

THE

# Masthead

Volume XL No. 3 • A Publication of Masthead Cove Yacht Club • July 2017

## Memorial Day Cruise



## Saugatuck



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# Ahoy Masthead Cove Yacht Club Members!



Finally, some beautiful weather! Happy Masterheaders took to the water in droves these past few weekends. Barbara & I finally got the chance to shake out the new head sail and to even engage the jiffy reef!

Safe Boating week, led by our own Jackie Martin, was a huge success, once again. All of the events were well attended by our ever-loyal MCYC gang. I'm particularly proud of the great turnout at "Meet the Commodores Night" for the Greater Huntington Council of Yacht and Boating Clubs. MCYC is a founding member of this important council, and it was such a thrill to look around the room and see that our club's turnout rivaled (and likely outnumbered) the "brick & mortar" clubs. Thank you to all.

This year's Memorial Day Cruise to Saugatuck YC had a record-breaking 28 boats in the fleet. Peyton and Helene Harrison did a stellar job organizing the trip, and Dan & Jackie Martin hosted a great cocktail party with the theme "My Favorite Captain". The Commodore provided the tiki bar, making batches of "Pain Killers" that were consumed by the gallon. (I went to great lengths sampling "Pain Killers" at the finer establishments in the BVIs, hoping to find the ultimate "Pain Killer" recipe, with a hand-grated nutmeg garnish from nutmegs that were carried back in my suitcase. ((I may have broken some FDA laws there...)). The "Captain" costumes were reviewed with some hilarious tough-love-judging by Bob Bergsten. The Pain Killers kicked in after sunset, the microphone somehow found its way in to Helene's hand, and the MCYC Karaoke machine took off! What a great voice Cruise Fleet Captain Harvey Stern has...who knew? The festivities culminated on Sunday with King Neptune (Gene Kinney) conducting the Blessing of the Fleet & Renaming Ceremonies, along with the new-found tradition of the "Burning the Socks" to welcome summer. The sail home Monday was an adventure as the fleet encountered 20 to 25 knot winds and six foot seas. Good seamanship prevailed and everyone made it back to home port safe & sound. Whew! The cruise & party were declared "The Best Ever!"

Race Fleet Captain George Link ran the "Lady Skippers Race" on 6/17. We had a strong turnout despite the bad weather, and all of the ladies & crews fought gallantly in the pouring rain and light air. Although the race had to be called when the boats began spinning in lazy circles due to the lack of wind, everyone had a great time, and we enjoyed an after-party on the club mooring, sponsored by the Links, and safely sheltered from the rain on Whirlaway.

Next up is the NYC cruise on June 23<sup>rd</sup>. We kick it off Friday evening with dinner at Louie's in Port Washington, where members who don't participate in the cruise often drive out just to join for dinner. On Saturday, the cruisers make their way through Hell Gate, race down the East River, and then finally dodge ferries to break out into NY Harbor for a great view of Lady Liberty on our way to Liberty Landing. Thanks to Gene Kinney for pulling this together for us!

As you can see, the MCYC season is in full swing. We'd love to see you out there! Just give us a shout on our club hailing channel, VHF Ch. 72!

Ahoy! - Dave

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# Hands-On Safety-At Sea Seminar

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by Dave Cordts *S/V Better Together*



I've always believed that learning and knowing as much as you can about your sport, hobby or passion leads to greater enjoyment...and in the case of sailing, to a safer experience for you, your crew and your guests. This coupled with a recent offer to crew in the 2018 Newport to Bermuda Race prompted me to sign up for a course with the race boat's skipper.

The course, offered once a year by the Storm Trysail Foundation, is conducted on the beautiful campus of the SUNY Maritime College in the shadow of the Throgs Neck Bridge. I opted to augment this one day, hands-on seminar, for a slight additional fee, with a Certification Program offered by the U.S. Sailing and World Sailing organizations. This certification is required of at least two crew members of most organized ocean races or regattas.

The seminar required completion of a series of educational videos prior to attendance. These videos, lasting a couple of hours, provided some details and a foundation for the material being covered. On-line quizzes and tests assured completion of the material. The quality of the material was excellent and focused on such areas as: PFD Use and Maintenance, Hypothermia and Drown Proofing, Emergency Response, Damage Control and repairs, Fire Fighting, Pyrotechnics (Hand held flares, rocket flares & smoke canisters), Man Overboard Response & Recovery, Medical Emergencies and treatments, Weather and Abandoning Ship Procedures.

