

THE

Masthead

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Masthead Cove Yacht Club Raises over \$6,000 for CSHL Research at Annual Race

Members of the Masthead Cove Yacht Club (MCYC) raised \$6,700 from their annual Masthead Race on August 13th. The proceeds were donated to support research at Cold Spring Harbor Laboratory. The event has raised over \$76,000 since it was started in 2006 in memory of the MCYC's former Commodore, Carol Marcincuk. Carol was an avid sailor and a beloved employee of CSHL who died of ovarian cancer in 2004.



Left to right: Kevin and Anne Coneys, Bill Marrero, Lee Stern, Val Link, Dr. David Spector of CSHL, Dave Cordts, Harvey Stern, Brad Simon and Shirley Nel. MCYC gathered on October 17th to present Dr. Spector with a check to support CSHL research.



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Ahoy Masthead Cove Yacht Club Members!



Another great year has drawn to a close for Masthead Cove Yacht Club! As I said at the Change of Watch, it is a little bitter sweet for me as this is my last opportunity to address you as Commodore of this amazing club. Barbara and I are so very fortunate to have realized our love for sailing over the last five years here in the Huntington area and as part of the Masthead Cove Yacht Club. We continue to be amazed by what a wonderful group of people this is and what dear friends you have become. It has been my pleasure and honor to serve you and give back in some small way for everything you have given us.

I'd like to thank the outgoing board who served the club and me so well. Thank you to those who will be retiring from the board this year, Helene Harrison, M.J. Maione, Gene Kinney, Harvey Stern and Mona Hecht. In particular, I'd like to thank Vice Commodore Lee Stern. Lee's organizational skills, drive and enthusiasm in coordinating all the club's social events over the last two years was a sight to behold. Personally, I can't imagine these two years without her. I never had any worries, comfortable in the knowledge that she had everything covered. Thank you to all who served on the 2017 board for a job well done!

My congratulations and best wishes to our new Commodore Brad Simon, Vice Commodore Gary Matthesen, Rear Commodore Shirley Nel, Treasurer Gary Schacker, Secretary Eileen Conneely and the rest of the new board. Thank you for making the commitment and taking the step to serve the club. I think this board provides a perfect balance of experience and new blood to foster both continuity and fresh ideas and look forward to great things in the year ahead. Good Luck!

The Masthead Award is presented each year to the members who have performed above and beyond to produce, partake and promote the activity of the club. It was my pleasure to present this award, along with a couple of crystal special recognition awards to M.J. Maione and Gene Kinney at the Change of Watch for their years of service. In their respective roles of Graphic Designer and Editor they have created a publication that is a joy to behold and the envy of many a club. *The Masthead*, has taken shape, developed and grown under their watchful eye to become the vibrant publication it is today. It is a great tool helping promote the activities and membership of the club. They are retiring from their roles and will be sorely missed.

Stay warm, the Spring Boatyard Barbeque is just around the corner and I can't wait to see you all there! To each and every one of you a Healthy, Happy and Safe Holiday Season!

Ahoy, Dave

A Day in the Sun

by: Eileen Conneely, *Irish Sails*



Day in the Sun - September 10, 2017

It was a GREAT DAY! The wind was perfect, temperature in the 70s and sunshine. We had 17 enthused Special Olympians with their Chaperones. As they arrived our shore patrol including Linda Simon, Heidi Gerakaris, Valerie Link and Grace Conneely were there to greet them all, answer their many questions and escort them to the dock. We had several participants from previous years who were looking forward to the day and a few first timers. There was a lot of energy and many questions about the boats and the sail. A few remembered the boats they were on in previous years and hoped to sail with their captain again. We were able to do this for most of them.

As the boats arrived Karen Gatto and John Garvey did a great job using the VHF's to coordinate the docking of the boats with their passengers. The dock crew, Gary Matthesen, Conneely Family, George Link and Scott Gerber, was terrific. Coordinating 34 people boarding on to 11 sailboats is not an easy task especially when you realize most of the people have a disability and are new to sailing or do it only once a year. I really commend them for a job well done!

Most of the boats had enough time to pick up their guests and go out for a two to two and a half hour sail. The boats involved this year were Better Together, Avanzare, LuLu, Svenska Flicka, Promises, Second Wind, Glory, Wounded Knee, Optimistic, Celebration and Irish Sails.

