395
Eilbeck, Sally & Bill	1988	P.O. Box 144, Babylon, NY 11702 H:631-661-1507 C(S):631-332-6282 E(M):njord144@gmail.com	<i>Njord</i>	144
Feldman, Lenny	2014	217-12 Horace Harding Expressway, Oakland Gardens, NY 11364 B:718-229-3788 C(M):516-850-7722 E(M):lenarfeldman@gmail.com	<i>Mo Sun</i>	17
Ferguson, Jim & Donna	1981	39 Avon Place, Amityville, NY 11701 H:631-532-6032 C(M):516-659-3665 C(S):516-650-4530 E(M):thejimferguson@icloud.com E(S):donnaferguson@icloud.com		
Fifield, Jarrett & Allison	2005	138 Shore Road, Babylon, NY 11702 H:516-606-6204 E(M):mashomack@gmail.com	<i>Further</i>	30
Folcarelli, Guy & Terry	2019	48 Orchard St., Lindenhurst, NY 11757 C(M):516-991-6370 C(S):516-991-6373 E(M):guyfolk55@gmail.com E(S):teresazamiat@aol.com	<i>Tanga</i>	25021
Forman, Robert & Jacqueline	1969	84 Garner Lane, Bay Shore, NY 11706 H:631-666-7555 B:631-665-9409 C(M):516-383-6621 C(S):631-742-8102 E(M):rsformanjr@aol.com E(S):jfforman1@aol.com		
Forsyth, Eric	1962	2 Bond Lane, Brookhaven, NY 11719 H:631-286-9721 E(M):ericbforsyth@gmail.com	<i>Fiona</i>	48
Frederick, Jeff & Elizabeth	2016	118 North Cliff Avenue, Sayville, NY 11782 B:914-798-3768 C(M):541-517-8774 C(S):631-235-0103 E(M):jfred55@gmail.com E(S):ewidmeyer@gmail.com	<i>Cambria</i>	25004

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SBCC Member Listings

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Funciello, Mike & Kristine Schaefer	2021	415 78th Street, Brooklyn, NY 11209 C(M):631-786-3311 C(S):631-377-2968 E(M):mikefunciello@yahoo.com E(S):kschaeferipn@yahoo.com	Si Baby	81
Ganzi, Victor & Patricia	2014	57 Lawrence Lane, Bay Shore, NY 11706 H:631-665-2395 B:212-752-0626 C(M):646-287-1638 C(S):646-346-4860 E(M):vfganzi@gmail.com E(S):prnganzi@gmail.com	Gulf Rasca Radio Flyer Shadow	14364
Gesele, Scott & Wendy	2017	47 Columbine Ave., Islip, NY 11751 H:631-277-7257 C(M):631-987-4595 C(S):631-258-3176 E(M):sgesele@yahoo.com E(S):originalbiomut@yahoo.com	Haven Kailani	944 6030
Glinski, Daniel & Jane	2004	1028 Martinstein Avenue, Bay Shore, NY 11706 H:631-242-2841 E(M):jada57441@gmail.com	Midnight Sun	33
Golder, Fred & Betty	2007	7 Abrew St., Bay Shore, NY 11706 H:631-968-8463 C(M):516-524-7455 C(S):516-313-4480 E(M):f.golder@verizon.net E(S):em.golder@verizon.net	Heart of Gold	15
Goodman, Michael & Gail	1979	158 Sequams Lane, West Islip, NY 11795 H:631-587-2550 E(M):mikegoodma@aol.com	Bionator	395
Goodwin, Christopher & Vanessa	2016	41 Sequam Lane West, West Islip, NY 11795 H:631-617-0010 C(M):631-617-0010 C(S):908-659-6470 E(M):chrisgoodwin90@yahoo.com E(S):vanessasalado@gmail.com	Intrepid	185
Gotard, Joyce	1977	372 Hickory Street, Massapequa, NY 11758 H:516-541-2805 C(M):516-318-2967 E(M):avopns@verizon.net		
Grauer, William & Vivian	1976	52 Andrew Ave., Islip Terrace, NY 11752 H:631-277-6212 E(M):william.grauer@gmail.com		
Gravina, Gerard & Nancy	2009	221 Cadman Ave., Babylon, NY 11702 H:516-650-3836 B:631-968-8863 E(M):jerryg@pianomastersllc.com	Compass Rosie	738
Greco, DJ & Joe	2008	39 W. Lake Dr., Patchogue, NY 11772 C(M):631-312-7485 C(S):631-790-1440 E(M):dijnjoe79@yahoo.com E(S):joendj@yahoo.com	Tanzanite	295
Grotoli, Flori & Claudio	2000	14 Sequams Lane West, West Islip, NY 11795 H:631-290-8920 C(M):631-789-0555 C(S):631-836-1836 E(M):anatorli@icloud.com E(S):cavalleri@mindspring.com	Floriana	242
Gutmann, Robert & Ruth	2019	4 Cherokee Lane, Commack, NY 11725 C(M):516-376-4559 C(S):631-379-9575 E(M):robertgutmann@optonline.net E(S):ruthgainessip@gmail.com	Cherokee Rose Moonrise Wild Card	160 446 1628
Hackett, James & Jennifer	2020	59 Bay Ave, Bayport, NY 11705 C(M):631-901-6809 C(S):631-793-8108 E(M):james.j.hackett@gmail.com E(S):jennifer.silecchia@gmail.com	Are We There Yet?	4760
Halpin, Patrick & Ana Rua	1990	55 Larboard Court, #4436, Babylon, NY 11702 C(M):516-848-0444 C(S):631-559-3095 E(M):phalpin55@gmail.com E(S):amruailano@gmail.com	Nirvana	702

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SBCC MEMBERS

SBCC Member Listings

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Hemingway, Andrew & Krista	2005	55 East End Ave. Apt # 2 L, New York, NY 10028 H:646-592-0334 E(M):ahemingway75@aol.com		
Hito, Bill & Qudsia Osmani	2021	44 Haynes Ave., West Islip, NY 11795 H:631-553-2648 C(M):631-553-2648 C(S):631-649-2046 E(M):bitalhito@gmail.com E(S):qudsiaosmani@gmail.com	Jumbo Shrimp	25037
Holst, John & Meaghan	2001	77 Sequams Ln. E, West Islip, NY 11795 B:631-944-9656 C(M):631-356-5946 E(M):jholst@optonline.net E(S):meags65@gmail.com	Point of View Whitecap	13642
Holzmacher, Ian & Shannon Cronin	2018	26 Wilson Drive, Babylon, NY 11702 H:631-661-0294 C(M):631-983-7376 E(M):holzmacherair@aol.com	Wanderlust	115
Hyer, David & Joann	1992	PO Box 466, West Islip, NY 11795 H:631-669-4819 B:516-358-3524 E(M):els1ins@aol.com	Filbuster	12
Hyer, David M. & Brianne	2009	101 Sequams Lane, West Islip, NY 11795 H:631-482-8854 C(M):516-652-6647 E(M):dhyer1523@aol.com E(S):bmschilt@gmail.com	Vantage	913
Jacobitti, Scott & Maggie	2023	371 Foster Ave., Sayville, NY 11782 H:631-256-5189 C(M):631-831-7392 C(S):917-301-1734 E(M):scott@snakey.com E(S):goodearthgoodies@gmail.com	Amparo	25048
Jaeger, Michele	2010	55 Harbor Drive, Blue Point, NY 11715 H:631-363-6092 C(M):631-741-2079 E(M):mjjaeger01@optonline.net		
Jeshiva, Michael & Pamela	2018	198 Summer Circle, East Northport, NY 11731 H:516-564-8756 B:516-677-5575 C(M):516-459-6067 C(S):516-459-6021 E(M):mike.jesh@gmail.com E(S):panjesh@gmail.com	Ripple	18
Kennedy, Bruce & Melissa	1975	7 Bayside Ave., Amityville, NY 11701 H:631-598-0751 B:631-691-0100 E(M):bkennedypc@aol.com	Hooch	329
Krug, Dennis & Adriana	1980	158 Baywoods Lane, Bay Shore, NY 11706 H:631-328-1726 B:516-380-3038 C(M):516-380-3038 C(S):516-314-9682 E(M):denniskrug@yahoo.com E(S):adriana99@yahoo.com	Kariana	42380
LaBella, Richard & Diane	1974	282 Timberpoint Road, East Islip, NY 11730 H:631-277-4826 B:631-277-4725 C(M):631-942-2113 C(S):631-942-2114 E(M):labellar@optonline.net E(S):labellad@optonline.net	Blaze	725
Lapp, Charles & Joanne	2017	106 Judson Place, Rockville Centre, NY 11570 H:516-536-2528 B:516-295-3344 C(M):516-581-1113 E(M):lappandiapp@optimum.net	Classea M	1053

