



LI Sail

October 2011

VILLAGE CUP

OFF SOUNDINGS

SPIRIT RIDER

GO RAMS





Sailing in Long Island Waters

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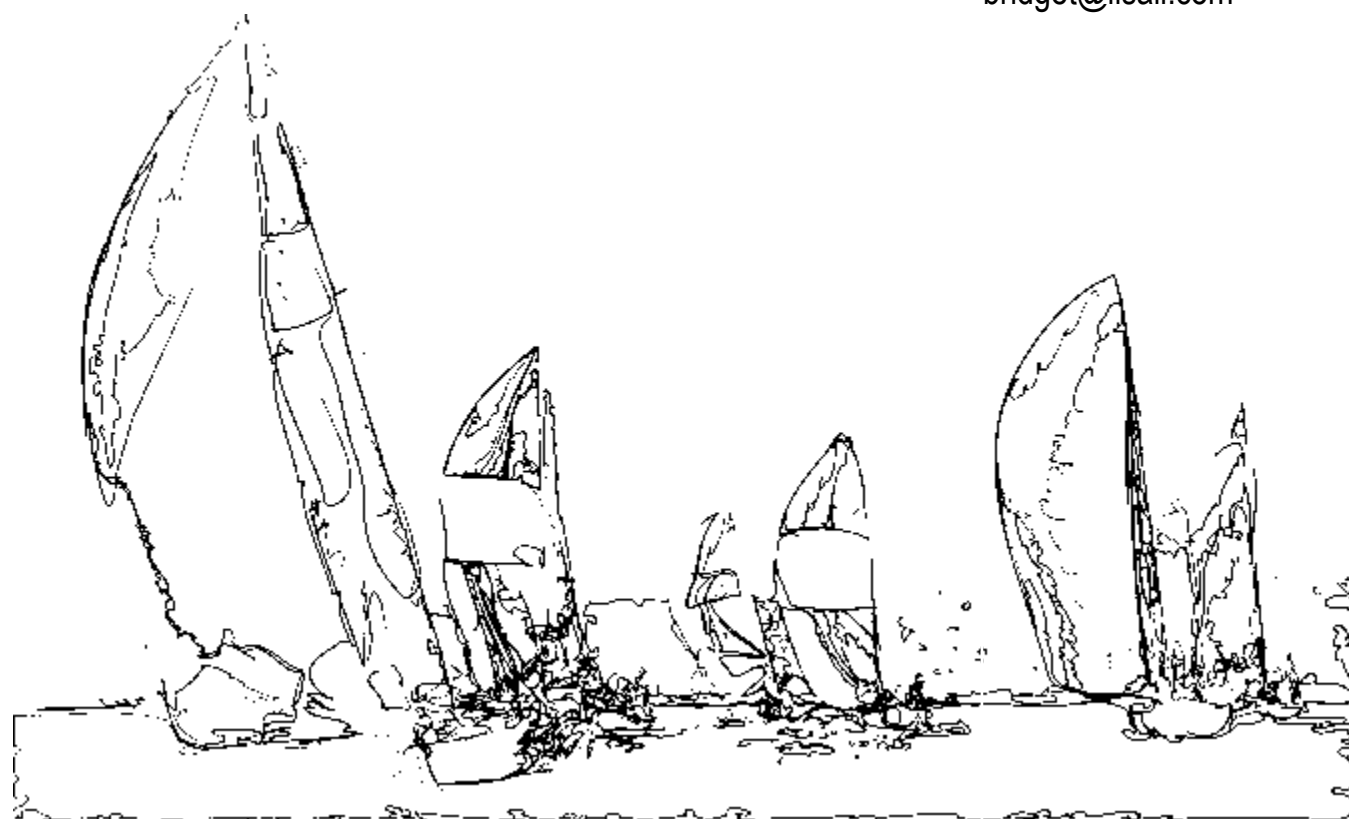
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Bridget Walter
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Yes it's the best time of year for sailing in the Long Island region. Fall, with it's cooler temperatures and stronger winds is the time of year that we sailors have a love hate relationship with. We love the conditions and hate that the season is coming to an end for most of us.

In this issue we'll review the Off Soundings Fall Series with it's two consecutive days of racing in and around Gardiners Bay, We will look at how the members of the Setauket Yacht Club joined forces with the Village of Port Jefferson to raise funds for Mather Hospital and the Lustgarten Foundation. Finally, the sailing team from Fordham University shows us how much they have accomplished in the short time since the rebirth of their sailing program.

There is still lots of great racing coming up in October Whitebread 18, The Greenport Ocean Race and The Manhasset Fall Series just to name a few events.

See you on the race course!

Where Did you sail this summer?



Drop us an email and tell us all about your adventures.

Submissions@LISail.com

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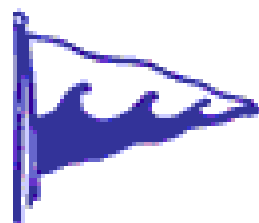
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On The Cover

*Long Beach Bar Light House aka
Bug Light has been guiding sailors
from harms way for 140 years.*

Correction : In the October Issue the island
that the junior sailors race around at the Old Cove
invitational was in correctly identified as Fisher's
Island when it is infact Robin's Island.





Story and Photos by
Bridget Walter



Part of the fleet just prior to the start of the **SECOND VILLAGE CUP REGATTA**
hosted by **SETAUKET YACHT CLUB**.



John Ciarelli's C&C 36 **TOPAZ**, would go on to finish first in her class on this very lite air day..

September 10 2011 - Prompted by the recent passing of two club members due to Pancreatic Cancer, for the second year the Setauket Yacht Club hosted the Village Cup Regatta in collaboration with The Village of Port Jefferson and the Port Jefferson Conservancy to benefit the Mather Hospital and Lustgarten Foundation by raising awareness

and money for Pancreatic Cancer. On this Saturday morning over 350 Sailors, non-sailors and volunteers gathered early in the morning on the docks of the Setauket Yacht Club to partake in a approximately 4 mile buoy race in Long Island Sound just East of the entrance to Port Jefferson Harbor. Blue skies, streams of white puffy clouds, tempera-



The fleet, slowly making it's way to the windward mark.

tures in the mid-seventies and very light winds were in stark contrast to last years strong winds, rough waters and cool temperatures. The fleet of 22 volunteered boats provided and skippered by members the Setauket Yacht Club wear assigned two to three experienced sailors while the rest crew was a mixture of first-time or minimally experienced passengers who had secured their ride by making a donation to the event. As sailors, we understand that the PHRF system tries to balance out the speed potential of different boats making it possible for us to "fairly" race boats of different sizes and designs against one another. With this in mind the 22 boat fleet was split into two teams so that the total of the PHRF rating for each team was exactly even at 1551 giving each team the fairest opportunity to win the event. Port Jefferson Village wearing white commemorative team shirts and Mather Hospital wearing blue each had an equal number of boats representing their team in each of the three divisions. All divisions sailed non-spinnaker for safety reasons. Jason Rich-

ter's J35 Paladin in Division Three from the Mather Hospital Team got the gun in it's division. After being the last boat to cross the starting line Paladin passed all the other boats in the fleet just seconds before rounding the last mark of the course going on to be the first boat across the finish line by over ten and a half minutes. Topaz, John Ciarelli's C&C 36 a Port Jefferson Village Team boat won in the second Division while he Pearson 30, Ragtime, owned by Geoff Storms took top honors in Division One, also representing Port Jefferson Village. Using the low point system The Village of Port Jefferson was

Ira Wechterman's Pearson 39-2 **Mar-El** leading the fleet around the Second mark of the course with the J120 **Eostre** skippered by Baisch and Lilleby close behind.



declared the winner. Mayor Margot Garant accepted the trophy on behalf of the Village for the second year in a row. An after race reception was held at the Port Jefferson Village Center in Harbor Font Park on the site of the old Bayles Shipyard. Hosted by the Port Jefferson Conservancy the food and drinks served were donated by restaurants, wineries and breweries from Long Island and the Port Jefferson area. During the reception Mather Hospital and The Lustgarten Foundation were presented with checks totaling over \$33,000 raised from sponsorships from local area business and private donations made by the participants, the general public and the sale of commemorative pins, with more to follow when the fund raising efforts are concluded.



Bright Blue skies with puffy white clouds and temperatures in the mid-seventies made for a delightful afternoon for the many first time sailors on the 22 boat fleet of Setauket Yacht Club Boats.

Jason Richter's J35 **PALADIN** at the start of the race. Although last to cross the starting line, she would go on to earn the gun and finish first overall later that afternoon.



These flags tell it all. Happy American Pirates sailed for a great medical cause. The true winners of the day were **Mather Hospital** and The **Lustgarten Foundation**.