When the participants returned, they were all smiles and grins and filled with enthusiasm. It was beautiful to see. Everybody was able to join us for the picnic. Linda Simon had prearranged with Deli 51, so we had delicious sandwiches to feast on. The location was outstanding and there was a lot of mingling on the Gold Star Deck overlooking the harbor. As people left many mentioned they were looking forward to sailing next year.

This event would not have been possible without the generosity of Masthead Cove Yacht Club members.





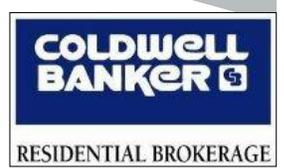
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Sailing Terminology and Communicating with Others

by: Dave Cordts, *Better Together*



Part 2:

Sailing Terminology can be confusing enough, but as we all know, it has its place and purpose, particularly when communicating with others. For example, in a critical situation, would you simply shout out to your crew “Pull that rope in!”? No telling what the result might be!

The same holds true when communicating with other vessels or sailors as is often the case on one of our many wonderful club cruises. Specific and accurate communications are important and at times critical so as good sailors it is important we understand some subtleties and eliminate any confusion or ambiguity in the information we convey.

In Part 1 from the last issue, I addressed BOAT SPEED and WIND SPEED. In Part 2 I’ll move on to cover DEPTH and DIRECTION.

DEPTH

Accurate communication of depth can be critical at times, particularly as we approach anchorages, moorings, or slips known for their shallow waters. When some of our fleet draw less than 4 feet and others draw over 7, a few feet can be the difference between a smooth approach and a disaster. When asked by a local vessel, “What is the depth?”, they are looking for the actual depth from the surface to the bottom. Sounds obvious, right?

Most of us quote depth from our depth sounder instrument. Did you know that your depth sounder has an offset to account for the depth below the surface of your sensor (called a transducer)? Most people do not know this offset and have not set it in their depth sounder. This likely means your depth reading is off by a couple of feet, critical, when you need it most in shallow waters. For example, on *Better Together*, the transducer is 2 feet below the surface. That means when I’m in 6 feet of water, it reads 4 feet. While I have left this offset at zero as an additional safety margin this can be very misleading when conveying critical information to a following vessel. So, when communicating with others, you should account for the difference in depth when responding to a query. In my case, I would add two feet to my depth sounder reading to provide information useful to my fellow captains.

DIRECTION

When giving a direction, there are some important differences. Most familiar is the difference between True and Magnetic compass directions. You should always be aware of which you are stating and if in question state “True” or “Magnetic”. In our area, the difference is on the order of 14 degrees, significant when heading to a destination! Most communications within a local area, like Long Island Sound, speak in terms of Magnetic direction. However, again some electronics readouts are True, so be careful. (Note, Navionics only shows True, not magnetic, and this cannot be changed in the popular app).