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SBCC Member Listings

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Larmor, Dever & Andrea	1961	11 Lawrence Lane, Bay Shore, NY 11706 B:631-859-5244 x1005 C(M):631-905-7967 C(S):631-383-4655 E(M):dever.larmor@live.com E(S):andreatheartist2004@yahoo.com	<i>Incredible</i>	305
LaTorre, Richard & Ginny	1981	11 Cutter Place, West Babylon, NY 11704 H:631-321-7311 E(M):cfr1855@optonline.net	<i>Gracie Rose</i>	
LaTorre, Rick & Laura	2004	4101 Gilgo Beach, Gilgo Beach, NY 11702 H:631-226-1505 C(M):631-901-8263 C(S):631-901-8264 E(M):hurricaneRick@optonline.net E(S):74latorre@gmail.com	<i>Dark Star</i>	7700
LaValle, Cynthia & Michael Janoska	2000	11 Fairharbor Drive, Patchogue, NY 11772 C(M):631-431-4264 C(S):631-786-5609 E(M):cynthia.lavalle@gmail.com E(S):janosmike@aol.com		
Levitsky, Jack & Barbara	1993	150 Scarlett Drive, Commack, NY 11725 H:631-724-5855 C(M):631-766-7491 C(S):631-786-0053 E(M):jacklev13@yahoo.com E(S):barblev13@yahoo.com		
Liese gang, Fred & Mara	2014	c/o Meizner, 10 Meadow Ave., Medford, NY 11763 C(M):516-567-3567 C(S):516-817-8778 E(M):fred4936@yahoo.com E(S):mizzmara@aol.com	<i>Dust in the Wind</i>	10
Lindahl, Kenneth & Maureen Liccione	2021	30 Lawrence Drive, Brightwaters, NY 11718 H:631-560-2159 C(M):631-560-2159 C(S):631-838-6927 E(M):capt11079@yahoo.com E(S):maureenliccione@gmail.com	<i>Cur Non</i>	354
Ljungqvist, Peter & Kathy	1986	306 S. Country Road, Brookhaven, NY 11719 H:631-286-4840 E(M):jungqvistp@gmail.com E(S):churchlady321@gmail.com	<i>Passando Vento</i>	145
Lockett, Heidi	2003	2707 West Alder Road, Bellmore, NY 11710 H:516-785-0337		
Loretta, Nicholas	2013	58 Karis Ct., Bay Shore, NY 11706 C(M):631-495-3545 E(M):nicholasloretta@gmail.com	<i>Papillon</i>	166
Malinka, Robert & Linda	1990	60 East Lake Drive, Amityville, NY 11701 H:631-598-3561 C(M):631-327-8061 E(M):ranger1442@gmail.com	<i>Ranger</i>	1442
Margeson, Charles & Jane	1988	6 Braham Ave., Amityville, NY 11701 H:631-691-5569 C(M):631-235-2965 C(S):631-235-2966 E(M):cdmargeson1@gmail.com E(S):jmarg0618@aol.com	<i>Shadow</i>	203
Marinaccio, Pat	1984	43 Chapel Hill Drive, Brentwood, NY 11717 H:631-231-6457 B:631-632-7890 C(M):631-523-8386 E(M):patricia.marinaccio@stonybrook.edu		
Marko, Matt & Debra	2018	42 Kirby Lane, Ronkonkoma, NY 11779 H:631-471-9760 C(M):631-560-2790 C(S):631-560-6314 E(M):mattmarko125@gmail.com	<i>Derailed</i>	217
Martorana, Robert & Ronnie	1981	9 Cedar Point Drive, West Islip, NY 11795 H:631-422-3404 E(M):ronnie1123@gmail.com		
Marzocco, Dennis	2001	970 Washington St., Franklin Square, NY 11010 C(M):516-322-0548 E(M):info@ddmrealstate.com	<i>Adelina Rose</i>	97834

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SBCC Member Listings

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Mattera, Jeff	1981	485 North Windsor Ave., Brightwaters, NY 11718 C(M):631-431-1350 E(M):jmmattera@yahoo.com	<i>Eagle's Wings</i>	4201
McCarthy, Todd & Pam	2014	216 Atlantic Street, Central Islip, NY 11722 H:631-277-0248 C(M):631-905-6715 C(S):631-905-6716 E(M):tmc1955@verizon.net E(S):pmccarthy58@verizon.net	<i>Bleu Moon</i>	439
McKenna, John	2022	25 Roe Ct., Islip, NY 11751 H:631-681-1767 C(M):631-681-1767 E(M):mcke01@gmail.com	<i>Cat 25</i>	25046
Mendolia, John & Christina	2017	22 South Penataquit Avenue, Bay Shore, NY 11706 H:631-404-8004 B:631-404-8003 C(M):631-404-8004 C(S):631-404-8003 E(M):johnbebop25@yahoo.com E(S):christinamendolia@gmail.com	<i>Bonked Out</i>	6119
Messina, Chip & Cathleen	2014	239 Kellum Street, West Babylon, NY 11704 C(M):631-559-4648 C(S):718-913-6934 E(M):chip12846@gmail.com E(S):cathleen32449@gmail.com	<i>Out of Bounds</i>	6633
Messina, Gaspare & Laurie	1994	13090 Brookshire Lake Blvd, Fort Myers, FL 33966 C(M):631-707-1576 C(S):516-848-6785 E(M):axxel276@gmail.com E(S):gaxelslash@aol.com		
Miano, Thomas	2020	7 Inlet View, Bay Shore, NY 11706 C(M):917-693-5498 E(M):tmiano150@gmail.com	<i>Thriller</i>	2261
Milligi, Michael & Eileen	2005	P.O. Box 465, Brightwaters, NY 11718 H:631-665-9430 C(M):631-774-3786 E(M):amblinnike@gmail.com	<i>Breakers</i>	
Mirchel, Andrew & Helaina	2018	36 Sequams Lane East, West Islip, NY 11795 H:631-587-3687 C(M):631-902-3848 C(S):631-245-0603 E(M):amirchel36@optonline.net E(S):hmirchel@optonline.net	<i>Galatea</i>	177
Montana, Susan & Robert Bennett	1999	35 Maple Ridge Lane, Asheville, North Carolina 28806 B:631-244-5661 C(M):631-252-1311 C(S):631-252-1306 E(M):thesuemt@gmail.com E(S):bob.at.sea@gmail.com		
Moran, Susan	2018	451 Potter Boulevard, Brightwaters, NY 11718 B:631-639-3710 C(M):631-560-7839 E(M):smoran@sco.org	<i>Whisper</i>	25012
Morgan, Jack & Kathleen	1997	531 Pine Acres Blvd., Brightwaters, NY 11718 H:631-665-1646 C(M):631-786-7562 E(M):jpmorgan531@verizon.net E(S):farrek01@verizon.net	<i>Mystic</i>	42740
Morgan, Steve & Diane	2015	149 Durkee Lane, East Patchogue, NY 11772 H:631-472-4643 C(M):516-680-5829 C(S):631-220-4349 E(M):smorgan5@optonline.net E(S):dmorgan5866@gmail.com	<i>Sea Breeze</i>	218
Mourino, Richard & Ann	1985	150 Rollstone Ave., West Sayville, NY 11796 H:631-589-2275 C(M):631-312-2525 C(S):631-834-0480 E(M):richard.mourino@gmail.com E(S):ann.mourino@gmail.com	<i>Ladyann</i>	
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SBCC Member Listings