2011 VILLAGE CUP RESULTS

<i>Sail #</i>	<i>Boat Name</i>	<i>Boat Type</i>	<i>Skipper</i>	<i>Affiliation</i>	<i>H'cap</i>	<i>H'cap Adj</i>	<i>Finish Time</i>	<i>Elapsed Time</i>	<i>Corrected Time</i>	<i>Place</i>
Div A		Non-Spinnaker	Green Streamer				Start Time	13:05		
177	Ragtime	PEA 30	Geoff Storms	PJ	183	0.002118056	14:28:33	1:23:33	1:11:05	1
	Calypso	CAT 320	Tim O'Mara	PJ	171	0.001979167	14:58:28	1:53:28	1:41:49	2
98	Raeundra	PEA 32	Gerry Tuohey	Mather	174	0.002013889	15:15:17	2:10:17	1:58:25	3
931	Cyrene	PEA 30	Karl Janhsen	Mather	192	0.002222222	15:31:03	2:26:03	2:12:58	4
	One Step Up	HUN 29.5	Henry Elias	PJ	192	0.002222222	15:50:37	2:45:37	2:32:32	5
	Princess	OD 30	Michael DeNicola	Mather	174	0.002013889	DNF			DNF
Div B		Non-Spinnaker	Yellow Streamer				Start Time	13:11		
121	Topaz	C&C 36	John Ciarelli	PJ	147	0.001701389	14:46:15	1:35:15	1:25:14	1
72	Spiritus	TAR 34-2	John Doherty	PJ	159	0.001840278	15:13:07	2:02:07	1:51:17	2
147	Shalom	PEA 36-2	Mort Fortgang	Mather	135	0.0015625	15:12:45	2:01:45	1:52:33	3
	Raison D'Etre	CAT 36	Ken Babits	Mather	153	0.001770833	15:20:15	2:09:15	1:58:49	4
25	Ark	CAT 387	Bob Bari	PJ	150	0.001736111	15:20:10	2:09:10	1:58:56	5
806	Windsong	ERI-32-3	John Lane	Mather	168	0.001944444	15:22:40	2:11:40	2:00:13	6
h40	Smoke & Mirrors	HUN LEG 40	Ed Nielsen	PJ	132	0.001527778	15:25:25	2:14:25	2:05:25	7
H38	Zydeco	HUN 380	Diane Mendolia	Mather	132	0.001527778	15:27:10	2:16:10	2:07:10	8
Div C		Non-Spinnaker	Orange Streamer				Start Time	13:17		
32575	Paladin	J 35	Jason Richter	Mather	72	0.000833333	14:22:26	1:05:26	1:00:32	1
	Mar-El	PEA 39-2	Ira Wechterman	PJ	123	0.001423611	14:59:33	1:42:33	1:34:10	2
203	Pesaro	JEN 43DS	Andrew Mathews	Mather	120	0.001388889	15:08:57	1:51:57	1:43:46	3
USA 193	Eostre	J 120	Baisch/Lilleby	PJ	51	0.000590278	15:05:41	1:48:41	1:45:12	4
25	Harvest Moon	CAT 445	Chuck Chiaramonte	PJ	126	0.001458333	15:28:26	2:11:26	2:02:51	5
904	Capricorn 4	CAT 42	Sally Hausner	Mather	117	0.001354167	15:34:04	2:17:04	2:09:05	6
	Anelique	CAT 400	Ralph Vega	Mather	114	0.001319444	15:48:24	2:31:24	2:23:38	7
	Sei Via Mare	JEN 49DS	Gary Passavia	PJ	117	0.001354167	15:48:42	2:31:42	2:23:43	8



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for another weekend of great fall sailing



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posting your availability on our

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IN HONOR OF A HERO

Story by Bridget Walter

Photos by Brian Petitt



The Race was held just off of National Boulevard Beach between East Rockaway Inlet and Jones Inlet and was the backdrop to the **9/11 Memorial Paddle Out** that was also being held that day.



It goes without saying that no American alive on September 11, 2001 will ever forget that day when almost 3000 innocent people lost their lives in the attack on the World Trade Center in New York. Noreen Costello is just one of the ten's of thousands who lost someone close to them that day. Her brother Patrick O'Keefe, a New York City Fire Fighter from "Rescue One" perished determined to help save as many of those in danger as he could.

To honor her brother Noreen has organized The O'Keefe Foundation. The foundation is as determined to help others as her brother was. Each year in early September the foundation hosts three events over one weekend. A two mile walk, a Paddle Out for surfers and the Surf Rider Regatta. Funds raised at these events are given out in the form of scholarships to high school seniors

Members of the Fordham University Sailing Team on John Bono's *Ha le aka la* participated in the race in the Collegiate Division.



The crew from Army aboard *ADAM'S FAMILY* captained by Adam Feder of The Woodmere Bay Yacht Club, just after turning the mark along with Capt. Fred Schenker's *FORTYSOMETHING* and *DULCINEA* owned by Bill Flahive.

who suddenly find that they have to start their lives over due to the sudden loss of a parent by a violent act or starting over as an immigrant who has just become an American citizen. Named the ***FF PATRICK O'KEEFE OF THE FDNY'S RESCUE ONE SCHOLARSHIP*** it is given out yearly. The \$8,000 is given to its recipient, who must be a Nassau or Suffolk County or metropolitan area high school senior who finds themselves in this very difficult position in life, over a four year period. This year's scholarship is the fifth one the foundation has granted.

About 2 dozen boats with sailors from all over the country with varying skill levels gather each year off of National Boulevard Beach between East Rockaway and Jones Inlets for an approximately three hour long race. Patrick was an avid sailor. "This is something that makes us feel closer to our brother Pat," said Noreen.

This year's race was attended by 20 boats from Hempstead Bay Sailing Association,



A perfect day for sailing an Etchells.

Woodmere Bay, Point Lookout, Kent Island, Sea Cliff, Eastport, Hewlett and Corinthians Yacht Clubs. The collegiate teams of the US Naval and Military Academies and Fordham University also participated this year.

There was an awards dinner after the race at which time the winners were announced. **ANDOR-MED** skippered by Edgar Fayan took first place in Division 1. Army took home the Oak Memorial Trophy sailing on **ADAMS FAMILY**, owned by Adam Feder and Mary Ann Mcurdden won the St. Brendan the Navigator Award. David Bythewood on **OPTION** finished first in Division 2 and Army took top honors in the Collegiate division.

“2 - 3 foot waves, 5-10 knots of wind and temperatures in the mid seventies with rain in the backdrop made for a great day of sailing, but we felt maybe three small drops,” said Brian Petitt of Hempstead Bay Sailing Association. He went on to say, “ The best part was racing in the ocean for those of us who normally race Flying Scots and Sunfish in the bay or simply cruise in the ocean. You get out there around a dozen other sailboats, from the Navy and Merchant Marines to Fordham University. Some ladies threw cookies at us (presumably homemade!)...everyone was very friendly and had a great time. Racing along the beach was incredible. You’re a couple hundred feet away from the surfers, including Kelly Slater... The great part of it all is the O’Keefe Foundation of course. We’d be amiss to forget about that. It’s not just about sailing.”



Roy Postle's **Dulcinea** dressed in full colors on her way out to the start.



2011 SPIRIT RIDER
RACE RESULTS

<i>Rank</i>	<i>Boat Name</i>	<i>Captain</i>	<i>Corrected Time</i>	<i>College Team</i>	<i>Special Award</i>	<i>Yacht Club</i>
<i>Division - 1</i>						
1	Andromeda	Edgar Fayans	2:17:35			Hempstead Bay Yacht Club
2	Adams Family	Adam B. Feder	2:38:43	Army	Oak Memorial Trophy	Woodmere Bay Yacht Club
3	Grand Slam	Josephe M. Triscoli	2:39:02			Hempstead Bay Yacht Club
4	SiSu	Vinn Gambino	2:39:45			Point Lookout Yacht Club
5	Queens Gambit	Gary Silva	3:22:09			Hewlett Point Yacht Club
6	Windancer	Mary Ann McCruden	3:32:42		St. Brendan the Navigator	Point Lookout Yacht Club
7	West Crew	Jack Murray	DNF			
8	Moondance	Warren Jaffe	DNF			
9	Kokaptat	Tom Harsh	DNF			
<i>Division - 2</i>						
1	Option	David A. Bythewood	1:42:00			Point Lookout Yacht Club
2	Absolut Kaos	Tom Dohery	1:50:57			Point Lookout Yacht Club
3	Picante	John Barnomi	2:02:27			Hewlett Point Yacht Club
4	Schuylers Ruin	Trevor Baroni	2:07:13			Hewlett Point Yacht Club
5	Dulcinea	Ray Postle	2:27:18			Point Lookout Yacht Club
6	Forty Something	Fred Schenker	2:27:45			Woodmere Bay Yacht Club
7	Ha le aka la	John Bono	2:45:56	Fordham		Point Lookout Yacht Club
8	Precious Metal III	Bill Flahive	2:57:25	Navy		Sea Cliff Yacht Club
<i>Division -3 Collegiate</i>						
1	Army		2:38:43		The Corinthian Trophy	
2	Fordham		2:45:56			
3	Navy		2:57:25			
<i>Race Committee</i>						
	Master Mariner, Carl Larsen Principal Race Officer				The Corinthians/Kent Island Yacht Club	
	Tim O’Keefe				Hewlett Point Yacht Club	
	Commador, Tim O’Rourke				Sea Cliff Yacht Club	
	John Pasely	Ratings Officer			The Corinthians/Eastport Yacht Club	
	Linda Pasely				The Corinthians/Eastport Yacht Club	



THE YEAR OF THE RAM

Reed C. Johnson has been named Head Coach of the Fordham University Sailing Team effective immediately. This news comes as the team embarks on it's 11th fall season since it's rebirth in 2000. Reed, a former assistant coach at the University of Pennsylvania and Boston College is the Fordham Sailing team's first ever paid coach replacing Joe Sullivan, who has graciously served as volunteer Head Coach since 2000. Mr. Johnson, a 2008 graduate of



Fordham University's first paid Head Coach Reed Johnson.

Boston College, earned All-American honors twice and was Honorable Mention All-American once during his four-years on the Boston College Sailing team. In his senior year, he was a member of the BC team, that won the ICSA Team Racing National Championship. That same year he placed second in the ICSA Single-handed National Championship and skippered B Division as BC finished second at the ICSA Coed National Championship Tournament. Dur-

ing his tenure as Assistant Coach of the Eagles, both the Coed and Women's teams were ranked #1 in the country for many weeks.

