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Anyone for Virtual BINGO?

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I always look forward to the forsythia showing themselves on Wantagh parkway. It's a sign of spring after a long winter. This year however there was no harsh winter, a mild one. Boat covers came off in early March and the engines were started. Then something went drastically wrong.

Covid 19 was beginning to move westward from China and landed on our shores. Suddenly we were in a social distancing mode, which required businesses to shut down, the country was in a pause mode.

Last issue of Masthead I spoke of turning our attention to health, to walk, exercise, eat right and improve ourselves so that we may enjoy more fully our boats. I had no premonition of health becoming such a life altering factor for all of America.

Our so often looked forward to "Spring Brunch" was the first casualty of our club events. Falling in line ended the BB/GG meetings and even board meetings were cancelled. Questionable was if we were permitted to work on our boats to prepare, when the stay at home situation might lift, as marina employees were no longer working, moorings were left on the hard and expectations to leave in water storage was in limbo, but where to go, are there launches?

Being the sort of folks, we are, we adapted. Board meetings continued, in the new virtual reality set up by the computer savvy members of our group. The out of box thinker, the guy who has us do loops in a summer cruise, or build a deck of cards based on lighthouses, aka JP introduced Trivia night games, a murder mystery, then an escape game. Delays in water events are on the horizon, but we will get back to normalcy in this brave new world.

Now Monday, 4/28/2020, Marinas are back to work, we are told to leave WSM by Saturday, things are looking a bit brighter! See you on the water!

Commodore Gary Matthesen, *Holiday*

With grateful hearts, we acknowledge the efforts and bravery of the essential workers on the front lines in our community and across the nation. Your commitment to your neighbors is giving comfort and strength to all of us. Thank you from MCYC.



Behind the scenes, there are some who support others socially and emotionally during these difficult times. We extend our heartfelt appreciation and gratitude to JP and Shirley Nel for dedicating their time and caring to our MCYC family.



Thank you so much for bringing us together every Saturday!

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MCYC Members Getting Ready for the 2020 Season





Members share their boat projects!

Bilge Water in My Ballast Dave Tuck, *Glory*

They say hindsight is 20-20. I also say with hindsight I can see the humor in the story I'm about to recall.

I have an encapsulated keel. That means the ballast is surrounded by a fiberglass encapsulation that is an integral part of the hull. Early on in my ownership, I discovered there exists about 13 gallons of empty space within the encapsulation that bilge water finds its way into. Over the 6 years I've owned *Glory*, I have dealt with the accumulation of water inside the encapsulation in various ways, but the water always seemed to come back. This year, I decided to bite the bullet, and eradicate the problem once and for all. I would fill the void with epoxy! I found a manufacturer with the precise chemical makeup of epoxy that I wanted, right here on Long Island - Delta Polymers in Bayshore.

I paid a visit to Chris Esposito from Delta Polymers in the winter, and left with 2 gallons of their product called Polyastic. I was tasked with performing an empirical test to see how well the product flowed on cold cast iron (I needed to be sure it would fill the void around *Glory's* 9800 lbs. of cast iron ballast). At 50 degrees it flowed down a 6' long, 4" diameter cast iron pipe as if it was maple syrup. Perfect! The date to do the installation finally arrived. I enlisted the assistance of Skip Shencavitz, the yacht service "mobile marine doctor". We met at our Boys-n-Buoys/Gals-n-Gales meeting held at West Marine this past February. I filled the keel with Delta Polymer's amazing epoxy on Sunday March 15 (the Ides of March!). The process started off beautifully - mixing two gallons at a time flowed into the keel without hesitation. After 12 gallons were transferred in, we mixed the final 2 gallons in our 5-gallon bucket and prepared to send that into the keel. Just before my helper Skip lifted the bucket and secured the funnel in hand, the bilge pump kicked on... I'll let that sink in for a milli second... the bilge pump kicked on! Yes - the epoxy had filled the void in the keel and began to fill the transverse stringer.

This is exactly what I wanted. What I failed to prepare for was the overflow of epoxy through pass through holes at a lower location than my fill hole - the best word that comes to mind right now is "dumb". Well, Skip, Barbara, and I began frantically mopping up the epoxy overflow. I disassembled the Jabsco Waterpuppy bilge pump, pickup tube, pickup foot, and inline strainer, and handed them to Barbara, along with a clean 5-gallon bucket, rubber gloves, and a gallon of acetone. She did a fine job cleaning those items of their epoxy contamination, while Skip and I mopped up what we could from the bilge and subfloor - dumping the soiled paper towels into the bucket of mixed, unused epoxy. It took about 30 minutes before I realized the contents of the bucket were alive, smoking and bubbling! Skip whisked that bucket off the boat and down to the ground before it exploded, while I finished cleaning up the mess I made.

Miraculously, my bilge pump and hoses still work, and the keel encapsulation is solid. Job "well" done!