The hands-on portion began at the Maritime College at 07:00 hours where over 260 attendees and some 70 instructors gathered for an overview and key commentary on what to expect for the day. One of the highlights of the day were presentations and video by a USCG Helicopter Pilot and a Rescue Swimmer. Their presentation and video of actual rescues at sea were not only emphasizing the seriousness and importance of the material being covered during the day but the fact that actions and steps that you can take make a huge difference in their ability to save you.

Following the opening session, we broke in to four groups which rotated through four hands-on sessions:

1. Fire Fighting / Pyrotechnics – Conducted by the fire department we

used fire extinguishers and fire blankets to put out both diesel fires and galley fires. The education and techniques equip you well should you ever find the need. Next we each learned about proper techniques and fired hand-flares, rocket-flares and smoke canisters.

2. Damage Control – We learned how to assemble a damage control and repair kit, cut rigging, set up and operated manual bilge pumps, repaired hull breaches and braced rigging.
3. On-the-Water – Taking place in sailboats accompanied by safety boats we set Storm Sails and conducted Man Overboard and recovery drills. We covered upwind recoveries, downwind recoveries and Lifesling recoveries
4. In-the-Pool – In full foul weather gear with our inflatable PFDs we jumped in the pool...POOF! and learned about buoyancy, energy/heat conservation, drown proofing and hypothermia. Lastly, we maneuvered to an ocean life raft and climbed in. No easy task, even in a calm pool. The USCG Rescue Swimmer then approached, told us what we could expect and evacuated us from the raft.

These sessions went well in to the afternoon when we all gathered back together as a large group. The final session covered boat and crew preparation, foul weather gear, Watch Standing Best Practices and a lift raft overview and inflation demonstration. Feeling pretty exhausted but invigorated by a long day of activity, we ended our day at 18:00 hours.

This learning experience was invaluable and I would highly recommend it to anyone. Most of this information and training has great application to the typical coastal cruising that most of us do all summer long. While the U.S. / World Sailing video classes (about 12 hours) and certification tests are excellent and take it to the next level they are probably not necessary if you don't intend to do much blue water sailing.

My only regret was that Barbara had not joined me for the day. I think we'll make up for that next year. She can take this course as I move up to the next level class just recently added. Be safe out there and if I can answer any questions, don't hesitate to give me a shout.



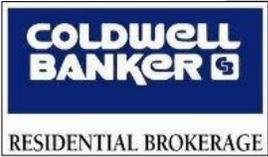
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# It's Raft Up Time

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Here's a refresher course...

1. **Approaching boat** contacts the rafted up vessels on Ch. 72 to see on which side they want to raft up.(Starboard or Port)
2. **Approaching boat** then gets 3 lines (at least 25 feet in length and in good condition) at the Bow, Stern and midships on the appropriate side. Secure each line to a cleat and have it coiled ready to throw.
3. **Place 2 fenders** at the widest part of your vessel and secured on the appropriate side.
4. **Approach slowly** with the engine in neutral and have lines secured and ready to toss to the receiving vessel.
5. **The receiving boat** should have a person assigned to the bow, midships and stern to receive the lines. In addition, there should be a person assigned to be a walking fender.
6. **Once you are securely tied up**, turn the engine off.
7. **Check** to see that the masts don't line up.
8. **Relax and enjoy the raft up**...but keep a weather eye.

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## Blessing of the Fleet on Memorial Day

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by Gene Kinney, *Editor*

Sunday afternoon on Memorial Day weekend normally would have been very quiet and restful; reading by the pool, dinking to the Black Duck, walking the neighborhood. King Neptune and his acolyte Sea Goddess Princess Seaweed (Bell ringer, part time spray painter, and keeper of the gold ingots) arrived on the scene in full regalia-crown, cape and trident. Immediately boaters from MCYC and SHYC started calling from the bows of their boats requesting boat renaming ceremonies and to hurry before they had to leave. What's a King to do? Luckily Princess Seaweed had brought several extra "Gold ingots" so we could comply with their requests. She's so good and she rings my bell, too.