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Murphy, Dennis & Brianna Vought	2021	7 Southview Court, Yaphank, NY 11980 C(M):631-252-0699 E(M):dennis@southshoresurf.com E(S):brianna.ny@gmail.com	<i>Caguama Gidget</i>	52
Murray, Earl W. Jr.	1970	4953 Bacopa Lane, #605, St. Petersburg, FL 33715 H:727-864-2572 C(M):727-599-7765 E(M):waterfo9e@gmail.com		
Murray, William & Connie	1983	5940 Pelican Bay Plaza S, Unit 801, Gulfport, Florida 33701 H:516-658-6084 B:516-635-8975 E(M):wtm1251@gmail.com E(S):murray2857@gmail.com		
Nachemin, Farley & Patricia Simpson	2022	55 The Crescent, Babylon, NY 11702 C(M):516-446-2994 C(S):631-897-5993 E(M):farley55@icloud.com E(S):patriciasimpson@optonline.net	<i>Silver Pearl</i>	5583
Nador, Joseph	2023	311 Windsor Ave., Brightwaters, NY 11718 C(M):631-433-6702 E(M):jmsnadorjr@gmail.com	<i>Respite</i>	25049
Novak, Lawrence & Irene	1986	246 Marilyn Street, East Islip, NY 11730 H:631-277-9201 C(M):631-793-4717 C(S):631-678-8933 E(M):larrynirene@hotmail.com	<i>H2O Buggy Summerhome II</i>	46
OBrien, Robert & Timmi	2011	310 Lake Firefly Loop, Holly Ridge, NC 28445 C(M):631-834-2820 C(S):631-834-2822 E(M):capitrobnren@gmail.com E(S):tirminallepa@gmail.com	<i>Kyla Marie</i>	85
Odland, Steve	2020	511 West Brown Street, Luverne, MN 56156 H:507-283-2022 C(M):612-308-7413 E(M):steve.odland@gmail.com	<i>Ra'iatea</i>	2273
O'Connell, Martin & Marcell	1988	133 Tahluhah Lane, West Islip, NY 11795 H:631-422-2216 C(M):516-901-5994 E(M):martocon@kb5gang.com E(S):marcell@kb5gang.com	<i>Kickin` Back</i>	1227
Padden, Kevin & Loretta	1989	33 Litchfield Avenue, Babylon, NY 11702 H:631-661-7958 C(M):631-241-0482 E(M):kpaddden@gpinet.com	<i>Reftsie</i>	103
Papa, Jim	2013	26 Awixa Avenue, Bay Shore, NY 11706 H:631-968-6947 C(M):631-835-9617 E(M):atisrf@yahoo.com	<i>Noddy</i>	149
Piazza, Vincent & Colleen	2007	142 E. Melrose St., Valley Stream, NY 11580 H:516-596-1015 C(M):516-668-6763 E(M):vpiazza0@optonline.net	<i>Fox</i>	150
Pittman, Barry & Michelle	1983	419 Potter Blvd., Brightwaters, NY 11718 H:631-666-3032 B:631-665-4477 C(M):516-459-9405 C(S):631-235-0334 E(M):bvpittman@barrypittmanlaw.com E(S):mjmpadpit@gmail.com	<i>Drumshanbo</i>	10987
Pizer, Jay & Stephanie	2012	318 Clocks Blvd., Massapequa, NY 11758 C(M):914-715-2410 C(S):917-690-0422 E(M):jay@imaxproductions.com E(S):stephanie@imaxproductions.com	<i>Rising Tide</i>	50110

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SBCB Member Listings

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Pshedsky, Edward & Helen	1998	211 Shell Falls Drive, Apollo Beach, FL 33572 H:631-664-5540 C(M):631-664-5428 C(S):631-664-5540 E(M):cyberpoosh@aol.com		
Purnhagen, David & Patricia	2003	44 South Snedecor Ave., Bayport, NY 11705 H:631-472-9199 C(M):631-807-1383 C(S):631-278-0623 E(M):durnhag@optonline.net E(S):pattipur@hotmail.com	Thistle	134
Quigley, Michael & Ronnie	2023	309 Arcadia Drive, West Islip, NY 11795 H:631-422-8068 C(M):631-889-9900 C(S):631-291-3296 E(M):mq@grtinc.com E(S):ronnieq942@gmail.com	Ronnie Sue	717
Quinn, Michael & Jackie Scoglio	2022	17 Adobe Drive, Shirley, NY 11967 H:631-603-1121 C(M):631-603-1121 E(M):michaelquinn8188@gmail.com E(S):sunny22477@gmail.com	Never Enough II	25045
Reed, Brian & Cynthia	2016	35 Lincoln Avenue, Massapequa, NY 11758 H:516-798-1304 B:516-545-6192 C(M):516-987-8987 C(S):516-456-9449 E(M):reedbr@optonline.net E(S):careed@optonline.net	Sea Reed	802
Reed, Glenn & Heather Dawson	2014	123 John's Neck Rd., Shirley, NY 11967 C(M):917-214-3577 C(S):917-214-3588 E(M):gr1r@yahoo.com E(S):drhjd@yahoo.com	Allison Rose Intruder	251 25003
Reichel, James & Allison	1977	1165 Patricia Avenue, West Islip, NY 11795 H:631-482-8120 B:631-264-2279 C(M):516-473-3095 E(M):sailorchc@aol.com E(S):allisonreichel@aol.com	Dark Side Hooch Scapegoat Silver Bullet	329 619
Reichel, Will	2023	1165 Patricia Avenue, West Islip, NY 11795 H:631-482-8120 C(M):516-473-4976 E(M):willreichel26@gmail.com	Naughty Dog	42371
Rodriguez, Luis & Barbara	2017	26 Wave Crest Drive, Islip, NY 11751 H:631-665-3457 C(M):718-354-5273 C(S):631-335-5800 E(M):profious@verizon.net E(S):ba.bettinelli@verizon.net		
Roig, Brandon & Corinne	2021	31 Prospect Street, Babylon, NY 11702 C(M):631-786-4476 C(S):631-816-5122 E(M):brandon.roig@gmail.com E(S):kutamojada@gmail.com	Stowe Always	3781
Romaine, Mark & Carolyn	2007	183 Cedar Lane, Babylon, NY 11702 C(M):631-334-8933 C(S):631-796-1016 E(M):mark.romaine@yahoo.com E(S):dls11220@yahoo.com	Lettuce Buy	57
Sebouhian, Gary & Annie Falley	2010	5011 199th Street, Flushing, NY 11365 H:718-225-0791 C(M):516-551-4399 E(M):gary.sebouhian@gmail.com	Pandemonium	2224
Seidenberg, Rita Ann	1954	2950 S.E. Ocean Blvd., #53-3, Stuart, FL 34996 H:772-267-5334		
Sheppard, Robert & Carole	1972	167 Paulanna Ave., Bayport, NY 11705 H:631-472-0099 C(M):631-219-4699 C(S):631-379-1100 E(M):captinshep@aol.com E(S):cfshep@aol.com	Arcadia No Teak Aah	30947