"Reed's appointment is the culmination of a six-month national search, which resulted in several outstanding candidates being interviewed. This is the first time that the Sailing program has recruited a professional coach and with Fordham's location, the team's track record and alumni support, the position has the opportunity to become one of the best College Sailing coaching jobs in the country. To qualify for College Sailing national championships on a consistent basis, we were seeking a person, who had served as an as-

sistant coach at a top program, plus a successful track record as a highly competitive college sailor, and the maturity, leadership, communication and interpersonal relationship

skills needed to take our program to the next level, and have fun doing so. We are confident that Reed Johnson is the person to accomplish that task."

When speaking about his new position Johnson said, "I'm thrilled to have the opportunity to lead the Fordham Sailing program and work with the student-athletes to accomplish their well defined goals."

Earlier this Spring the Rams attained another first. The Lady Rams competed, for the first time in the



Taken at the 2009 Greater NY Dinghy Open Sailing across Eastchester Bay, in Bronx, New York are two of the teams' 420s with the Empire State, Chrysler and Citicorp buildings as part of the Manhattan skyline.

teams history, in the 2011 ICSA Women's National Championship Tournament held at the Gorge in Cascade Locks, Oregon. This is the first time that a Fordham Sailing Team has participated in national championship since the program was founded in 1950. Ryann Hall '12, with Sarah McKay '12 as her crew in A Division and Freshman Mia Cooper '14 in B Division with Emma Pfohman '13 as crew, along with Mary Hamilton '14 traveling as substitute skipper and the #2 back-up crew, and Alex Wiggins '13 served as the #1 crew substitute finished 23rd in the event. However at the end of day one the Lady Rams were in 14th place proving that they are very competitive among the college sailing teams.

At this time the team is ranked 9th among the 46 teams in the Mid-Atlantic Inter Collegiate Sailing Association and 2nd among the "Club" teams within MAISA.



The Rams' new fleet of Zim 420s during the 2010 Jesuit Open. Notice the new fat headed sails.

Recently, the sailing team has reached a new agreement with Morris Yacht and Beach Club thus allowing the Sailing Rams to continue using the facilities as their home port through August 31, 2019. Located at the southern tip of City Island, surrounded by the open wa-

ters of Western Long Island Sound and East Chester Bay, and having the Kings Point, New York Maritime and Columbia University Sailing programs all near by the sailing Rams are very proud and lucky to be able to describe their home as one of the best college sailing venues in the country.

It must be noted that the Fordham Sailing Team is a club sport and not a varsity team. Being so, the team only receives \$5,000.00 annually from the University. With average annual expenses range from \$20-25,000, not only do these athletes improve upon their sailing skills each year their fund raising skills are honed at the same time. The team is very fortunate that they have the support of the "Sailing Association" which is the name originally given to the club sport of the Fordham University Sailing Team. Consisting of 198 members...the Afterguard, i.e., former members of the Sailing team; other Alumni; Parents, and Friends of Fordham Sailing it is the primary support entity for Fordham Sailing. Contributions come in many forms. Actual cash donations, sponsorship of boats in the new fleet and as chaperons for the sailors at out town

regattas. Many open their homes to the sailors on weekends so hotel expenses are saved. Some travel with the team and many more are at the events to cheer them on.

Over the past three years I've had many occasions to meet the Sailing Ram's of past & present. I have been welcomed by all and am very impressed by determination that is within each of the sailors to see that the 60 year history of the team continues on as each continues to reach the goals that they have set for them selves. The team has grown in size from the minimum needed to field an A & B team at one event to doing so at two or three events each weekend. They have funded a new fleet of 10 Zim 420s as did Columbia University. Now they co-host events with a combined fleet of 20 boats, in addition to practicing together. Five FJs have also been added to the fleet as well as a 19' Grady White for a Committee/Coach boat.

We could all learn many a few lessons from these very committed and determined sailors🔥



OFF SOUNDINGS

FALL SERIES 2011

Story and Photographs by Bridget Walter

PREVIOUS PAGE: In yacht racing the prize usually comes at the end of the day. However, for the crew of *ALLIANCE* the prize came early to due to their 5 am departure from Brewers Greenport, Sunrise over *GARDINERS BAY*.



Prior to the starting sequence this submarine rose from the depths followed by it's escort on t's way into New London.

US Coast Guard boats ushering this Nonsuch out of harms way as she was crossing the path of the submarine on her way to the starting area.





The Race Committee Boat,
NOR' EASTER OWNED BY
HENRY DUPONT IV.



The 74th Off Soundings Fall series was sailed on September 16 and 17, 2011. Those of us who sailed up to the start, about three quarters of a mile from the New London Ledge Light that day, from the East End of Long Island were greeted by cool temperatures and a strong breeze as we made our way through the dark across Gardiners Bay. Our skipper had given us an early call, 5am and we were off the dock. On the way out there were a few grumblings of how we could have left a little later and still made it to the start on time. But as we were approaching Plum Gut the tune of the crew started to change as the sun rose over the Northern tip of Gardiners Island. The warm orange-pink glow of the sun crept up over the horizon warming our chilled and damp bones. Suddenly it was the best place on earth to be and we had it all to ourselves.

After we had been drifting alone in the general area of the start for a while, a slow parade of competitors started closing in on us in all directions. On the horizon were tall bare sticks moving at what seemed the pace of snails, only revealing their hulls as they got closer. Many came

Lincoln Schoenberger's **ONE UP** waiting for the start of Friday's race.



Robert Lee's **PEARL** from Old Say Brook Conn.



John Bewabe's **2ND CHANCE**
prior to the start of Friday's race.



from the North out of New London, and a bunch moved in on us from the East. Some coming from the west and still fewer from the South. Where we once drifted alone we were now being surrounded as if we were the pray in some kind of hunt. Realizing we would soon be starting I went below for a last cup of coffee. When the voices of my fellow crew cried out, "Look at that! Photo Op!" I grabbed my gear and got top side as fast as I could. Off the stern of the boat about a mile out was a huge white frothing dome rising on the surface of the water. Approaching the New London Harbor was a very large submarine accompanied by two small escort boats moving across the water at very high speeds. They were approaching a Nonsuch coming out of New London. Quickly they redirected the sail boat out of the path of the oncoming sub. With a NOAA ship anchored off the South West tip of Fishers Island, I felt like I was getting my monies worth out of my tax dollars that morning.

CGA2, **ARTIC TERN** doing a sail-by the NOAA vessel anchored off the West end of Fisher's Island before the start of racing on Friday morning.

With that excitement over, the fleet began sailing past the port side of the Nor' Easter, owned by Henry duPont IV, to check in with the Race Committee. The course for that day would take us down to the Valiant Rock Whistle buoy, past Little Gull Island and through The Race. We would leave the Gardiners Island Gong Buoy, '1GI', to port as we headed South to Crow Shoal off of the Southeastern end of Gardiners Island and then on to the finish at the Shelter Island Sound Channel Whistle Buoy, Mo (A). At 9:25 rolling starts began and the 11 division fleet was on its way. With the NNE breeze it was a downwind leg to the first mark. Some of the Spinnaker Division boats went across the Starting Line carrying their shoots while others waited to establish clear air after crossing the line to set theirs.



ARABESQUE, Skippered by Robert Bruno doing pre-start rituals.



The Nonsuch Division heading to the first mark on Friday.



Micheal Passero's, ***BORN TO RUN***.



With the incoming tide, currents were running strong at Valiant Rock and great care had to be taken when approaching the mark so as not to get pushed into it. One of the boats rounding just prior to us had misjudge the force of the current and collided with the mark, with a deafening slam, bouncing off the mark a few more times until she was clear of it. Winds were strong and gusty through “The Race”. Many boats were broaching around us and we came real close more than once. Shoots were going up and down all around us. As we entered into Gardiners Bay the winds backed off a bit letting us out of survival mode and able to concentrate on get-

The Boats of Division A heading out on the first leg of the race to the buoy at Valiant Rock.



PICTURED RIGHT: Space was tight in the staging area before the start of the first race. Pictured here is the fore-deck person on **LEAGACY III**, skippered by John Read, preparing the spinnaker.



Tom Lincoln's **ANEMONE**, prior to the start on Friday.



The start of Division C-5.



SHEARWATER, Skipper by Hugh McLean Makes her way through “The Race” on Friday while winds were nearing 20 knots.



The boats of Division 4 making their way to the first mark during Friday's race.



DRAGONFLY, skippered by Skip Young passing the “Ruins” as she makes her way into Gardiners Bay on Friday.

ting to the finish as quickly as we could.

Saturdays’ forecast was for lighter winds than Friday’s but there was little evidence of that as we motored out to the start. Gardiners Bay in a strong breeze with any East in it soon becomes a lumpy spin-drift filled mess especially in the channel as you make your way past Bug Light.

By the time the 11 divisions had all started the wind had dropped to around 10 knots. As anyone who sails in Gardiners Bay will tell you currents are a big factor in their performance. If you know where

The course for Saturday's race displayed on the Committee Boat, **NOR'EASTER**.

(W)(S)(X) W
0 5 0 3 . 0



they are and how to take advantage of or avoid them it can get you far out in front of those who don't. In light air they play an even bigger role in how well you will do. The breeze cycled up and down the rest of the day eventually tightening up the fleet a bit. But those who got out in front early stayed there for the most part and went on to win the race for the day.

For those of you who have not sailed in either the Spring or Fall Off Sounding Series there is a catch to these races that you probably are not aware of. It lies in the scoring section of the Sailing Instructions I'll give it to you verbatim from the SI's... The Off Soundings Club awards performance penalties (PE) to monohull vessels based on event results as follows:

- 15% for a regatta first place.
- 10% for a regatta second place.
- 5% for a regatta third place.