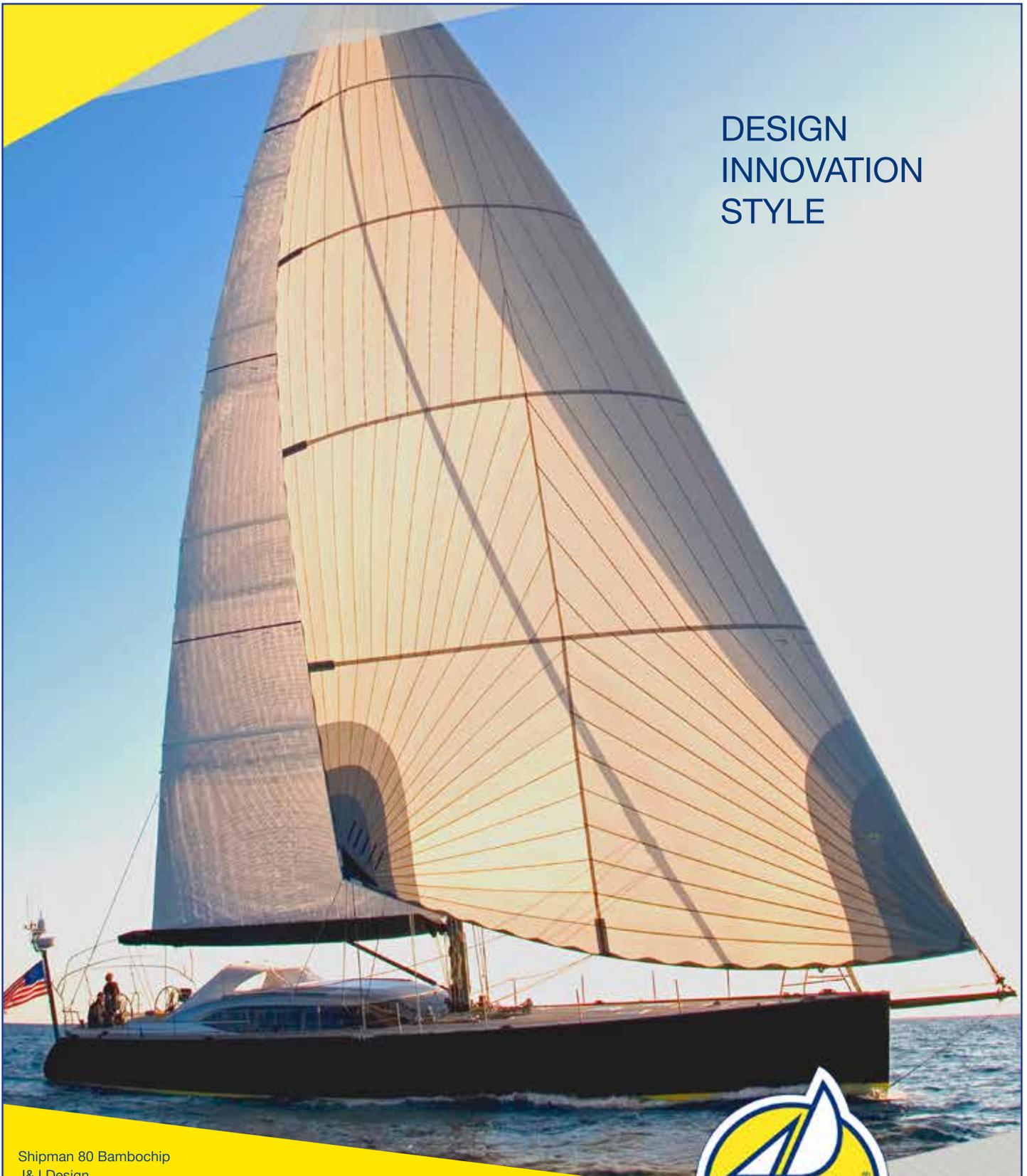
In addition to True and Magnetic, there are other opportunities for confusion. An important direction is Course over Ground, or COG. This is the actual direction your boat is going over ground. This can be significantly different than the magnetic heading you are steering due current drift and set or the leeway (side slip through the water) your boat is making. Remember these from Greg’s Navigation Courses? Another direction is Bearing to Waypoint, BTW, which again is the actual direction to your next waypoint or destination.

So, when on a cruise and comparing courses over the radio, most of us are speaking magnetic heading direction as read off our compasses. This is likely not the same as the bearing to our destination or next waypoint but rather is our corrected steering to allow for the current and the side slippage our boat is encountering. Others must consider this information, along with their boat position, the current they are encountering and the characteristics of their particular vessel.

CONCLUSION

I’ve tried to keep this at a fairly high level and hope you find it useful. As you know, I am after all a happy and willing participant in the Geek Squad. If you glazed over during my ramblings, I apologize. Most important is that we communicate clearly with our fellow boaters. Here in short, are my recommendations when communicating with others.

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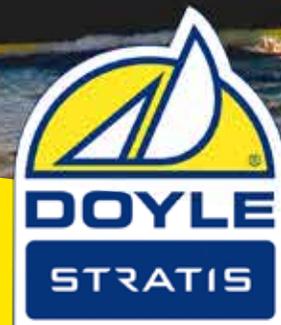


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Meet MR ASS! Will He Be The New Kid in Town?

by: Jackie Martin, *Whirlaway*



Who?? No blind date... MRASS stands for Marine Radio Activated Sound System.

What?? The US Coast Guard is installing this system to replace outdated Aids to Navigation (foghorns).