Then at 3:00pm it was time for the Blessing of the Fleet. MCYC folks gathered at the shore and King Neptune gave a short but effective blessing to safeguard this season's adventures on the bounding main. He ended the Blessing with the sailor's toast which should be familiar to all MCYC'ers:

May there always be water under your boat

May she always be seaworthy ever afloat

May the bilge pump continue to work night and day

May her charts and compass always show the right way

May you find safe harbor at each journeys end

And May you lower your anchor amidst peace and good friends.

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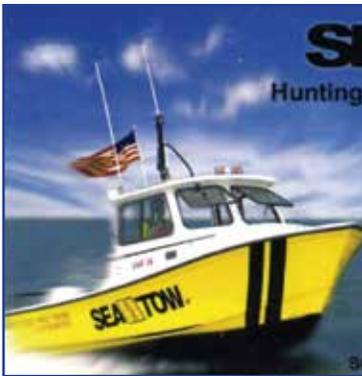


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# Got a Boat Kiss? You need a First Aid Kit

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by Nancy Kinney, *Kin-ship*



It is time to refresh the First Aid kit you carry on board. The First Aid kit tends to be the overlooked restocking item until you really need it. The American Red Cross recommends that you **check the expiration dates on all your medications**...especially motion sickness tablets and pain killers such as Aspirin, Motrin or Advil. Band aids, bandages and tape get gooey and will stick to everything and anything but you.

You can buy the already packaged kits or set up your own. We prefer to select our favorite products and pack our own first aid kit in a water tight container such as Tupperware.

Here is a list of items recommended by the Red Cross you might want to include:

- A variety of new bandages/band aids in different sizes
- New Gauze pads and first aid tape
- Antibiotic ointment
- Hydrocortisone cream
- Burn cream or aloe
- Pain relievers-asprin or asprin substitute
- Alcohol wipes
- Tweezers
- Elastic Ace bandage

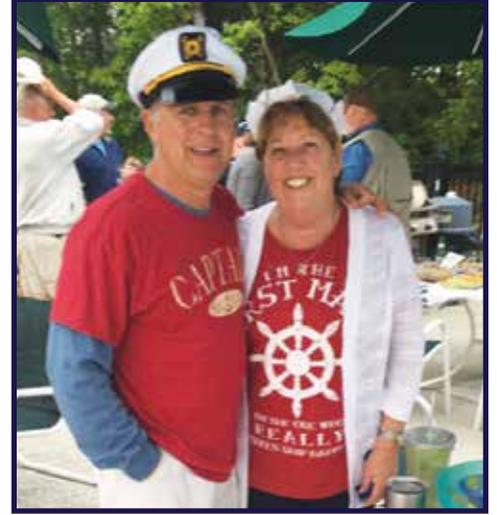
I have added:

- Vinegar in squirt bottle for jelly fish stings
- Antacids
- Imodium
- 2 cold packs
- Assorted motion sickness cures: ginger tablets, crystallized ginger candy, acupressure wrist bands and Bonine
- Benadryl tablets and an epi-pen for severe allergy reactions

You may want to have a First Aid guide that is approved by the Red Cross and keep it handy for quick reference. You may want to download the **Red Cross First Aid App** on your smart phone. Also, review the new CPR procedures which don't require mouth to mouth contact.



# Memorial Day



*O Captain, My Captain.*



# Cruise

by Gene Kinney, Editor

## *Blessing the Fleet...Bare the Feet.*



Wait. Burning socks?? That's a tradition??? When did this tradition begin? Well, we looked it up and found that it started after a particularly snowy winter in 1978 at a marina in Annapolis. An Annapolitan (somebody who lives in Annapolis), Bob Tuner, was anxious to shed his socks with the arrival of spring. He invited his colleagues to celebrate the end of winter by burning their socks after work, a symbolic goodbye to winter as the group of boat builders, sailors, and watermen intended to forgo wearing socks until the cold weather returned. He did it again the next year. Naturally, it couldn't just be a sock burning. They were nautical men after all. So, they gathered had a few six packs, some oysters, some snacks, and some music and a new reason to have a party. And so a tradition was born.

The original one was done in March to celebrate spring. Because we live that much further North, Spring weather comes a little later. We don't start our cruising season until the end of May. So, this year on the first cruise of the season at Saugatuck Harbor Yacht Club, MCYC celebrated the burning of the socks tradition to celebrate the beginning of our cruising season.