Penalties will accumulate to a maximum of 45%.

Above and Below: The ride out to the race course from Greenport was wet and bumpy for all. The start was postponed to give the competitors a chance to get to the starting area.



The Nonsuches, **BLUE HERON**, sail # 153, **GIMLET TOO**, sail #14 and **SLOW CAT**, sail #210 just after their start Saturday morning heading cross Gardiners. Bay.



KRISTINA, Skippered by Roy Guile leads Division NS-3 out to the first mark on Saturday.



William Gunther's, **PURITIAN**, splitting takes with the boats in Division A after she crossed the starting line on Saturday in Gardiners Bay.



Division NS-2 with the boats from the Coast Guard just after their start on Saturday.



Sail # 13812, **OSPREY**, Skippered by George Martin, sail # 14796 jockeying for position at the start of Division C-5. Saturday Morning.



Against a backdrop of blue skies and puffy white clouds Division NS-3 starts on Saturday.



PIPER TOO owned skippered by Robert Almeida, **OUR TURN** skippered by Jack Washburn and **JOLLY MON** skippered by Geordie Loveday as the maneuver during the starting sequence for Division NS-3.



The fleet, as it heads downwind to the last mark of the shortened course on Saturday.



Each penalty will expire in the order in which it was earned after three series have elapsed, whether or not the boat and Master sail. Penalties will carry forward when a boat changes classes. Penalties will carry forward if a Master acquires a new boat of the same type and whenever a boat with co-owners is entered by any of the owners. Penalties will not carry forward if a Master obtains a different type boat, if a boat is under completely new ownership, or if a boat is chartered or borrowed and sails without the Master that originally earned the penalty aboard. Penalties are applied by adjusting the assigned PHRF handicap by the accumulated penalty % using a proprietary formula. The adjusted handicap value is then used in the time correction fac-

tor formula to produce TCF, which is used to calculate corrected time.

These penalties make the racing very interesting to say the least. At the end of the race you really aren't exactly sure how you finished, which makes the after parties very well attended. Unless, it is your first time racing in a series, Off Soundings hosts and you finish ahead of all the other boats in your division or you are a mathematical genius it's not easy to accurately determine where you finished. I suppose that there are some owners who race their boats for many years carrying some sort of penalty. Or maybe they just get tired and sell their boat and buy a new one to be able to race for one series without a penalty.

2011 OFF SOUNDINGS

FALL SERIES RESULTS

DIVISION A

Rank	Sail No.	Boat Name	Skipper	PEN	Race 1 ET	Race 1 CT	Race 1	Race 2 ET	Race 2 CT	Race 2	Total Pt
1	22535	NEPENTHE	Robert W. Read	5	02:51:43	02:50:18	2	03:26:33	03:24:51	1	3
2	42499	XAPIEMA	Tom/Rob Welsh	15	02:53:30	02:46:02	1	04:11:31	04:00:41	5	6
3	206	ROGUE	Seville H. Simonds	10	02:51:08	02:53:44	4	03:22:11	03:25:16	2	6

NONSUCH

1	50874	BARBCAT	Allen R. Perrins	5	03:16:10	02:59:42	2	03:58:26	03:38:25	1	3
2	50778	STRAY CAT	Dan Ferrier	0	03:14:47	02:56:16	1	04:01:26	03:38:30	2	3
3	504	CAT FISH	Fred Endemann	15	03:15:36	03:03:40	3	04:05:01	03:50:04	4	7
4	82	BEARCAT	Jack Lombard	20	03:15:35	03:05:58	6	03:57:27	03:45:47	3	9
5	153	BLUE HERON	John Tracy	5	03:20:32	03:03:42	4	04:24:27	04:02:15	8	12
6	42	BORN TO RUN	Michael E. Passero	0	03:20:10	03:06:12	7	04:10:31	03:53:02	5	12
7	99	HALCYON	Bob Cornell	0	03:23:11	03:03:53	5	04:18:54	03:54:18	7	12
8	14	GIMLET II	Barbara Melanson	5	03:18:46	03:07:13	8	04:07:35	03:53:12	6	14
9	360	BANANAQUIT	Bill Wigglesworth	0	03:31:06	03:11:02	9	04:38:06	04:11:40	10	19
10	210	SLOW CAT	Steve Bosco	0	03:43:16	03:20:14	11	04:35:44	04:07:18	9	20
11	121	CRYSTAL	Linda Chapman	10	03:27:55	03:11:55	10	04:39:29	04:17:59	11	21
12	197	BLISS	Addison B. Marsh	0	04:09:25	03:45:43	12	04:59:36	04:31:08	12	24
13	227	MISTRAL	James Davis	0	04:28:00	03:58:13	3	DNF		14	27

NS

1	42277	FUSION	Mark Salerno	0	02:52:22	02:56:47	2	03:06:17	03:11:04	1	3
2	43851	FREE SPIRIT	Jim Francis	0	02:59:02	02:57:33	3	03:22:55	03:21:14	3	6
3	61289	NUNNEHI	Mark Dixon	0	03:02:22	02:59:40	5	03:18:01	03:15:05	2	7
4	51785	INTREPID	Sean D. Saslo	0	02:50:44	02:55:25	1	03:31:03	03:36:50	10	11
5	13143	VIB	James F. Barrett Jr.	5	03:02:37	03:04:09	9	03:23:42	03:25:25	4	13
6	52859	ANEMONE	Tom Lincoln	10	02:52:52	02:59:27	4	03:28:07	03:36:02	9	13
7	30610	ARROW	Bruce Lockwood	30	02:42:41	03:02:47	8	03:03:16	03:25:55	5	13
8	52757	TERRAIN AVOIDANCE	Vito E. Addabbo	20	02:52:57	03:00:28	7	03:22:52	03:31:41	6	13
9	41263	TOUCAN	Martin Abrams	5	03:02:09	02:59:45	6	03:38:52	03:35:59	8	14
10	33	ARIRANG	Craig Schrauf	15	02:53:59	03:06:25	10	03:20:43	03:35:03	7	17
11	514	CARPE DIEM	Joseph Kaplowe	0	03:12:08	03:09:18	11	03:57:29	03:53:58	11	22

NS

<i>Rank</i>	<i>Sail No.</i>	<i>Boat Name</i>	<i>Skipper</i>	<i>PEN</i>	<i>Race 1 ET</i>	<i>Race 1 CT</i>	<i>Race 1</i>	<i>Race 2 ET</i>	<i>Race 2 CT</i>	<i>Race 2</i>	<i>Points</i>
1	22839	HORNET	Bob McLellan	0	03:01:05	02:51:22	1	03:11:35	03:01:19	1	2
2	14860	CURLEW	Mark B. Andrews	0	03:09:42	02:54:02	2	03:27:16	03:10:09	2	4
3	2222	TYNAJE	TPeter C Ross	30	03:04:33	03:05:29	4	03:24:28	03:25:30	3	7
4	61	CETACEAN	Peter Maloney	0	03:14:22	03:02:47	3	03:49:30	03:35:50	5	8
5	CGA1	SHEARWATER	USCGA Neades	0	03:22:48	03:07:29	5	04:20:12	04:00:33	8	13
6	CGA2	ARTIC TERN	USCGA Neades	0	03:30:44	03:14:49	7	04:08:07	03:49:23	6	13
7	356	ARTEMIS	Andrew Shemella	0	03:33:53	03:14:09	6	04:23:21	03:59:03	7	13
8	41731	TRUE BLUE	Richard Lind Esq.	0		DNC	10	03:43:37	03:32:38	4	14

NS

1	43740	OUR TERN	Jack Washburn	5	03:15:13	02:56:24	2	03:44:31	03:22:53	2	4
2	37	JOLLY MON	Geordie Loveday	15	03:27:12	03:05:33	5	03:25:36	03:04:07	1	6
3	228	STARSHIP II	John Parunak	0	03:38:49	02:56:14	1	04:28:30	03:36:14	7	8
5	575	KRISTINA	Roy N. Guile	0	03:31:45	03:05:28	4	03:57:38	03:28:09	5	9
4	3771	PIPER TOO	Robert J. Almeida	0	03:25:14	02:58:28	3	04:00:03	03:28:44	6	9
6	14569	MENTOR	Mark Kondracky	30	03:27:29	03:07:12	7	03:48:10	03:25:52	3	10
7	30029	ILLUSION	John Bourget	10	03:26:39	03:07:01	6	03:49:38	03:27:49	4	10
8	43804	BUCCANEER	Richard Tiernan	0	03:39:53	03:07:56	8	04:23:44	03:45:25	8	16
DNQ	4	GRACIE	Thomas J. Beggins	0			DNC			DNC	DNC
DNQ	52604	WINDSONG	Edward Coss	0			DNC			DNC	DNC

C-6

1	32092	SHOWTIME	Nate Atwater Jr.	5	03:07:34	02:56:24	1	03:32:42	03:20:02	2	3
2	10999	CHECKERED DE-MON	Neal S. O’Connell	20	03:04:21	03:01:20	4	03:20:07	03:16:50	1	5
3	30010	RUSTY NAIL	Jackie Fisher	0	03:15:58	02:59:14	2	03:43:59	03:24:52	4	6
4	11445	SPARTAN	Mark Cika	20	03:05:38	03:00:49	3	03:26:15	03:20:54	3	6