Where?? These systems are being installed along the eastern seaboard of the US and could be arriving at a lighthouse near you! (Huntington)

When?? Work scheduled to be completed by Spring 2018

How?? Instead of a sensor system to alert the foghorn to sound, the MRASS System will be activated by ANYONE with a VHF Radio. When caught in fog the operator will punch a specific key five times and the horn will begin sounding for ½ hour. If anyone else punches the code another thirty minutes will be added to the original thirty. This system is designed to be triggered by commercial vessels with educated captains who keep themselves updated on Notices to Mariners.

Since there are few commercial vessels traveling around the Huntington Lighthouse only those with knowledge of this system will be able to activate it. So for safety reasons every boater should know how this works. Spreading the word may cause this knowledge to fall into the hands of pranksters wishing to hear the foghorn at odd hours and in clear weather! There is NO WAY to deactivate the foghorn by anyone once it has commenced for whatever reason. The sender of the signal can not be traced.

The Town of Huntington, Lighthouse Preservation Society, MCYC as well as the Boating Council have met with the Coast Guard at their Aids to Navigation Headquarters in New Haven to express their concerns for the application of this device in a primarily residential community.

Clearly MRASS and Huntington may not be a “Match Made in Heaven!”

Sail Defensively-Wear A Life Jacket

We all drive defensively because it's the smart thing to do. Maybe we should boat defensively, too. There are a lot of boats out there. Based on Coast Guard Boating Statistics, there were 11,861,811 recreational vessels registered by state last year. So, it may not be your fault for falling overboard but it may happen as a result of an accident. There were 4,463 accidents in 2016. 80% of the fatal boating accident victims drowned and 83% of those were not wearing a life jacket. Maybe there should be airbags for boats? Maybe not - but the next best thing is an air bag for you... a life jacket.

Rule 1: Wear a life jacket

Life jackets without pockets solve the first most pressing part of the problem - staying afloat. The kayaker from Lloyd Harbor, Michael Diaz, floated in the water for 19 hours. The next most important part of your problem - being found -that's where the pockets come in to play.

Rule 2: Wear a life jacket- with pockets

You want something that you can actively use to attract attention. Pack at least some the following signaling gear:

- **Lights:** a person in the water is hard to see at night. Make it easy on your shipmates and have a water-activated strobe attached to the upper shoulder of your vest or keep one in a pocket.
- **Signal mirror/whistle:** a mirror is lightweight, inexpensive and small, and it has unlimited range and never runs out of battery power. Boy scouts love them. A whistle is another great signaling device. Get a loud one. Think London Bobby on patrol.
- **Waterproof flashlight:** the focused beam of a strong flashlight can reach almost anything on or above the water. LED's last a long time.

Rule 3: Make sure your hands aren't required - use your pockets

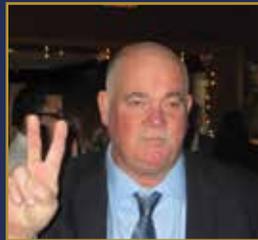
You will be opening pockets that are under the water, and you might be working in the dark. Rescue gear should be tied into or onto your life jacket. If you drop something, well, that's just frustrating.

So, be cool. Be prepared. Sail defensively - wear a life jacket.

by *Ellen DaSilva*
Public Education Staff Officer
US Coast Guard Auxiliary



Change of Watch



Masthead Cove Yacht Club

Past Commodore's Trophy - a perpetual trophy for performance and for participating in the most races. **Dan Corcoran**

Stratford Shoal Race - Two perpetual trophies are awarded

- Quarter Sound Cup, donated by Willis Marine to the top MCYC non-spinnaker boat **Dan Corcoran**

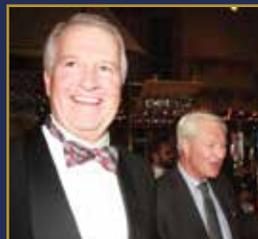
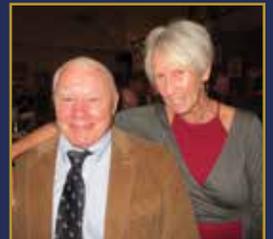
- Seaford Marine Distance Trophy donated by Seaford Marine to the top MCYC spinnaker boat. **Dan Corcoran**

Phil Dworkin Sportsmanship Award - a perpetual trophy for outstanding contributions to the sport of sailing during the year. **George Link**



Northport Yacht Club

December 16, 2017



2017 Awards

Wally Hughes Seamanship Award - for an outstanding seamanlike accomplishment or performance. Awarded at the discretion of the Commodore. **Karla Marrero**