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SBCC Member Listings

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Sidebottom, Martha Jean & Jim Matthews	2020	2309 First Ave, Ronkonkoma, NY 11779 C(M):631-774-3548 C(S):516-375-2692 E(M):jeansidebottom@yahoo.com E(S):drijim3121@aol.com	<i>Esprit de Mer</i>	888
Smith, Michael & Virginia	1977	10620 Habitat Trail, Bokeelia, FL 33922 C(M):239-633-3623 C(S):239-633-3616 E(M):michaelsmith@comcast.net	<i>Last Laugh</i>	
Smith, Robert & Christine	2020	37 Willow Lane, Lindenhurst, NY 11757 C(M):516-817-5128 C(S):631-445-3775 E(M):superbee1968@aol.com E(S):cscalzo7@aol.com	<i>Sailsmith</i>	684
Soloff, Susan	2008	5231 Beardall Street, Unit 102, Raleigh, North Carolina 27616 C(M):516-849-9557 E(M):s52yarm@gmail.com	<i>Solitude Stealingtime</i>	432 8754
Stephani, Alexis & Cathy	2023	192 West 17th Street, Deer Park, NY 11729 H:631-586-4597 C(M):631-834-2812 C(S):631-793-3051 E(M):alexis.stephani@gmail.com E(S):cathy.stephani@gmail.com	<i>Luna Blu</i>	145
Tedesco, Dave & June	1998	178 Clintonville Rd., Cooperstown, NY 13326 H:516-398-2777 C(M):516-398-2777 C(S):516-398-1630 E(M):captin5538@gmail.com E(S):junebug5538@gmail.com	<i>Phoebe Rose</i>	5538
Tieniber, Vincent	2016	703 Densfield Road, West Babylon, NY 11704 H:631-487-2354 E(M):vtieniber@outlook.com	<i>Pelagic</i>	1855
Trotta, John & Kathy	2003	468 Mariners Way, Copiague, NY 11726 B:631-226-9046 C(M):631-671-1041 C(S):631-671-1521 E(M):johntrottacpa@msn.com	<i>On the Green</i>	
Troy, Rich & Sue	2003	1 Strymus Ave., Bethpage, NY 11714 H:516-935-5367 C(M):516-455-0028 C(S):516-380-2694 E(M):t4oyman@gmail.com E(S):t4oyasu@gmail.com	<i>Fun Sway</i>	60
Van Nostrand, David & Jeanne	1979	14 Christopher Court, Babylon, NY 11702 H:631-669-8862 B:631-264-0031 E(M):dvnpcpa@aol.com	<i>Lorna Doone</i>	120
Van Stipriaan, Walther & Katelyn Young	2023	42 South Bay Ave., Amityville, NY 11701 C(M):860-829-7928 E(M):walther@vanstipriaan.com E(S):katelynyoung11@gmail.com	<i>Halve Maen</i>	75
Van Tassel, Robert & Peggy	1977	3 Sumpwams Ave., Babylon, NY 11702 C(M):516-551-4712 C(S):631-278-0188 E(M):sailwindquest@hotmail.com E(S):peggy.pvt@gmail.com	<i>Blue Eyes Margaret Gale</i>	614 2267
Vetter, Robert & Joann	1989	75 Bayview Drive, Oakdale, NY 11769 H:631-589-8209 E(M):bobvetter@optonline.net	<i>Dragon's Power</i>	
Wagner, Barry & Aura	2023	49 Gladstone Ave., West Islip, NY 11795 C(M):516-407-0255 C(S):516-407-0260 E(M):fixerguy2012@gmail.com E(S):myaurabyaura@gmail.com	<i>My Aura</i>	29
Warsaw, Merritt & Maryellen	1985	645 Hunt Lane, Manhasset, NY 11030 H:516-627-2963 C(M):516-996-3849 C(S):516-381-8302 E(M):mwarsaw@yahoo.com		

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SBCC Member Listings

Name	Joined	Address, Phone Numbers & E-mail	Boat Name	Sail #
Werkmeister, Joe & Christina Pietras	2018	5 Apple Lane, Medford, NY 11763 H:631-654-8123 C(M):631-766-8009 E(M):jwerkjr@gmail.com E(S):zonasnoopy@gmail.com	Polaris	531
Westfahl, James & Donna	2002	404 South Second Street, Lindenhurst, NY 11757 H:631-226-2376 C(M):516-810-0547 E(M):jameswestfahl@gmail.com E(S):grandmadmw3@aol.com	Meander	
Wheeler, William & Sandra	1990	19 Lawrence Lane, Bay Shore, NY 11706 H:631-666-7369 C(M):516-810-7605 C(S):631-896-4066 E(M):billray407@aol.com E(S):sandy@swheeler.me	Tortoise	40014
Williamson, Douglas & Kathy	2014	18 S. Penataquit Ave., Bay Shore, NY 11706 H:631-357-3956 B:631-587-2424 C(M):516-578-0909 E(M):douglaswilliamson@gmail.com	Tandem	1515
Winberry, Eric & Kerry	2016	752 Shore Walk, Lindenhurst, NY 11757 H:631-748-5527 B:631-560-6050 C(M):631-748-5527 C(S):516-652-7379 E(M):aleboat11@yahoo.com E(S):kerry4385@yahoo.com	Aleboat II	232
Wiss, Jeremy	2022	10 Knell Drive, Massapequa Park, NY 11762 H:516-795-7486 C(M):516-320-4222 E(M):jdwiss@888gothurt.com	Sailaway	25044
Woodrick, Scott	2002	3 Railroad Plaza, Bay Shore, NY 11706 H:631-969-7974 B:631-665-8913 E(M):scott@uniquestatements.com	Reverie	25040

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SBCC Associate Listings



Name	Joined	Address, Phone Numbers, & E-mail	Boat Name
Brooks, Ward & Laura	1990	11 Ocean Ave., Blue Point, NY 11715 H:631-363-3179 E(M):wardbrooks0@gmail.com	
Donatelli, Lisa & Daniel	2011	50 Bogart Avenue, Port Washington, NY 11050 C(M):516-987-2542 C(S):516-987-2670 E(M):pommier50lad@aol.com	Moondance
Gilberti, Gina & Tom	2015	42 Alan Street, East Islip, NY 11730 H:631-277-9694 C(M):631-882-2674 C(S):631-383-1196 E(M):giltentfwd@aol.com	It's Now or Never
Holwell, Gerard & Jean Ann	2003	78 Locust Ave., Islip, NY 11751 H:631-581-1823 C(M):631-813-7359 C(S):631-413-6166 E(M):capt.seaweed@verizon.net E(S):mrs.seaweed@yahoo.com	Galatea
Kelly, Martin & Brenda	2022	68 S. Bay Ave., Massapequa, NY 11758 C(M):347-865-5790 C(S):516-263-7097 E(M):e920dhs@gmail.com E(S):brendalissetkelly@gmail.com	Surfin' Safari
Mullarkey, John	2004	200 Merrick Road, Apt. B, Amityville, NY 11701 H:516-541-3652 C(M):516-987-9040 E(M):tidejam@aol.com	
Persson, Jim & Trudy	2012	20 Meier Place, Bay Shore, NY 11706 H:631-560-0520 C(M):631-560-0520 C(S):631-560-1229 E(M):jprohan1@yahoo.com	Alexa Grace II
Sweeney, Don & Eileen	2016	3 Oyster Cove Lane, Blue Point, NY 11715 C(M):516-660-0079 C(S):516-318-1183 E(M):silmaril1067@yahoo.com E(S):kearnesweeney@yahoo.com	Sweet Lorraine
Wood, Ryan & Melissa	2022	26 Sampson Street, Sayville, NY 11782 C(M):929-428-3231 C(S):516-880-2702 E(M):rywood2002@yahoo.com E(S):woodmelissam@gmail.com	Your Love
Yovino, Michael & Korin	2023	205 Sayville Blvd., Sayville, NY 11782 H:631-563-1152 C(M):917-685-1495 C(S):631-513-8666 E(M):myovino73@gmail.com E(S):ourcastle_@verizon.net	It's Never Too Late

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SBCC Fleet - Sailing Auxiliaries