C-5

<i>Rank</i>	<i>Sail No.</i>	<i>Boat Name</i>	<i>Skipper</i>	<i>PEN</i>	<i>Race 1 ET</i>	<i>Race 1 CT</i>	<i>Race 1</i>	<i>Race 2 ET</i>	<i>Race 2 CT</i>	<i>Race 2</i>	<i>Points</i>
1	41976	PARK PLACE	Richard Mentelos	0	02:56:41	02:49:04	1	03:20:45	03:12:06	1	2
2	42482	2nd CHANCE	Jon Bewabe	0	02:52:55	02:53:47	2	03:16:06	03:17:05	5	7
3	20201	BRER RABBITT III	D./B. Strang/Loweth	15	02:56:54	02:55:26	4	03:17:09	03:15:31	4	8
4	31550	ARABESQUE	Robert Bruno	10	02:58:44	02:57:15	7	03:16:43	03:15:05	3	10
5	52358	PEARL	Robert M. Lee	0	02:55:05	02:54:48	3	03:20:29	03:20:09	7	10
6	13812	OSPREY	George Martin	15	02:51:06	02:59:29	9	03:03:16	03:12:14	2	11
7	14796	SPIRIT	Norman/David Peck	15	02:52:38	02:57:40	8	03:13:16	03:18:54	6	14
8	32639	ACK-VA-VIT	Paul Grady	5	02:59:00	02:55:29	5	03:27:47	03:23:43	10	15
9	464	LEAGACY III	John P. Read	5	03:00:35	02:55:54	6	03:28:26	03:23:01	9	15
10	40877	CRYSTAL SLIPPER	Mike Cavanaugh	5	02:56:39	03:00:34	10	03:17:42	03:22:05	8	18

C-4

1	33650	FLYER	Steven Marenakos	0	02:51:11	02:49:29	2	03:06:02	03:04:11	1	3
2	11	ROCKIT	Lance Ryley	5	02:38:41	02:42:12	1	03:05:54	03:10:01	3	4
3	45	ZIG ZAGZOOM	Prescott Littlefield	15	02:49:19	02:59:10	4	02:59:07	03:09:32	2	6
4	52665	ONE UP	Lincoln Schoenberger	0	02:59:57	02:53:02	3	03:23:35	03:15:45	5	8
5	14514	EN CHARETTE	Paul Jennings	15	02:59:08	03:00:38	6	03:12:33	03:14:10	4	10
6	50195	MAST TRANSIT II	David A. Kelly	5	02:58:55	02:59:31	5	03:22:51	03:23:32	6	11
7	44	CORONA	Jay Fisher	0	03:09:07	03:06:01	7		DNC	9	16
DNQ	40766	MADCAP X	Daniel A. Bullard	0			DNC		DNC	DNQ	DNQ

C-3

1	43	ECLIPSE	Peter Bergendahl	15	02:20:17	02:34:09	1	02:53:26	03:10:35	1	2
2	25359	QUANTUM LEAP	Pat Dillon	5	02:44:07	02:53:03	3	03:10:41	03:21:04	4	7
3	500	ALLIANCE	Stephen C. Guyer	0	02:42:58	02:50:39	2	03:18:30	03:27:51	6	8
4	256	SHEARWATER	Hugh McLean	10	02:35:09	02:53:21	4	03:00:23	03:21:33	5	9
5	78	BALANCE	Jim Ohlheiser	10	02:39:12	02:59:53	8	02:51:20	03:13:36	2	10
6	201	DRAGONFLY	Skip Young	20	02:39:01	03:05:16	9	02:46:36	03:14:06	3	12
7	225	ROXANNE	Wayne Morse	15	02:40:34	02:55:29	6	03:17:45	03:36:07	8	14
7	343	SHE'S THE BOSS	John Sutherland	10	02:38:30	02:54:30	5	03:21:19	03:41:38	9	14
8	334	SANIBEL	Gerry Keeler	0	02:45:01	02:59:02	7	03:11:57	03:28:16	7	14
DNQ	304	ONE RING CIR-CUS	Paul Pomerantz	0			DNC	DNC		DNC	

C-2

Rank	Sail No.	Boat Name	Skipper	PEN	Race 1 ET	Race 1 CT	Race 1	Race 2 ET	Race 2 CT	Race 2	Points
1	52173	PANACEA	Paul Hewitt	0	02:35:33	02:48:10	2	02:52:52	03:06:53	1	3
2	42451	PACHYDERM	Edgar Smith	5	02:42:09	02:47:44	1	03:08:53	03:15:24	4	5
3	7	TEAM TONIC	James Sanders	0	02:35:06	02:49:30	3	02:59:21	03:16:01	5	8
4	43663	CALIENTE	Joel Z. Green	5	02:41:17	02:58:33	8	02:52:05	03:10:30	2	10
5	43753	SERAPHIM	David Saurette	0	03:17:59	03:35:12	12	02:58:11	03:13:41	3	15
6	73048	SAGACIOUS	Manfred G. Noack	0	02:45:25	02:51:25	6	03:13:35	03:20:36	9	15
7	31346	LINDY	Dave Dickerson	10	02:39:34	02:52:30	7	03:05:26	03:20:28	8	15
8	50197	FLYING LADY	Phil Dickey	0	02:34:55	02:50:14	4	03:12:46	03:31:50	12	16
9	33133	THOSE GUYS	Vicent Sweeney	0	02:43:54	02:51:02	5	03:21:43	03:30:29	11	16
10	41354	WOLVERINE	David/Kathy Nauber	25	02:43:08	02:58:37	9	03:02:28	03:19:47	7	16
11	73407	SNOWBIRD	Paul Von Maffei	15	02:38:15	02:59:50	11	02:54:33	03:18:21	6	17
12	51103	MELTEMI	Gene Festa	10	02:48:06	02:58:50	10	03:15:04	03:27:31	10	20
DNQ	40852	AUDACIOUS	Robert S. Farnum	1 0			DNC		DNC		DNQ

C-1

1	87620	SECRET	Bruce Kuryla	5	02:23:58	02:47:24	2	02:34:27	02:59:36	1	3
2	123	WILD HORSES	Bill Canniing	30	02:05:46	02:45:29	1	02:30:25	03:17:55	6	7
3	42324	GLORY	Jack Neades	0	02:23:31	02:49:51	3	02:45:51	03:16:16	5	8
4	31200	SETTLER	Jim/Tom Rich	20	02:30:47	02:58:48	8	02:40:03	03:09:47	2	10
5	28990	SPECTRE	Brian Prinz	0	02:33:47	02:58:28	7	02:46:03	03:12:42	3	10
6	42242	HOOLIGAN	Peter Brinckerhoff	25	02:18:51	02:56:53	6	02:32:30	03:14:16	4	10
7	50316	RICOCHET	USCGA Neades	0	02:33:35	02:54:32	4	02:57:14	03:21:24	7	11
8	60909	BRAVO	Sedgwick A. Ward	0	02:31:54	02:54:36	5	03:07:25	03:35:25	8	13

D

DNQ	026	BLUE MOON	Jay Spalding	0			DNC				DNC
DNQ	57	SKEDADDLE	Andy Houlding	0			DNC				DNC
DNQ	99	GLOWBOAT	Ed Sinofsky	0			DNC				DNC





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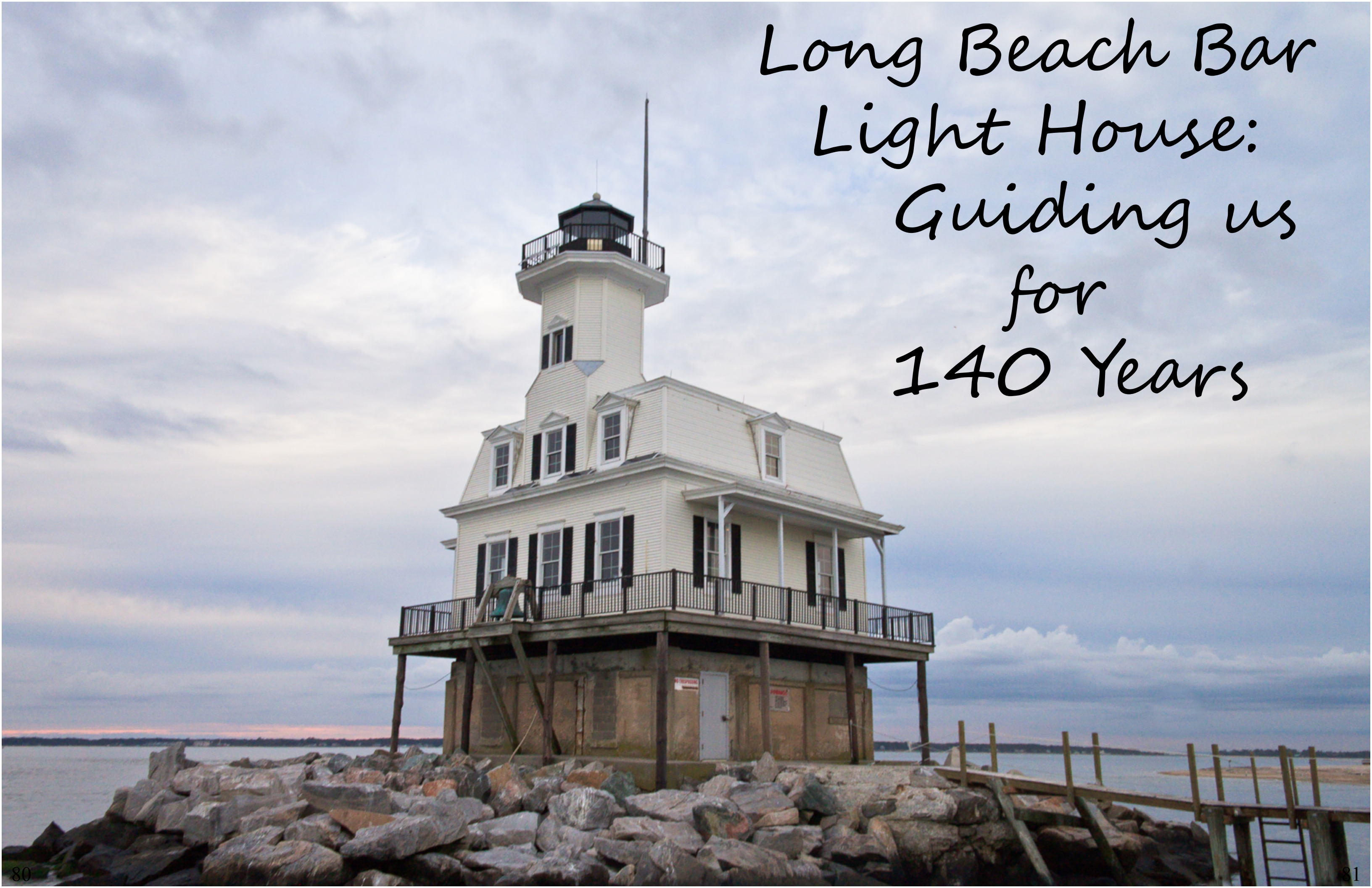
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*Long Beach Bar
Light House:
Guiding us
for
140 Years*





This chart is of the Long Beach Sand Bar in Orient circa 1904.