After King Neptune blessed the fleet, we gathered around the firepit. Hunter Botto, Bill Marrero, and Tom Conneely gathered wood. Dan Martin went back to *Whirlaway* and got some newspaper and a lighter. Once the fire was going, folks started to toss their socks in the fire. King Neptune took off his socks and put them onto the fire. There was a cloud of smoke. When the smoke cleared, the cruising season was officially opened.

Perhaps a new MCYC tradition was born. Yes?



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# Hey, There's an App for That!

by Gene Kinney, *Editor*



The other night Nan and I and Ellen Da Silva and Terry Kinch with Greg Barbato gave a Suddenly in Command program at Harbor Boating Club. (4 of the five instructors are MCYC'ers). At one point we talked briefly about sailing related apps and noted that many of the 40 attendees were copying them in their notes. So, here are some of the sailing related apps we talked about plus a few more:

[www.RedCrossFirstAid.com](http://www.RedCrossFirstAid.com) – Ellen DaSilva gives a thumbs up for this one. This is a free app that is very useful for everybody not just sailors.

[www.MyRadar.com](http://www.MyRadar.com) – One of Nan's favorites. It lets you see the weather fronts and the rains coming in color.

[www.Weather.com](http://www.Weather.com) –Howie Stein in Florida likes this one and it's usually fairly accurate. Hourly temps and 5 day forecast.

[www.Wunderground.com](http://www.Wunderground.com) – Another of Nan and Ken's Hecht's favs. Gives data from Long Island Sound Weather buoys as well radar and the usual stuff. US Coast Guard Station Eatons Neck relies on this one.

[www.WindAlert.com](http://www.WindAlert.com) – This one is from Harvey Stone. He gives it a thumbs up. Gives wind conditions all over the Sound. MJ likes [www.WindBuoy.com](http://www.WindBuoy.com) for similar information. Ken Hecht uses [www.SailFlow.com](http://www.SailFlow.com) so it's probably pretty good.

[www.Mysound.Uconn.edu](http://www.Mysound.Uconn.edu) – Bill Marrero and Ken Hecht like this one. It gives the data from the UConn (The Kinneys' alma mater) weather buoys. Gives wind speed, water temp, wave height and more.

[www.SeaTow.com](http://www.SeaTow.com) – Captain Mike (one of our advertisers) likes this one for the tide information. It also has radar, Weather forecasts, a Compass and, wait for it...a GPS. Pretty cool tool. And you can call for assistance with the touch of a button.

[www.BoatUS.com](http://www.BoatUS.com) has a similar app which Ken Hecht likes. He says it can show your boat's location to family and friends, check in and send location and you can also call for assistance to BoatUS.

[www.OpenCPM.com](http://www.OpenCPM.com) – Greg Barbato is a fan of this one. It's a navigation app that is free, user friendly, and uses NOAA charts.

[www.Navionics.com](http://www.Navionics.com) – Dan Martin, Ken Hecht and several others of the advanced techy types use this on their laptops to plan trips. It's about \$40 but it contains all the latest charts.

[www.inavx.com](http://www.inavx.com) - Another navigation app. This one will overlay AIS targets from your AIS receiver onto your charts. Works on iPhones and iPads. Herb Lape uses it regularly. More on this app next month.

**There are lots of apps. The trick is to find ones you like and get time to learn them and use them.**





# Boatyard BBQ

by Gene Kinney, formerly of Kin-ship

The Coneys Boatshed was clean and ready. (Thanks again, guys)

As the folks were setting up, the \$64 dollar question remained as it remains every year - will the MCYC crowd come out to play and eat? And this year? - Yes, they did! This year the members numbered close to 800 - which was amazing since we only have around 80 members.

WHY? Well, it was probably the thought of free beer and free food - delicious hot dogs and hamburgers cooked by our very own Ginger Bourguignon and her able assistant, Richie Correll. It may have been the dreadfully l-o-n-g, seemingly u-n-e-n-d-i-n-g **WINTER**; the on-again off-again **SPRING** and just plain **CABIN FEVER**. MCYC was up for a good time (and when are we not?). MCYC'ers came out in droves... others drove cars. There was story swapping, travel tales about boat hopping in the Caribbean, and swapping boat stuff. All I know is that it was really noisy. Maybe it was the free beer, wine and Bloody Mary's? (Boy are we getting fancy) More likely it was the company...and maybe the free beer, wine and , did I mention the Bloody Mary's?