Britannia Cup Cruising - for an outstanding contribution to the cruising program. **Peyton Harrison**

Masthead Award - for the member who has performed above and beyond to produce, partake and promote the activity of the club. **Gene Kinney and MJ Maione**

The Bent Anchor Award - a perpetual trophy. A serious award, for the one who fails greatly, not just for simple klutziness. **Gary Matthesen**



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How to Take Sails Off for the Winter

by Jim Norris, *Lakota*



Loy and I use a method we read about to take down and store our sails that might be useful to other MCYC members. We started doing this several years ago. At that time, a fellow club member watched and was amazed. We helped him with his sail while several skeptics were watching at the dock. We heard comments like, “that will never work,” and “I always take my sails home in a bag and then flake them in the yard.” We told the skeptics to watch and learn and eventually they said, “Wow, I didn’t think that would work!”

It starts with spreading out the sail, main or genoa, as much as possible, on the cabin roof and deck with foot of the sail parallel to the life lines. Next, the foot of the sail is spread out across atop the life line. Captain and Mate then step off the boat onto the finger dock. With one on each end of the sail, it is then pulled flat, flaked directly on the finger dock, using the width of the dock as a guide for the width of the folds. It is amazing how well the sail will lay out over the life lines as each flake is pulled across and folded. When the sail is completely flaked, it is folded or rolled and ready to go into its bag. We’ve found this method saves a lot of time because the sail is flattened and conditioned as it goes over the life line and because there is no extra handling. Sail removal, flaking and bagging are all done in one step, leaving more time for a Dark and Stormy or whatever your choice while savoring a job well done.

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MOST INSURANCES ACCEPTED

A Man, His New Boat and the Amazing Team Behind Its Triumphant Launch

by Scott Gerber, Late Harvest



As many of our fellow MCYC members are aware, this year Marilyn and I, very unexpectedly, purchased a new (used) boat, a beautiful Beneteau 423, through Coneys Marine. Although we were not in the market, all the stars had aligned: I'm scaling back on my work hours (sort of), looking forward to more time sailing, and Coneys took my old beloved girl, *Grape Expectations* (the Catalina 34, not my wife) in trade. So, we had acquired a vessel beyond my dreams.

All the details were in motion and the day of my sea trial finally arrived. Tyler Coneys accompanied me on a sail – 10-knot winds from the North – on an early Saturday morning. We motored out of the harbor and the thrill of setting sail on a 42-foot craft took my breath away!

After about an hour on the Sound we motored back to the mooring and I happened to look below to see a fair amount of water in our bilge. Fresh, salt or a combination? Tyler very graciously volunteered to taste it as any Coneys would – except for Jimmy. But that's a story for a later time. Following his taste test, Tyler quickly determined – unfortunately – “salt.”

We made the decision to motor back to Coneys' main dock, to be greeted by a group of supportive and concerned Coneys team members. Over the next few weeks, the entire Coneys family and staff, to include wives, Carlene and even “Kingsley,” the Coneys mascot, took me in as their own with care and support. I could not ask for a more involved and determined bunch who were looking out for us and our new purchase.

During this time, the phone calls and emails among Masthead members were many, all out of concern, as any close club would be. Support staff was called in from the Beneteau factory and the previous owner was consulted. They even used dye, as if our “patient” was undergoing a radioactive stress test to locate a problem in a heart. Amazing!

Then, Eureka! The source of leak was finally discovered by Austin Coneys, a very bright and dedicated family member, quickly on his way up in the family dynasty. It was determined that there was a small drill hole that may have originated when the boat was built and opened up with the sanding that was done to prep the bottom.

Austin, along with the entire group, spent countless hours attending to our new yacht.

Kevin Coneys in particular counseled and consoled us daily over the weeks it took to locate and solve the mystery.