Today rising 54 feet above sea level at Latitude: 41 degrees, 6 minutes, 32 seconds North, Longitude: 72 degrees, 18 minutes, 22 seconds West, stands a 250mm solar powered light, flashing white every 4 seconds and visible for 8 nautical miles atop of the Long Beach Bar Light House which marks the entrance to the protected waters of Orient, Greenport and the Peconic Bays. Originally built in 1870 and lit for the first time on December 1st of the following year, this white two story Victorian style building with it's mansard roof,

Black Shutters and square tower has been warning mariners of the sand bar at Long Beach, in Orient New York.

In my fifteen years of sailing in the area I venture to say I have passed by her a least a thousand times, marveling at her beauty and wondering what she was like inside. So when I had the opportunity to take a tour of Bug Light during the 2011 Greenport Maritime Festival, I jumped at it. Narrated by Bob Allen, the great-grandson of her last keeper. The almost 2 hour adventure was a trip back in time.

Originally built on a screwpile foundation lit by a fifth-order lens showing a fixed red light and having a bell to warn mariners in the fog, the light house is the only one of this design still standing in this region. Being that it resembled a giant water bug floating upon the bay she has become known as "Bug Light." Her first keeper, a man by the name of William Thompson, was apparently not happy with his assignment, as he sent in his resignation less than a month later.

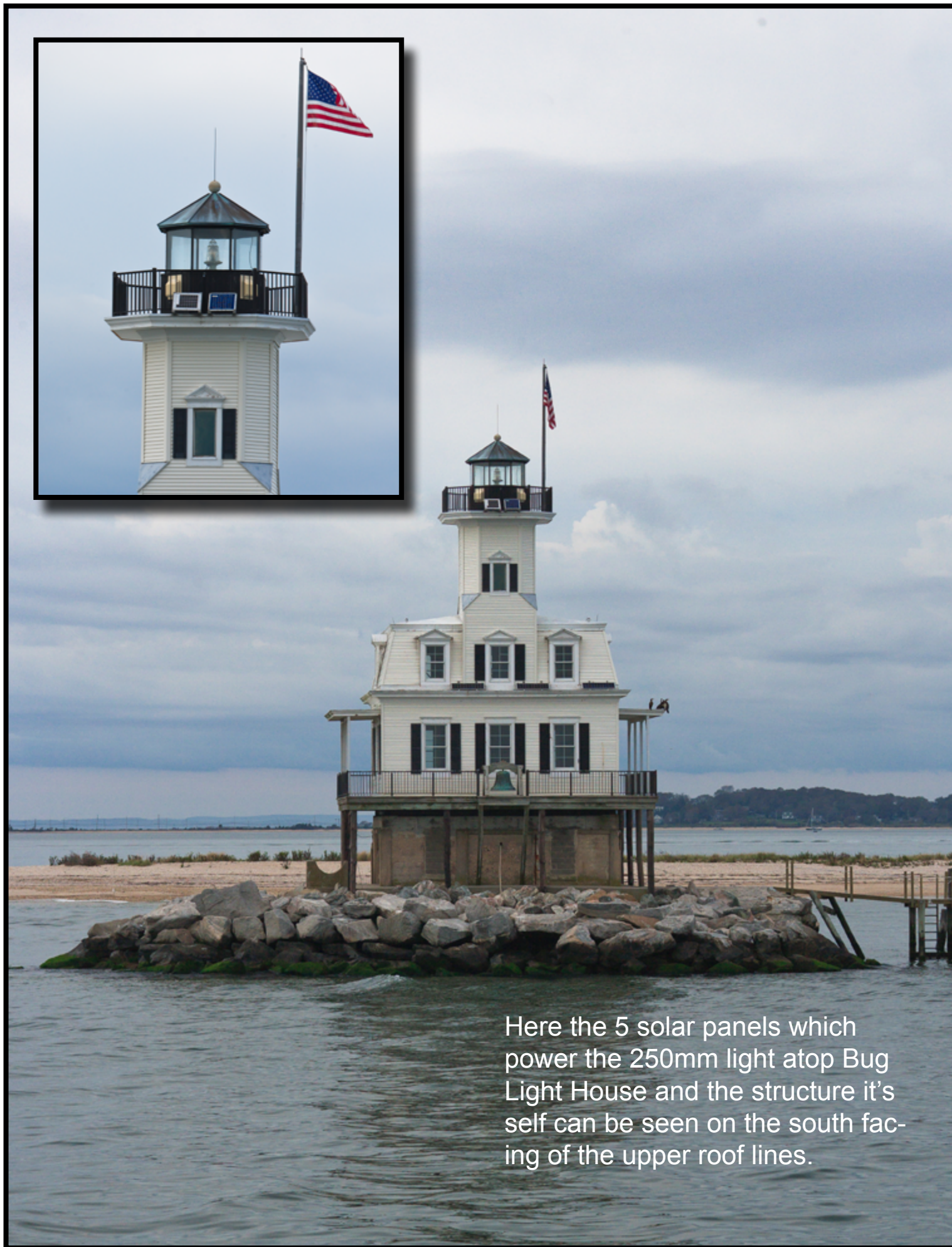
George Fenton was another of her early keepers and was followed by his son



Bob Allen, the great grandson of William H. Follett Bug Light's last Keeper, narrated the tour of Bug Light.

A post card depicting Bug Light on it's screwpile foundation.





Above and Below: The bell which had to be wound every two hours so it would ring every 15 seconds during times of fog.





Charles upon his death. Two years after Charles became Keeper he was joined by a new assistant, Charles B. Moore and Moore's daughter Rose. Charles and Rose married a few years later and remained at the light house until Rose was ordered by her doctor to leave the light house due to health reasons.

Mr. Allen's great-grandfather William H. Follett, born in 1870, had a long and diverse history in the Light House Service. Beginning his career in 1904 at the age of 34 he was stationed at the Hog Shoal Light House

off the coast of Providence, Rhode Island. After spending a short time at Hog Shoal he returned to the mainland and worked in the private sector for a few years before returning to the Light House Service on February 2, 1912. At Montauk Light House he served as 2nd Light House Keeper for just one month before he was promoted to 1st Light House Keeper. He transferred to the Cedar Point Light at the entrance to Northwest Harbor on the South Fork of Long Island on September 29, 1917.

After 17 years of service at Cedar



The original Main Floor consisted of a Sitting/Dining Room, Kitchen, Oil Room, a Stair well to the dock and a spiral stairway to the second and floor and Light Tower.

Light William became Keeper of Bug Light 4.25 nautical miles North across Gardiners Bay. William served as Keeper there for the next 17 years.

Allen retold stories about the years his father, William Jr., spent growing up at the light house after he left school at William Sr.'s urging at the age of 14. "It was a hard Light House to run and the keepers job was demanding. The main floor of light-house was heated by a wood stove that alternatively burned coal and the

second floor sleeping quarters were not heated at all. Groceries would have to be sailed in from Greenport. During times of fog the bell would have to be wound every two hours so that it would ring every 15 seconds, and oil for the lamp would have to be carried up the spiral stair to fuel the lamp on top of the tower," said Allen. He went on to say, of the 1938 Hurricane which took his father and grand-father by surprise, like the rest of the East Coast, "the wind and the waves sounded like a giant freight train, both men huddled together on





This plaque bares the names of those businesses and individual who made substantial donations to fund the building of the replica of the original Long Beach Bar Light House.

the second floor of the light house as the wind swept through breaking all the windows while the waves pounded the riprap around the lighthouse contaminating their drinking water supply, in the cistern. Their boats, swept away in the storm, were found floating in the bay in perfect condition a few days later.”

In 1926 a concrete caisson foundation was added over the original screwpilings because the build up of shifting ice under it would get so bad that it would cause the lamp to wobble and the bell to ring. It was at this time that steam heating and a flushing toilet were installed. From time to time more riprap, the boulders at the base of the light house’s foundation that protect its’ footings from the seas’ power and damaging ice of winter, has been added. When the Light House Service disbanded in 1937, the US Coast Guard assumed control of the operations at the light houses throughout the country. As they began to automate these navigational aids to save money, the result



A closer look at the solar panels on the lower roof line that power the Light and structure.

was the extinction of Light House Keepers throughout the nation. William Follett retired after serving 29 years, 3 months and 29 days as a Light House Keeper in 1940 and Allen’s father, William Jr., joined the Coast Guard. In 1943 Long Beach Bar Light House was decommissioned as a navigational aid to mariners. In 1955 Bug Light was auctioned off by The Coast Guard for the high bid of \$1740.00 to the Orient Point Marine Historical Association. And on July 4, 1963 the light house was completely destroyed by arsonists.