Sail #	Boat Name	Name	Rig	LOA	Draft	Model
	<i>Aqua Soulis</i>	J. Blumenthal	sloop	36'	2' 5"	Southerly 110
10	<i>Dust in the Wind</i>	F. Liesegang	sloop	34' 6"	4'	Pearson 34-2
12	<i>Filibuster</i>	D. Hyer	sloop	30'	3' 6"	Morgan 30
15	<i>Heart of Gold</i>	F. Golder	sloop	39' 9"	4' 9"	Gulfstar Sailmaster
17	<i>Mo`Sun</i>	L. Feldman	sloop	32'	4' 3"	Catalina 320
18	<i>Ripple</i>	M. Jeshiva	sloop	33' 6"	4' 6"	Hunter 33
29	<i>My Aura</i>	B. Wagner	sloop	25'	2' 7"	Irwin 10/4
30	<i>Further</i>	J. Fifield	sloop	34'	4' 6"	1986 Tartan 34-2
32	<i>Sabbatical</i>	A. Drossos	ketch	36' 6"	4' 6"	1976 Pearson 365 Ketch
33	<i>Midnight Sun</i>	D. Gliński	ketch	33' 2"	4' 1"	Nauticat 33MS
39	<i>Emerald Seas</i>	F. Cornman	sloop	30' 7"	4'	1986 Tanzer 31
46	<i>Summerhome II</i>	L. Novak	sloop	41'	5'	Hunter 410
47	<i>Runaway</i>	W. Danilczyk	catamaran	50'	4'	Conser 47
48	<i>Fiona</i>	E. Forsyth	cutter	42'	6'	Westsail 42
52	<i>Caguama</i>	D. Murphy	sloop	30'	2' 8"	Island Packet 26 MKII
57	<i>Lettuce Buy</i>	M. Romaine	sloop	29' 11"	3' 4"	Tartan 3000 CB
60	<i>Fun Sway</i>	R. Troy	sloop	38' 4"	4' 9"	Beneteau Oceanis 390
68	<i>Banshee</i>	C. DeMarco	sloop	36' 6"	4' 3"	Pearson 36-2
75	<i>Halve Maen</i>	W. Van Stipriaan	sloop	33' 7"	4' 5"	Tartan 33
81	<i>Si Baby</i>	M. Funicello	cutter	38'	3' 2"	Kadey Krogen
85	<i>Kyla Marie</i>	R. OBrien	cat	19' 6"	1'	Chebacco Cat Yawl
101	<i>At Last</i>	E. Anderson	sloop	36'	4' 3"	Sabre
103	<i>Rettsie</i>	K. Padden	sloop	38'	4' 11"	Ericson 38-1 SD
112	<i>Leprechaun</i>	D. Connor	sloop	30'	3' 6"	Pearson Wanderer
115	<i>Wanderlust</i>	I. Holzmacher	sloop	35'	3' 9"	Pearson
120	<i>Lorna Doone</i>	D. Van Nostrand	sloop	33'	3'	S&S
134	<i>Thistle</i>	D. Purnhagen	sloop	24'	3' 4"	Quickstep 24
136	<i>Last Call</i>	M. Duffy	sloop	35' 5"	4' 11"	Endeavor 35ft
141	<i>Gypsy Moon</i>	D. Davies	sloop	33'	4' 8"	Cal 33-2
144	<i>Njord</i>	S. Eilbeck	sloop	37'	4' 3"	Tartan 37-1 CB
145	<i>Luna Blu</i>	A. Stephani	sloop	30'	3' 5"	Morgan 30
145	<i>Passando Vento</i>	P. Ljungqvist	sloop	40' 1"	5' 5"	Beneteau Oceanis 40.1
149	<i>Noddy</i>	J. Papa	sloop	22'	2' 5"	Sailmaster 22

SBCC FLEET BY SAIL NUMBER



SBCC Fleet - Sailing Auxiliaries

Sail #	Boat Name	Name	Rig	LOA	Draft	Model
150	<i>Fox</i>	V. Piazza	sloop	30'	3' 6"	Pearson Wanderer
156	<i>Grace</i>	M. DeMarco	sloop	39'	4' 6"	Irwin Citation 39
160	<i>Cherokee Rose</i>	R. Gutmann	sloop	36'	6'	Catalina 36
166	<i>Papillion</i>	N. Loretta	sloop	30'	4'	Laguna 30
177	<i>Galatea</i>	A. Mirchel	sloop	30' 3"	3' 6"	Pearson Wanderer
185	<i>Intrepid</i>	C. Goodwin	sloop	28'	3' 11"	Tartan
203	<i>Shadow</i>	C. Margeson	sloop	41'	4' 2"	Morgan 41 Classic
217	<i>Derailed</i>	M. Marko	sloop	29'	4'	C&C 29
218	<i>Sea Breeze</i>	S. Morgan	sloop	27'	2' 6"	1986 O'Day 272
220	<i>Merry Ann</i>	Burns/Cook	sloop	30'		C&C 30 MK I SD
232	<i>Aleboat II</i>	E. Winberry	sloop	28'	3' 9"	1992 Hunter 28
242	<i>Floriana</i>	C. Grottoli	cutter	42'	4' 6"	Kanter 42
251	<i>Allison Rose</i>	G. Reed	sloop	27'	2' 9"	O'Day 272
261	<i>Windswept</i>	G. Bernichon	sloop	35'	4' 6"	Catalina 350
295	<i>Tanzanite</i>	J. Greco	sloop	29' 6"	4'	Hunter 295
300	<i>Yemanja</i>	J. Bopp	sloop	35'	4' 5"	Catalina 350
305	<i>Incredible</i>	D. Larmor	sloop	26'	2' 4"	Bombay Express
329	<i>Hooch</i>	Kennedy/Reichel	sloop	24'	4' 11"	Melges-24 ODR
354	<i>Cur Non</i>	K. Lindahl	sloop	30'	3' 8"	O'Day
395	<i>Bionator</i>	M. Goodman	sloop	29'	3' 3"	C&C 29 MK II SD
395	<i>For Sail</i>	J. Ehatt	sloop	27'	3'	272 O'Day
410	<i>Shaz</i>	J. Biesel	sloop	41'	5' 3"	Jeanneau Sun Odyssey 410
432	<i>Solitude</i>	S. Soloff	sloop	30'	5' 5"	Irwin
439	<i>Bleu Moon</i>	T. McCarthy	sloop	37' 3"	4' 2"	Tartan 37
446	<i>Moonrise</i>	R. Gutmann	sloop	27'	1' 6"	S2 7.9
510	<i>Adventure Time</i>	T. Davison	sloop	34'	4'	Sabre 34 CB
531	<i>Polaris</i>	J. Werkmeister	sloop	34'	4' 3"	Hunter 34
614	<i>Blue Eyes</i>	R. Van Tassel	sloop	15' 8"	2' 5"	Bullseye
619	<i>Scapegoat</i>	J. Reichel	sloop	34' 6"	6' 6"	J-105 ODR
655	<i>Glenbeigh</i>	T. Burke	sloop	25' 2"	4' 3"	C&C 25 MKII
684	<i>Sailsmith</i>	R. Smith	sloop	27'	3' 2"	Tartan 27
702	<i>Nirvana</i>	P. Halpin	sloop	42'	4' 10"	Catalina 42
717	<i>Ronnie Sue</i>	M. Quigley	sloop	24' 6"	4'	Tanzer 7.5