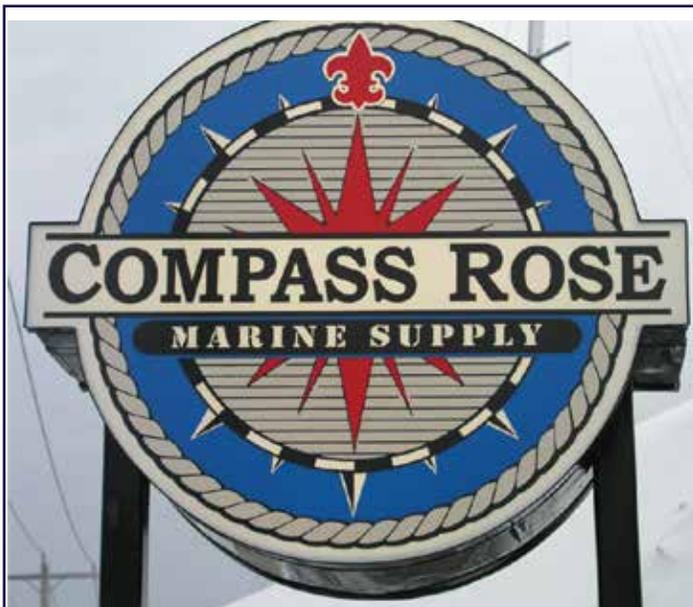
It's now months after I signed the purchase papers and I'm still blessed with having the Coneys team behind me. This past August, following an extremely rough trip back from Block Island, in 30-knot winds and opposing seas, we had a few other small issues and a list of questions. As I motored away from the dock having those inquiries answered, Jimmy Coneys said, “You'll have other questions. Feel free to come back and always ask.” I wondered to myself if that would include his tasting of my bilge water to see if I might have a problem into the future. ;-)

A quick note about the name of our boat. Being in the wine business, I chose *Grape Expectations* for the Catalina 34. Late Harvest represents grapes that hang on the vine longer and are used to make sweet dessert wines. So, Marilyn and I decided that would be a fitting name for our next (likely last) venture in sailing.

At the heart of this story is the caliber and desire of everyone involved with Coneys Marine to stand by us. Others might have said, “You bought it, you own it” and left us to have it fixed on our own. The ironclad push by this reputable boat dealer is unmatched in my mind. They care about people first and then the boats we love.

I cannot put into words the appreciation that Marilyn and I – and *Late Harvest!* – have for every member of the Coneys team. That's why they are so successful, that's why you never hear a disparaging word about them in our boating community, and that's why my praise is at the highest level for these great people whose heritage helped found the great sailing club that we are today!

If the opportunity ever arises where you dream of another sailboat, run, don't walk to Coneys for the people they are and the reputation they covet every day to provide quality and reputable service. Here's to many more great sailing years ahead for us all!



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My Bimini and frame had disappeared and Dodger was in tatters. It was time for new ones. Second generation canvas guy, Dave Mcsorley of Huntington fixed me up on a budget, on time and for a good price.

*Jeb
Catalina 30 installed January 2016*

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From the Editor

I have really enjoyed my time as Masthead editor. I came into it at a time when I was retired and actually had time to spend on it. I was very fortunate to have MJ working on the graphic design of the Masthead. I think you'll agree that she definitely produced a professional looking Newsletter. We were a really good team for the past 5 plus years. I'd supply the content and she would make it look like a professional magazine.



Gathering interesting stories from the MCRYC'ers usually brought up cool topics, great stories and some fascinating do-it-yourself projects. Thank you one and all for contributing.

So far this year we've published 5 Mastheads sort of on schedule for this year. Thank you to all who have contributed articles, items of interest, detailed projects, and race descriptions. A special thanks for putting photos in the DropBox.

It's always interesting to discover what will be offered up for inclusion in the next issue.

If you've enjoyed the Masthead, chuckled at it, learned from it, sent a copy to your Mom or just like it to wrap fish, we've enjoyed putting it together.

I have thoroughly enjoyed working with MJ. We've collaborated for over 5 years now. She is a strong creative designer, a not so silent partner and she works hard to make the Masthead the really spiffy looking newsletter that it is. It should have received an award for Best Looking Newsletter in the Country. Just saying.

I've been Editor for over 5 years. We happily sold *Kin-Ship* in March and I agreed to finish out the term of office. Now it is time to turn the reins over to someone who has a boat, and has an interest in keeping this Newsletter going.

I am happy to be passing on the Masthead reins to Dan Martin. I'm certain it will be in fine capable hands.

It's been great!! As the great philosopher, Roy Rogers, once said, "Happy Trails to you and May the good Lord take a liking to you!!"



Gene Kinney you will be missed. Lucky me to have worked with such a professional.

Lucky me to call you my Dear Friend!

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