The sum of \$140,000 was quickly gathered in 1990 through a fund raising campaign by the East End Seaport Museum and Marine Foundation spearheaded by the late Merlon Wiggins of Greenport. Donations of funds, materials and labor from hundreds of contributors came from far and wide. The actual build took just 60 days by volunteers at the Greenport Yacht and Shipbuilding Company and loaded on to barges in three sections and hoisted upon the foundation by a crane in one day. By the evening of September 15 that same year the



Bug light as she stands today.

exterior shell replica was in place on the riprap where to original once stood.

As it stands today, the new structure is basically a shell. The main floor is an open room with a hammock, an extra large picnic table and a some chairs and the second floor is now a

Kitchen, Dining Room/Sitting Room, the Oil Room, the Stairwell from the dock and a spiral staircase that went to the second floor, Watch Room and the Lantern Deck. On the second floor their were two bedrooms and two chambers. Even though the interior is very different from it's original state

to reduce maintenance and prolong the life of the structure. The structure of the Bug Light is maintained by the East End Seaport Museum, while the light mechanism is the responsibility of the US Coast Guard since 1993 when it was reactivated as a Government Aid to Navigation.

ern world disappear into the tree line. Roof tops give very little indication of the time in which structures were built as they peek out of the tree line. Cars are almost indistinguishable and could be mistaken for horse & buggies and the roof top signs of Greenport are unseen transporting you back in time.



Images here show how the replica was installed on site.

mezzanine with two chairs, a small side table and a queen sized bed oddly placed under the East facing window. Would the Light keeper really want it there? Sunrise in one's face just after going to bed after a long nights work would seem quite disagreeable to me. The lower floor plan of the original Bug Light House (1870) consisted of a

you still get a real sense of what life was like for the keepers and their families. How isolated the keepers were from the rest of the world was easily felt.

The exterior only resembles the original structure in design. The original wood lapboard siding has been replaced by modern materials

During my two hour visit only two boats passed by. One was the fishing boat Illusion, out of Greenport, quietly passing in the distance as it headed out to sea as so many fishermen have in the past, being reassured the light house would be there to guide them home on their return. The other was a speed boat hurrying by so fast I don't think they could have taken note of Bug Light. I wondered where they were going and then thought of how many times the keepers had thought the same thing.

When inside looking out anyone of the windows you see the familiar lands of Shelter Island, Orient, Gardiners Island and Greenport. They are so close yet so very far away. From this perspective you get a true sense of what the keepers saw when they looked out themselves and the isolation from the world that they lived with. With out the aid of powerful binoculars or a telescope most all signs of the mod-

For a short time after Bug light was rebuilt, visitors could enjoy an overnight stay at the light house. For \$1000 guests would order their favorite food and drinks from the menu at Claudio's in Greenport and then be transported to Bug Light by boat for an overnight stay. Due to the lacked of safe egress these overnight stays were discontinued as guests would have to climb over the jagged and slippery riprap to access the light house. With the recent building of a new dock, access is now much safer and easier, and hopefully the overnight visits will resume allowing, if only for a brief period of time, more people to experience the way of life so few have ever known. In her 140-year-history this extraordinary view has been seen by only a very lucky few as compared to the hundreds of thousands who have passed by Bug Light on their way to and from these picturesque waters I know as my home port.

HARVEST FEST PARTY AND REGATTA

HOSTED BY
OYSTER BAY MAIN STREET ASSOCIATION AND
OAKCLIFF SAILING CENTER

Friday October 7th 2011 6:30pm

Music and Dancing, a unique silent auction,
and a showing of the work of talented local artist Kirk Larsen
that will be available for purchase.

Food from:
Coach Grill and Tavern
Christina's Epicure
Luce Restaurant
Saggio's
DelPozzo Foods

Wine donated by:
Testa Wines of Oyster Bay
Massican vineyard of Napa Valley.
Mt. Gay cocktails will flow

Silent Auction & Raffle:

- *A Sunset sail for four with Oakcliff Sailing Center and dinner at Jack Halyards American Bar & Grill
- *An overnight stay at Oheka Castle;
- *Fitness, health, spa visits, and dining opportunities.

Tickets are \$75 in advance and \$100 at the door.
Tickets may be purchased securely online by visiting:

WWW.OAKCLIFFSAILING.ORG

2 SOUTH STREET, OYSTER BAY NY

SATURDAY OCTOBER 8TH 2011 HARVEST REGATTA

Come along with the classic sailors racing on vintage yachts in the final race of the Fall Series. Costumes are strongly recommended for all. In keeping with the theme, sailors will have the option to retrieve pumpkins from the sea in the great pumpkin search. Each pumpkin is marked with a number corresponding to points in the regatta or prizes.



New this year is a 'pick a prize' raffle with a brunch for two at Rothmann's, dinner for two at Wild Honey, and gift certificates to a number of area restaurants including Coach, Luce, Cafe al Dente, and Canterbury's Oyster Bar and Grill, Serata, and Angelina's. If health and wellness is what you are looking for, maybe you can win a facial at Blue Water Spa or Shangri-La Spa, or treatments at Healthy Living Therapeutic. Promote your personal fitness with gift certificates from Bliss Studios and Evo-Sport. Finally, fill your shopping needs with a gift certificate to Dodds & Eder, a gift basket from Chrison & Bellina, gift basket from Bon Vie, and a Utrecht gift bag and three complementary lessons at The Teaching Studios of Art.

HOW TO REEF YOUR MAINSAIL LIKE A PRO!

Story and Photos by John Jamieson



We heard them before we saw them. Broken sail slugs popping like firecrackers. And then we saw what no sailor wants to see. The sail seam ripped from luff to leech. The shredded sail bellied out like a ripped bed sheet as we flew down the narrow shoal infested channel in howling, gusty, “near-gale” force winds. What now, skipper?

Sail reefing depends on one crucial little-known secret to work--heavy luff tension. Think of your mainsail with two critical edges when reefing--the luff and the leech. You must apply tension the correct way and in the correct order or risk catastrophic failure.

Perform this fast, easy experiment before you read on. It will show you why you must reef your sails the right way. For this experiment, you will need an old shirt or blouse with buttons down the front. (Note: you may damage the shirt or blouse during the experiment, so make sure it's expendable)

Why Reefed Sails Fail Under Tension

1. Put on your shirt or blouse and button it from top to bottom. You can leave the uppermost button open.
2. Think of the shirt like a mainsail. Your body represents the mast. The front of the shirt with the buttons represents the luff of your mainsail with slugs or slides (or a boltrope if you have no slugs or slides). The back of the shirt represents the mainsail leech.

3. Stand in front of a full length mirror.

4. Grab the back of the shirt (leech) and pull back and down (aft and down). Note the tension lines (crow's feet) around each button. If you pull hard enough, those buttons will pop off the shirt just like the slugs in our opening scenario.

5. Release the tension. Grab the bottom of the front of the shirt and pull down as hard as you can. This represents halyard or Cunningham tension. As you pull down, reach around with your other hand and pull back (aft) and down on the back of the shirt (leech). Take a look at the buttons. You should see little to no tension on the buttons (slugs).

Remember this experiment each time you reef a mainsail or headsail. It applies to any size sail on any size boat.

Five Steps to Reefing Like a Pro

The key to proper reefing lies in adequate luff tension first and foremost. Follow these steps to reef any sail (mainsail or non-furling headsail with reef points).

1. Lower the mainsail halyard to the desired reef. Pull down on the reef line and cleat it off or drape the luff reefing cringle over the ram's horn (reef hook).

- 2. Raise the mainsail by hand as high as possible. Wrap the halyard 3-4 times in a clockwise direction around the mainsail halyard winch.
- 3. Grind on the winch until you just begin to see a faint vertical crease build along the luff edge. Ease the halyard just enough to smooth the crease. Cleat off the halyard.
- 4. Move to the leech. Haul on the leech reefing line to bring the reefing clew as close to the end of the boom as possible. Cleat off the reefing clew line.
- 5. Check to make sure the reefing clew has adequate downhaul tension. If necessary, pass a short line through the reefing clew grommet (ring) and beneath the boom. Tension the make-shift downhaul line to bring the reefing clew closer to the top of the boom. Tie off the make-shift downhaul line beneath the boom.

Captain John’s Sailing Tip

It’s not necessary to contain the excess mainsail foot bunting. But if you do, keep the ties slack without any load on the reefed sail. Tie off the ties beneath the sail --not the boom-- unless your mainsail foot attaches to the boom slot with an internal boltrope.

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Use these vital sailing tips to reef any sail like a pro. These secrets will give your costly sails longer life and provide you with power and performance when the weather pipes up--wherever in the world you choose to race or cruise!