SBCC Fleet - Sailing Auxiliaries

Sail #	Boat Name	Name	Rig	LOA	Draft	Model
725	<i>Blaze</i>	R. LaBella	sloop	30'	4' 6"	C&C 30 MK I SD
732	<i>Busman's Holiday</i>	S. Brice	sloop	40'	4' 11"	O'Day 40 SD
738	<i>Compass Rosie</i>	G. Gravina	sloop	34'	1' 6"	Gemini MC 105 (Cat)
802	<i>Sea Reed</i>	B. Reed	sloop	34'	3' 6"	Morgan
888	<i>Esprit de Mer</i>	J. Sidebottom	sloop	27'	3' 5"	Pearson 27
913	<i>Vantage</i>	D. Hyer	sloop	22'	3' 8"	J-22 ODR
944	<i>Haven</i>	S. Gesele	sloop	42'	4' 10"	Catalina 42
1053	<i>Classea M</i>	C. Lapp	sloop	36'	4' 5"	Catalina 36
1227	<i>Kickin' Back</i>	M. O'Connell	sloop	34'	4' 6"	Tartan 34-2
1442	<i>Ranger</i>	R. Malinka	sloop	25'	3' 6"	Cape Dory 25D
1515	<i>Tandem</i>	D. Williamson	sloop	30'	3' 5"	Tartan 3000
1628	<i>Wild Card</i>	R. Gutmann	sloop	19'	4'	Flying Scot
1848	<i>Rover</i>	N. DeMarco	sloop	19'	4'	O'Day Mariner
1855	<i>Pelagic</i>	V. Tieniber	yawl	35'	3' 10"	Allied SeaBreeze
2224	<i>Pandemonium</i>	G. Sebouhian	sloop	29'	4'	C&C 29 MK II SD
2261	<i>Thriller</i>	T. Miano	sloop	23' 5"	2' 9"	Beneteau First 235
2267	<i>Margaret Gale</i>	R. Van Tassel	sloop	36' 4"	4' 5"	Catalina 36 Mk11
2273	<i>Ra'iatea</i>	S. Odland	sloop	35.58'	4' 6"	Catalina 36 MK11
3123	<i>Magic</i>	B. Baldwin	sloop	25'	5'	Catalina 25
3781	<i>Stowe Aways</i>	B. Roig	sloop	37'	4' 6"	Island Packet 37
4201	<i>Eagle's Wings</i>	J. Mattera	sloop	35' 5"	3' 9"	Bristol 35.5 CB
4718	<i>Birds Aren't Real</i>	D. Crocker	sloop	19'	4'	Flying Scot
4760	<i>Are We There Yet?</i>	J. Hackett	sloop	27'	4'	Catalina 27
5488	<i>Fair Winds</i>	G. Bernichon	sloop	30'	4'	Catalina 30
5538	<i>Phoebe Rose</i>	D. Tedesco	sloop	30'	4'	Catalina 30 MK II
5583	<i>Silver Pearl</i>	F. Nachemin	sloop	25'	3'	Catalina 25
6030	<i>Kailani</i>	S. Gesele	sloop	30'	3' 10"	Catalina 30
6119	<i>Bonked Out</i>	J. Mendolia	sloop	29' 11"	3' 10"	Hunter 306
6633	<i>Out of Bounds</i>	C. Messina	sloop	27'	3' 5"	Catalina
7700	<i>Dark Star</i>	R. LaTorre	sloop	26"	5' 2"	S-2 7.9 ODR
8754	<i>Stealingtime</i>	S. Soloff	sloop	35'	4' 11"	Ericson 35 MK III
10357	<i>Resilience</i>	M. Aiossa	sloop	42'	6'	Morgan 42 MK2
10987	<i>Drumshanbo</i>	B. Pittman	sloop	35'	4' 11"	Ericson 35-1
11047	<i>Lady in Red</i>	T. Drossos	sloop	36' 4"	4' 10"	C&C 110
11185	<i>Maggie Lee</i>	L. Christiansen	sloop	34' 8"	4' 2"	C&C 35-3



SBCC Fleet - Sailing Auxiliaries

Sail #	Boat Name	Name	Rig	LOA	Draft	Model
13642	<i>Whitecap</i>	J. Holst	sloop	26'	4'	Pearson 26
14364	<i>Radio Flyer</i>	V. Ganzi	sloop	25'	3' 6"	C&C 25 MKI
25003	<i>Intruder</i>	G. Reed	trimaran	40'	2' 5"	Condor 40 Trimaran
25004	<i>Cambria</i>	J. Frederick	sloop	38'	4' 6"	Moody 38 CC
25007	<i>Tuesday's Child</i>	N. DeMarco	sloop	20'	3' 3"	Pacific Seacraft Flicka
25012	<i>Whisper</i>	S. Moran	sloop	36'	4' 6"	Catalina
25021	<i>Tanga</i>	G. Folcarelli	sloop	22'	3' 6"	Catalina 22
25037	<i>Jumbo Shrimp</i>	B. Hito	sloop	18'	2' 3"	Catalina Capri 18
25038	<i>Calico</i>	T. Chambers	cat	18' 6"	1' 7"	Marshall Sanderling Catboat
25040	<i>Reverie</i>	S. Woodrick	sloop	17' 3"	2' 6"	BB14
25043	<i>Mareva</i>	R. DeSimone	sloop	30'	4'	Catalina MK II
25044	<i>Sailaway</i>	J. Wiss	sloop	29' 11"	4' 3"	Hunter 306
25045	<i>Never Enough II</i>	M. Quinn	sloop	25'	4'	Catalina 25
25046	<i>Cat 25</i>	J. McKenna	sloop	25'	2' 5"	Catalina 25
25048	<i>Amparo</i>	S. Jacobitti	sloop	35' 5"	4'	Bristol 35.5
25049	<i>Respite</i>	J. Nador	sloop	22'	1' 8"	Rhodes Continental
30947	<i>Arcadia</i>	R. Sheppard	sloop	41' 1"	4' 6"	Bristol 41.1
33978	<i>Akimbo</i>	K. Boyle	sloop	37'	4' 2"	Tartan 37 CB
40014	<i>Tortoise</i>	W. Wheeler	sloop	40'	3' 11"	Friendship 40
42249	<i>Beaumaris</i>	D. Burns	sloop	37' 2"	4' 9"	Tartan 372
42370	<i>Silver Bullet</i>	J. Reichel	sloop	27' 6"	5'	J-27 ODR
42371	<i>Naughty Dog</i>	W. Reichel	sloop	25'	4' 4"	C&C 25 MKII
42380	<i>Kariana</i>	D. Krug	sloop	38'	4' 3"	Sabre 38 MKII
42740	<i>Mystic</i>	J. Morgan	sloop	34'	4' 6"	Sabre 34
50110	<i>Rising Tide</i>	S. Pizer	sloop	38'	4' 3"	Sabre 38 MKII
60007	<i>Moondance</i>	L. Donatelli	sloop	38'	5'	2002 Catalina 380
60030	<i>Sweet Lorraine</i>	D. Sweeney	sloop	37'	4' 7"	Beneteau 37
97834	<i>Adelina Rose</i>	D. Marzocco	sloop	34'	4' 6"	Hunter 340



SBCC Yachts by Name

Yacht	Sail#	Owner
<i>Adelina Rose</i>	97834	D. Marzocco
<i>Adventure Time</i>	510	T. Davison
<i>Akimbo</i>	33978	K. Boyle
<i>Aleboat II</i>	232	E. Winberry
<i>Allison Rose</i>	251	G. Reed
<i>Amparo</i>	25048	S. Jacobitti
<i>Aqua Soulis</i>		J. Blumenthal
<i>Arcadia</i>	30947	R. Sheppard
<i>Are We There Yet?</i>	4760	J. Hackett
<i>At Last</i>	101	E. Anderson
<i>Banshee</i>	68	C. DeMarco
<i>Reverie</i>	25040	S. Woodrick
<i>Beaumaris</i>	42249	D. Burns
<i>Bionator</i>	395	M. Goodman
<i>Birds Aren't Real</i>	4718	D. Crocker
<i>Blaze</i>	725	R. LaBella
<i>Bleu Moon</i>	439	T. McCarthy
<i>Blue Eyes</i>	614	R. Van Tassel
<i>Bonked Out</i>	6119	J. Mendolia
<i>Busman's Holiday</i>	732	S. Brice
<i>Cat 25</i>	25046	J. McKenna
<i>Caguama</i>	52	D. Murphy
<i>Calico</i>	25038	T. Chambers
<i>Cambria</i>	25004	J. Frederick
<i>Cherokee Rose</i>	160	R. Gutmann
<i>Classea M</i>	1053	C. Lapp
<i>Compass Rosie</i>	738	G. Gravina
<i>Cur Non</i>	354	K. Lindahl
<i>Dark Star</i>	7700	R. LaTorre
<i>Derailed</i>	217	M. Marko
<i>Drumshanbo</i>	10987	B. Pittman
<i>Dust in the Wind</i>	10	F. Liesegang
<i>Eagle's Wings</i>	4201	J. Mattera
<i>Emerald Seas</i>	39	F. Cornman
<i>Esprit de Mer</i>	888	J. Sidebottom
<i>Fair Winds</i>	5488	G. Bernichon
<i>Filibuster</i>	12	D. Hyer
<i>Fiona</i>	48	E. Forsyth
<i>Floriana</i>	242	C. Grottoli
<i>For Sail</i>	395	J. Ehatt
<i>Fox</i>	150	V. Piazza
<i>Fun Sway</i>	60	R. Troy
<i>Further</i>	30	J. Fifield
<i>Galatea</i>	177	A. Mirchel
<i>Glenbeigh</i>	655	T. Burke
<i>Grace</i>	156	M. DeMarco