As the party started, Commodore Dave Cordts climbed the huge scaffolding and welcomed everyone to the BBQ. Then he introduced some of the flag officers and board members. Vice Commodore Lee Stern thanked everyone for coming to the BBQ and talked about some of the upcoming events. Rear Commodore Brad Simon brought some of the last year's MCYC club wares which were offered at a deep discount. Then he demonstrated a new really cool baseball cap with built in with LED lights. - perfect for working on your stuffing box, locating stuff in the lazarette or for finding your way to the head at a marina after an after dinner drink in the cockpit.

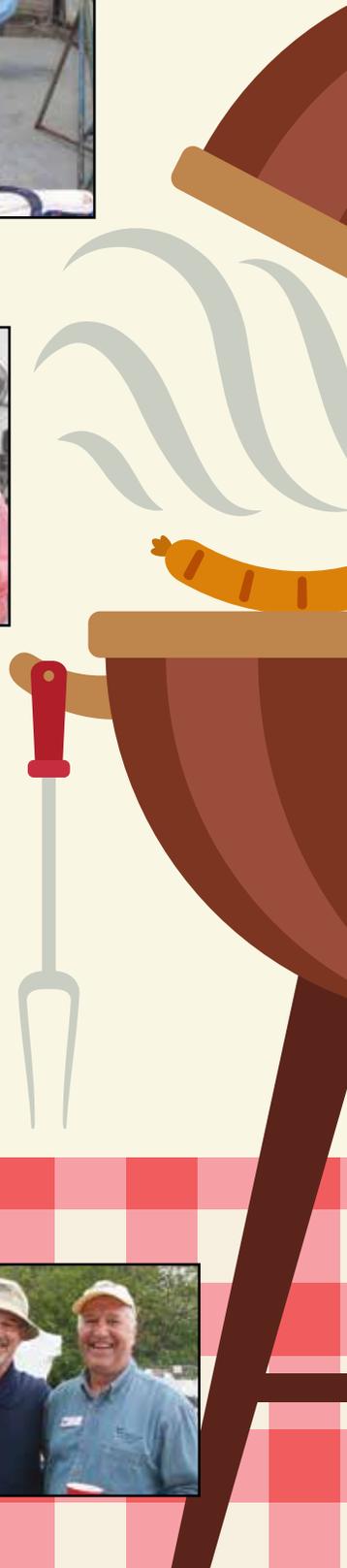
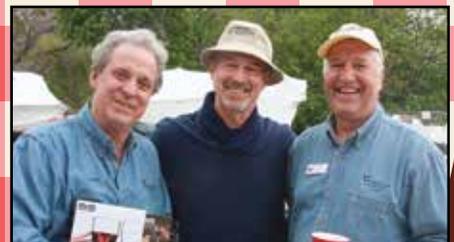


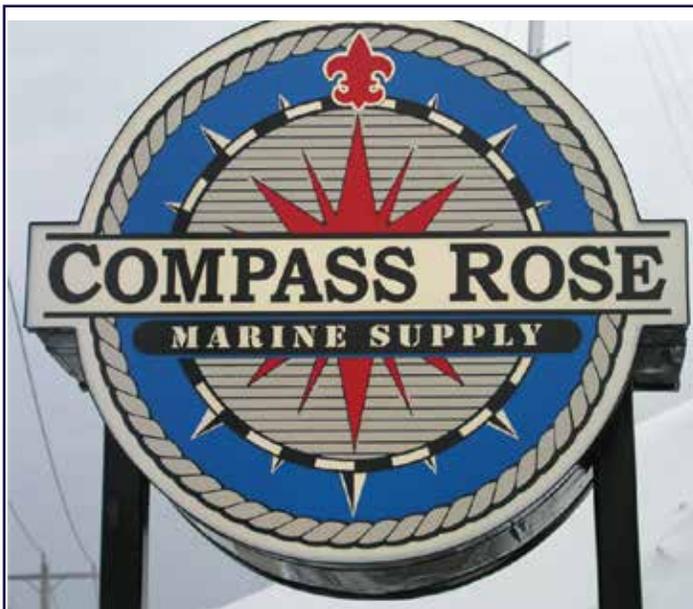
The swap table didn't seem as busy this year. Maybe folks saved stuff for the Nautical Flea Market on May 21<sup>st</sup>.