Captain John with 25+ years of experience shows sailing skippers the cruising skills they need for sailing with confidence. Visit his website at:

www.skippertips.com

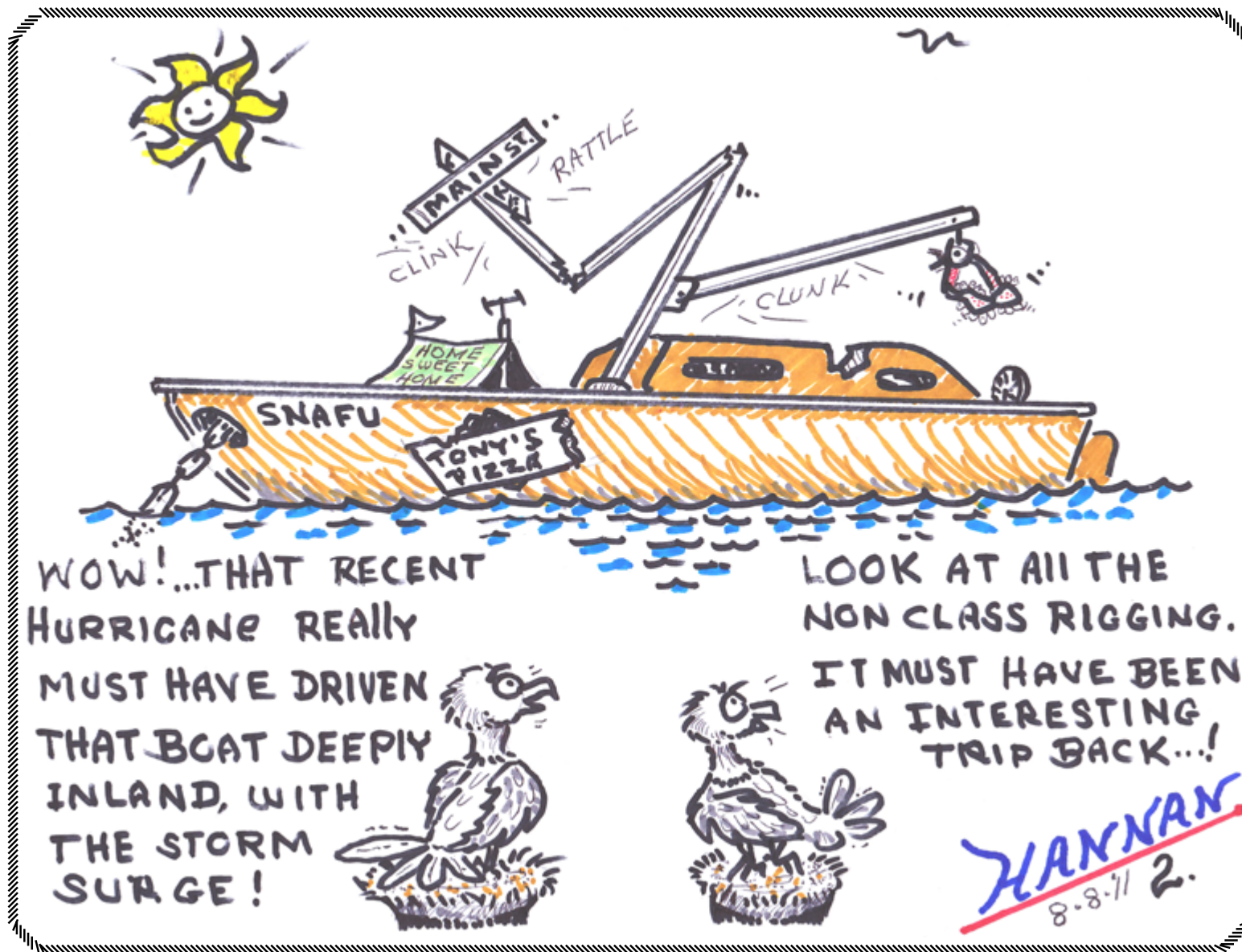
for a free sailing tips newsletter. Become a member to get instant access to hundreds of sailing articles, videos, eBooks, and live discussion forums.



Images seen in *LI Sail*
and
many more from each event are available at:

www.NorthForkMemories.com





Question : Did you read about your group's event told in *LI Sail*?

Answer : Probablry NOT!

Question : Why you ask?

Answer : I can't be in more then one place at a time.

Question : How do you get your story told?

Answer : SUBMIT IT!

Question : How?

Answer : Send it with some pictures to:

Submissions@LISail.com



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Rough Waters for the Mecox Sailing Association

Even with permits from the town, that owns the property, and the New York State Department of Environmental Conservation Jeff Mansfield and the non-profit group who wish to revive the old Mecox Bay Yacht Club are facing rough waters dealing with the Mecox Bay Civic Association.

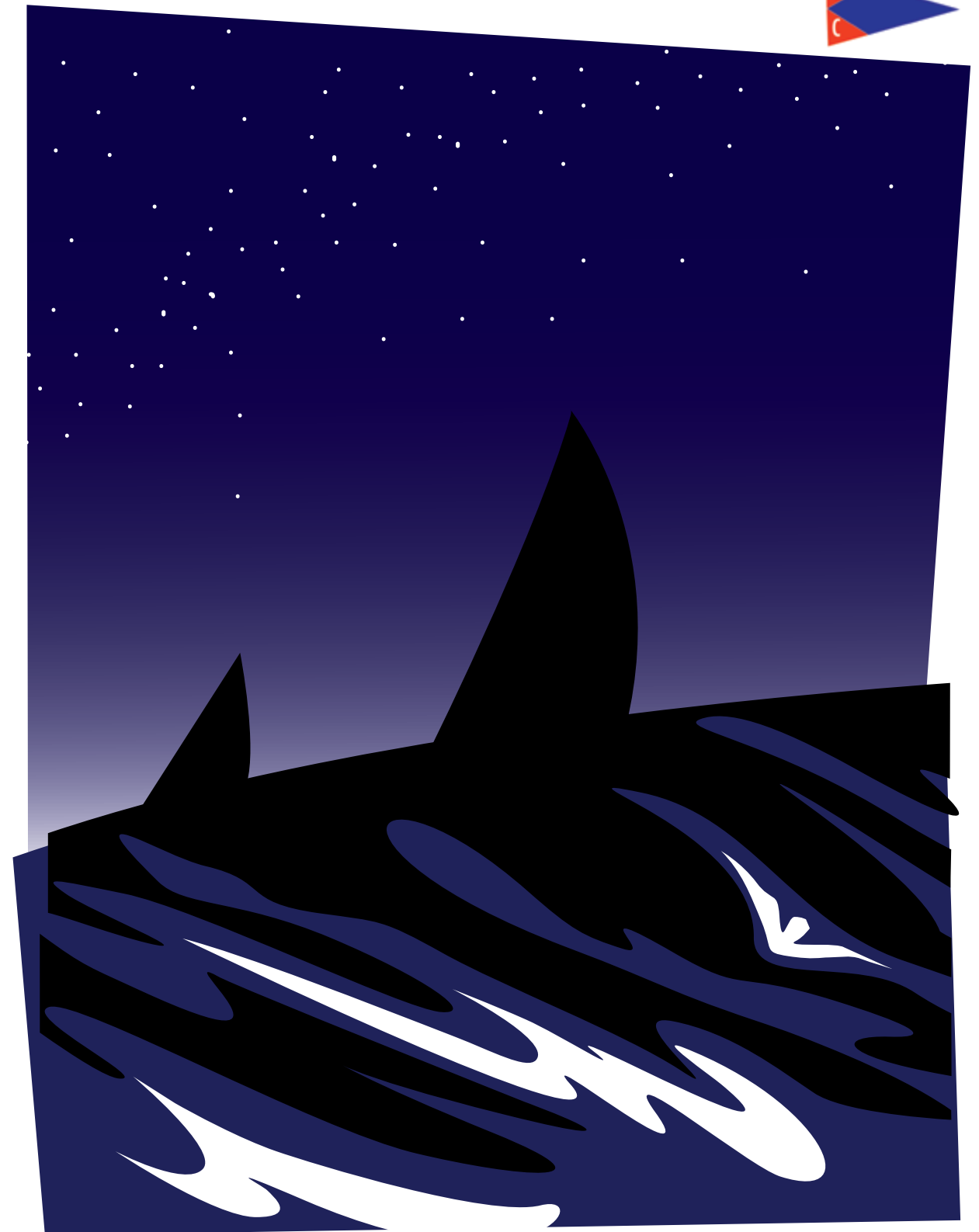
The two year effort to bring back a small community sailing center, that would be used for small boat races and lessons that would have little impact on the area, is meeting with great opposition by those area residents who have deep pockets and high powered attorneys. Last month a lawsuit was brought against the Town of Southampton claiming that the Town Conservation Board improperly issued the permit to the sailing association.

Below is a link to an article the appeared in the Wall Street Journal on September 26, 2011 Please read it. At the bottom of the article is an email address for the author. Please take a moment or two to send her your comments, show your support for Jeff & the sailing association or share your thoughts and ideas that might help further their cause.

[Storm Over Sailing Club](#)



The Chinese Yacht Club and The Old Cove Yacht Club invite you to participate in The Greenport Ocean Race for The Brooklyn Ocean Challenge Cup



GREENPORT OCEAN RACE
FRIDAY, OCTOBER 14, 2011

www.greenportoceanrace.org

When
October 14, 2011
Friday afternoon start, overnight race,
Saturday party and awards

Where
Starting in Greenport Harbor,
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New in 2011, a shorter course for cruising boats.



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New Suffolk, NY 11956**

**CaptMartysFishSt@yahoo.com
613-734-6852**

South Bay Cruising Club

www.sbccsail.org

Presents

**History of the SBCC
Sunday November 6, 2011**

**YMCA Boulton Center
47 W Main St
Bay Shore, NY, 11706**

2:00 - 2:30 Welcome

2:30 - 3:30 Film Presentation, Part I

3:30 - 4:00 Intermission / Refreshments

4:00 - 5:00 Film Presentation, Part II

5:00 - 6:00 Cocktail Hour, Cash Bar

Admission is Free

**RSVP by November 1 to Bob Forman
rsforman@aol.com or 516 383-6621
84 Garner Lane, Bay Shore, NY 121706**



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