Yacht	Sail#	Owner
<i>Gypsy Moon</i>	141	D. Davies
<i>Halve Maen</i>	75	W. Van Stipriaan
<i>Haven</i>	944	S. Gesele
<i>Heart of Gold</i>	15	F. Golder
<i>Hooch</i>	329	Kennedy/Reichel
<i>Incredible</i>	305	D. Larmor
<i>Intrepid</i>	185	C. Goodwin
<i>Intruder</i>	25003	G. Reed
<i>Jumbo Shrimp</i>	25037	B. Hito
<i>Kailani</i>	6030	S. Gesele
<i>Kariana</i>	42380	D. Krug
<i>Kickin` Back</i>	1227	M. O'Connell
<i>Kyla Marie</i>	85	R. OBrien
<i>Lady in Red</i>	11047	T. Drossos
<i>Last Call</i>	136	M. Duffy
<i>Leprechaun</i>	112	D. Connor
<i>Lettuce Buy</i>	57	M. Romaine
<i>Lorna Doone</i>	120	D. Van Nostrand
<i>Luna Blu</i>	145	A. Stephani
<i>Maggie Lee</i>	11185	L. Christiansen
<i>Magic</i>	3123	B. Baldwin
<i>Mareva</i>	25043	R. DeSimone
<i>Margaret Gale</i>	2267	R. Van Tassel
<i>Merry Ann</i>	220	Burns/Cook
<i>Midnight Sun</i>	33	D. Glinski
<i>Moondance</i>	60007	L. Donatelli
<i>Moonrise</i>	446	R. Gutmann
<i>Mo`Sun</i>	17	L. Feldman
<i>My Aura</i>	29	B. Wagner
<i>Mystic</i>	42740	J. Morgan
<i>Naughty Dog</i>	42371	W. Reichel
<i>Never Enough II</i>	25045	M. Quinn
<i>Nirvana</i>	702	P. Halpin
<i>Njord</i>	144	S. Eilbeck
<i>Noddy</i>	149	J. Papa
<i>Out of Bounds</i>	6633	C. Messina
<i>Pandemonium</i>	2224	G. Sebouhian
<i>Papillion</i>	166	N. Loretta
<i>Passando Vento</i>	145	P. Ljungqvist
<i>Pelagic</i>	1855	V. Tieniber
<i>Phoebe Rose</i>	5538	D. Tedesco
<i>Polaris</i>	531	J. Werkmeister
<i>Radio Flyer</i>	14364	V. Ganzi
<i>Ranger</i>	1442	R. Malinka
<i>Ra`iatea</i>	2273	S. Odland
<i>Resilience</i>	10357	M. Aiossa

SBCC FLEET BY NAME



SBCC Yachts by Name

Yacht	Sail#	Owner
<i>Respite</i>	25049	J. Nador
<i>Rettsie</i>	103	K. Padden
<i>Ripple</i>	18	M. Jeshiva
<i>Rising Tide</i>	50110	S. Pizer
<i>Ronnie Sue</i>	717	M. Quigley
<i>Rover</i>	1848	N. DeMarco
<i>Runaway</i>	47	W. Danilczyk
<i>Sabbatical</i>	32	A. Drossos
<i>Sailaway</i>	25044	J. Wiss
<i>Sailsmith</i>	684	R. Smith
<i>Scapegoat</i>	619	J. Reichel
<i>Sea Breeze</i>	218	S. Morgan
<i>Sea Reed</i>	802	B. Reed
<i>Shadow</i>	203	C. Margeson
<i>Shaz</i>	410	J. Biesel
<i>Si Baby</i>	81	M. Funicello
<i>Silver Bullet</i>	42370	J. Reichel
<i>Silver Pearl</i>	5583	F. Nachemin
<i>Solitude</i>	432	S. Soloff

Yacht	Sail#	Owner
<i>Stealingtime</i>	8754	S. Soloff
<i>Stowe Aways</i>	3781	B. Roig
<i>Summerhome II</i>	46	L. Novak
<i>Sweet Lorraine</i>	60030	D. Sweeney
<i>Tandem</i>	1515	D. Williamson
<i>Tanga</i>	25021	G. Folcarelli
<i>Tanzanite</i>	295	J. Greco
<i>Thistle</i>	134	D. Purnhagen
<i>Thriller</i>	2261	T. Miano
<i>Tortoise</i>	40014	W. Wheeler
<i>Tuesday's Child</i>	25007	N. DeMarco
<i>Vantage</i>	913	D. Hyer
<i>Wanderlust</i>	115	I. Holzmacher
<i>Whisper</i>	25012	S. Moran
<i>Whitcap</i>	13642	J. Holst
<i>Wild Card</i>	1628	R. Gutmann
<i>Windswept</i>	261	G. Bernichon
<i>Yemanja</i>	300	J. Bopp

SBCC Fleet Power Vessels

Boat Name	Owner	LOA	Draft	Model
<i>Alexa Grace II</i>	J. Persson	30		Mainship Pilot
<i>Boston Whaler</i>	N. DeMarco	17'		Boston Whaler Outrage
<i>Breakers</i>	M. Miligi	23'		Caravelle
<i>Dark Side</i>	J. Reichel	22'	2' 2"	Key Largo
<i>Dragon's Power</i>	R. Vetter	36' 7"	3' 1"	Carver/Mariner
<i>Galatea</i>	G. Holwell	32'	4'	Grand Banks
<i>Gidget</i>	D. Murphy	23'	18"	Steiger Craft
<i>Gracie Rose</i>	R. LaTorre	28'	3' 6"	Flypoint/BHM
<i>Grady White</i>	A. Hemingway	26' 5"	3' 6"	Grady White Express
<i>Gulf Rascal</i>	V. Ganzi	68'		Hatteras Convertible
<i>H2O Buggy</i>	L. Novak	20'		Proline
<i>It's Never Too Late</i>	M. Yovino	29'	2'	Sea Ray Amberjack 290
<i>It's Now or Never</i>	G. Gilberti	46'		Post Sportfishing Yacht
<i>Ladyann</i>	R. Mourino	29'	2' 4"	Cutwater 26
<i>Last Laugh</i>	M. Smith	30'	3'	Mainship Pilot 30
<i>Meander</i>	J. Westpfahl	36'	3' 6"	Albin Trawler w/Sail
<i>No Teak Aah</i>	R. Sheppard	28'	2'	Pursuit Denali
<i>On the Green</i>	J. Trotta	34'	3' 3"	Mainship Pilot
<i>Point of View</i>	J. Holst	32'	1' 10"	Boston Whaler 320 Outrage
<i>Powerboat</i>	D. Crocker	25'	3'	Steiger Craft
<i>Shadow</i>	V. Ganzi	36'		Albemarle 36 Express
<i>Surfin` Safari</i>	M. Kelly	33'	3' 3"	Rinker Fiesta Vee
<i>Your Love</i>	R. Wood	33'	3' 2"	Cabo 31 Express



In Memoriam

“ *Here he lies where he longed to be;
Home is the sailor, home from the sea* ”

— *Robert Louis Stevenson*



Bill Cook





The SBCC Yearbook Committee would like to thank the following members, associates and friends who contributed art or photography from various social, racing and cruising events throughout the season, and from their archives. Without the wide variety of images that we have to choose from, we could never be able to adequately document the history of the club.