Thanks go to Past Commodore, Jackie Martin, and her helpers: Lee and Harvey Stern, Ginger and Richie, Karen Gatto, Tom and Eileen Conneely and others too many to mention for all their hard work organizing the BBQ, getting the food, the drinks, the paper goods, the coolers; and then setting it all up. Well Done! Many thanks also to all the folks who helped clean up at the end. (a lot of the same folks). It really helps.



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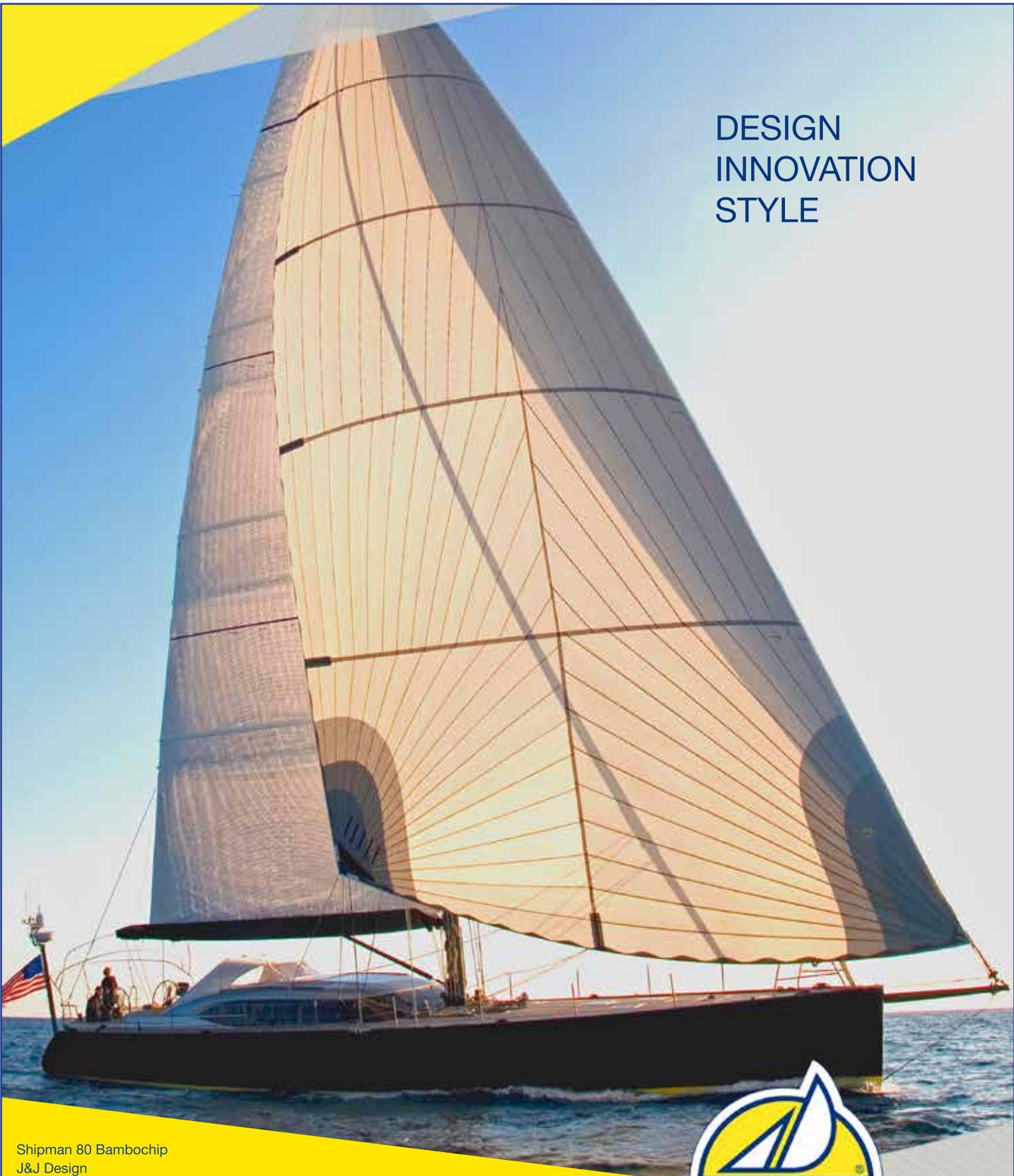
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