Mark Aiossa

Mara Liesegang

Jay Pizer

Elizabeth Frederick

Charlie Margeson

Stephanie Pizer

Jeff Frederick

Jeff Mattera

Heather Reed

Scott Gesele

Pam McCarthy

Jim Reichel

Wendy Gesele

Todd McCarthy

Brandon Roig

Ruth Gutmann

Rich Mourino

Rich Troy

Richard LaBella

Irene Novak

Peggy Van Tassel

Fred Liesegang

Larry Novak

Eric Winberry

Some photos courtesy of Mike Nahas, the Novak's nephew

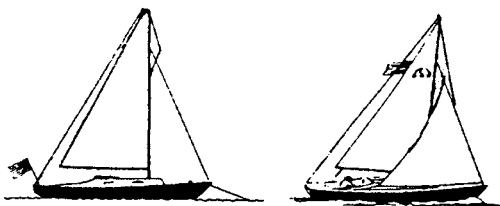
Cover photo of our flagship *Cambria* courtesy of Stephanie Pizer

SBCC Yacht Routine and Flag Etiquette

SBCC By-laws, Chapter XIII, Section I, states:

“Nautical customs and traditions shall be observed at all times, particularly while cruising.”

- A. Flag officers shall fly the appropriate signal on their own yachts unless cruising with another club.
- B. All members may fly the Club burgee unless participating in a cruise or regatta sponsored by another organization to which they belong.
- C. Other authorized flags and pennants may be flown when appropriate.
- D. The Club burgee may be flown continuously while a vessel is in commission.

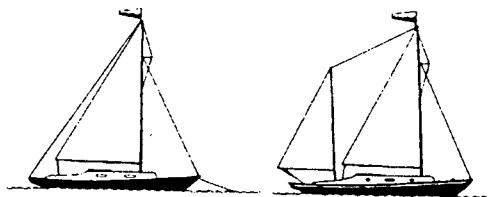


The Ensign

Sailors may display one of two national flags. One is the yacht ensign, with its fouled anchor over a circle of 13 stars, and the other is the national ensign which is the familiar 50-star flag. The yacht ensign may be flown only in territorial waters.

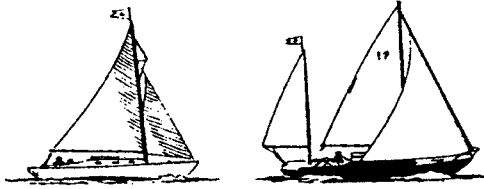
When not under way, the ensign is flown from the stern staff. When under way, power boats fly the ensign from the stern staff. Sailboats have several choices: all sailboats may fly the ensign from the stern staff; gaff-rigged yachts may fly the ensign from the peak; marconi-rigged yachts may fly the ensign from the leech about two-thirds of the way up.

The ensign may be flown from morning (8:00 a.m.) to evening colors (sunset) whether the boat is at rest, under sail, or under power. The ensign shall not be flown by a sailboat that is in a race. At morning colors, the ensign is hoisted smartly before other flags. At evening colors, the ensign is lowered slowly and with ceremony after other flags come down.



Burgee

The burgee is displayed whenever the ensign is hoisted but may also be displayed separately between morning and evening colors or by day and night, at anchor or underway. On sailboats, the burgee is flown only at the “truck” (or top) of the (forward-most) mast. Many sailboat owners install (or adjust) their electronics and the placement of their antenna so that the burgee flies freely. The burgee is not to be flown from a spreader halyard. On power boats, the burgee is displayed at the bow staff.



Private Signal

A private signal is a custom-designed flag that carries symbols standing for the owner. The private signal may be flown day or night, but is not displayed when the owner is not in command. (The rule is that the private signal and burgee follow the sailor, not the boat.) On split-rig (multi-masted) sailboats, the burgee is flown at the head of the forward mast and the private signal is flown at the head of the aftermost mast. On power boats with a mast, the burgee is flown from the bow pulpit and the private signal from the truck, or mast head.

Flag Officer's Flags

A flag officer may display his/her flag day and night in the place of and instead of his/her private signal, or in the case of a single-masted yacht instead of the burgee.

Size of Flags

Ensign:	On the fly, the ensign should be a minimum of one inch for every one foot of the boat's overall length.
Burgee:	The burgee's dimensions for sailboats are, on the fly, approximately $\frac{1}{2}$ inch for each foot of distance between the water and the top of the tallest mast; and for power boats $\frac{1}{2}$ inch for each foot of overall length.
Private signal:	The private signal is sized according to the rule for burgees.








Procedure for Observing Colors







It shall be the responsibility of each skipper attached to a fleet or attending a rendezvous to perform the ceremony of colors aboard his or her yacht. However, only the rendezvous host or fleet captain shall issue sound signals during evening colors.








At 0800 hours the ensign shall be hoisted first, followed as soon as possible by the club burgee and private signal. During the day the rendezvous host or fleet captain shall communicate to the fleet what time the sun sets for that day so they can be prepared for evening colors.







At sunset the rendezvous host shall ring a ship's bell rapidly for 5 seconds to signal the fleet, crew members, and guests to stand quietly and face their respective ensigns. The ensigns shall then be lowered or removed ceremoniously by the skipper or crewmember. At the same time or, if shorthanded as soon as possible, the club burgee and private signals shall be lowered. When finished, the host boat or fleet captain shall sound eight bells to alert the fleet to stand at ease and resume their activities.


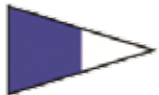


International Code Flags and Pennants



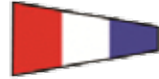

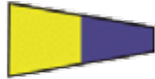
Alpha  Diver down; Keep clear	Bravo  Dangerous cargo	Charlie  Yes	Delta  Keep clear	Echo  Altering course to starboard	Foxtrot  Disabled	Golf  Require a pilot
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Hotel  Pilot on board	India  Altering course to port	Juliette  On fire; Keep clear	Kilo  Desire to communicate	Lima  Stop instantly	Mike  I am stopped
--	---	--	--	---	---

November  No; Re-sail	Oscar  Man overboard	Papa  About to sail	Quebec  Request port clearance	Romeo  Preparing to replenish	Sierra  Moving astern; Shorten course	Tango  Keep clear; Do not pass
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Uniform  You're going into danger	Victor  Require assistance	Whiskey  Require medical assistance	X-ray  Stop; recall	Yankee  Dragging anchor	Zulu  Require a tug
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 1st Repeater	 2nd Repeater	 3rd Repeater	 Code & Answering
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 One	 Two	 Three	 Four	 Five
---	---	---	--	--

 Six	 Seven	 Eight	 Nine	 Zero
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VISIT YOUR SBCC WEBSITE!

To obtain club gear, all items are shown in our ship's store on the SBCC website:

<https://sbccsail.org/home/order-items/>

You may place an order for pick up and payment at an event later.

We accommodate major credit cards, check, and cash at pick up.

The website is preferred, but for a complete non-technical experience, please leave a message for the storekeeper at (631) 335-8482.

Glen Bernichon glen@bernichon.com

BURGEE	
BASEBALL CAP	
UV PROTECTIVE POLOS	
VISOR	
T-SHIRT	
LONG SLEEVE T-SHIRT	
MEN'S & WOMEN'S POLO SHIRTS	
LIGHT WEIGHT MEN'S AND WOMEN'S TEE SHIRTS	
SBCC KID T-SHIRT	
PREMIUM 10 oz HOODIE SWEATSHIRT	
CREW NECK SWEATSHIRTS	
PACKABLE RAIN JACKET	
SOCKS	
4 GALLON TOTE BAG	
DECAL	
LONG SLEEVE MOCK TURTLENECK	

Look for your storekeeper at major events and expect new items to be added during the year. Suggestions are welcome and appreciated!

We have the ability to order apparel from **Lands' End** and have our SBCC logo embroidered. This can be done by calling 1-800-535-3060 and providing them with our logo reference number 0841436W or customer number 4357878. You can also visit landsend.com and place your order.

If you prefer to shop at a store, **Stitches and Screens** at 394 North Windsor Ave in Brightwaters will also embroider our club logo on their items. Their phone number is 631-665-6299. They also have a website at stitchesandscreens.net for your review.