MCYC's

New Virtual Book Club By Stephanie Malin, *Passion*

Considering the opportunities to stay connected and to share in an activity that we enjoy, MCYC recently created a virtual book club. A group of nine members "met" on Monday, April 13, with drink in hand, to discuss *Have You Seen Luis Velez* by author Catherine Ryan Hyde. The book was chosen based on reviews that it is a feel good, quick and easy read. The story focused on people supporting others during difficult and challenging times, which is something we can all relate to right now. The group had a lively discussion of the book which included different points of view. The next "meeting" will be held on Monday May 4th to discuss *Need to Know*, by author Karen Cleveland.

All members are invited.

Galley and Head Faucet Replacement Dave Robinson, Wind Surfer

The time had come for us to replace the faucets in both the galley and the head of our 2001 Catalina 36. We did not want to replace with a like for like but wanted to have something special or something different compared to everything else on the market. The search began for the correct faucets and we were able to find what we wanted from two different vendors. We eventually settled on the Scandvik 70104 Nordic Galley Mixer which we found on Discount Marine Supplies who were prompt in dispatching the faucet. We chose the Ambassador Marine Aidack Collection Head/Shower Combo Faucet and placed the order on Amazon. Unfortunately, Ambassador Marine sent the incorrect faucet twice and eventually we got the correct faucet direct from Amazon. We also decided to replace the sink wastes at the same time. These were purchased from Amazon as well and we found the Forespar sink wastes for a 2" cut out.

Galley Faucet replacement:

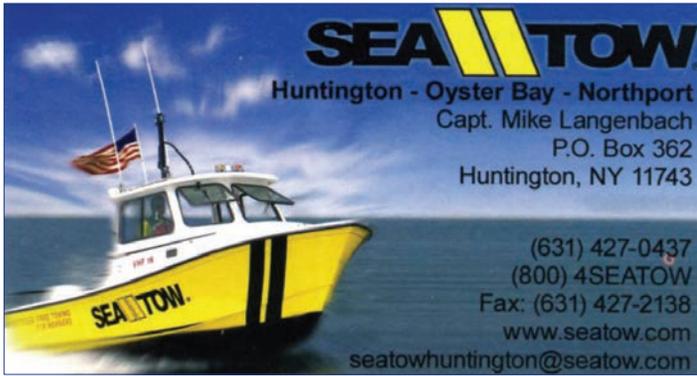
Access to the plumbing was not going to be easy for somebody of my size with large hands. Firstly, I removed the front drawer panel and side drawers to allow access to the sink waste pipes. Having read a few articles on the Catalina 36 forum, I selected to install an 8" cutout in the back rest of the dinning area to allow easier access to the existing and new connections. A round inspection hatch was fitted once the hole was cut in the back rest – well worth the effort. Removing the existing sink waste drains was simple however, luckily, I had already decided to replace these due to discoloring and chrome plating was flaking – the old ones broke when I was un-screwing them. Before fitting the new sink wastes, the focus was shifted in trying to unscrew the existing faucet as this was secured in place with a large nut that was in a less than accessible area. The only way I could pry the nut loose was by holding the nut in place then turning the top of the faucet back and forth 90 degrees at a time. Then I was able to use a long screw driver to start tapping the nut to loosen it slowly. It helps using a flash light to see what you are doing. Patience is the only way to pry the nut loose and remove the faucet.

Fitting the new Scandvik Galley Mixer is relatively straight forward however, there are a few tricks that will make installation a lot simpler. Firstly, the faucet comes with a treaded shaft with a small size 11 nut. I changed that out to a larger and longer 1 1/2" size 13mm coupling nut. Not only is the torque better with the larger size, but I already had a size 13mm deep socket that made installation and tightening the nut a lot easier. The faucet was then relatively simple to install however, I had to extend the hot and cold water as they were about 6" short. With the faucet in place, it was time to connect the new sink drains. We had selected the bright chrome plated non corrosive plastic drains. Both drains need to be the 90-degree version and there is a trick in installing these. I was able to reuse the 1" hoses as they were in good condition. Loosely fit the chrome plated drain through the hole in the sink with the large white nut. Then connect the angled elbow with the 1" hoses already connected. The large black nut is then screwed tightened with the white nut to ensure the entire assembly is tight. Care should be taken to ensure that the drains line up exactly with the sink holes. I applied a thin layer of silicon to the inner rim of the drain that came into contact with the stainless-steel sink to ensure the seal was secure. Gently tighten all the securing nuts ensuring that the drains are level in both bowls. With the drains and faucet connected, the front and side drawers can be re-installed and the 8" inspection cover was screwed into place.

Head Faucet replacement:

If you thought the galley was tight, the restricted access to the head faucet area will scare you. The existing (and original) head/shower faucet was easy to remove by unscrewing the nut surrounding the shower extension hose in the center of the unit. This is done from the top which is easy to do. The hot and cold pipes were disconnected below the sink and the old unit popped out very easily. Luckily the Ambassador unit we had selected had a large long shank size 13 securing nut. Surprisingly the installation of the new faucet went very quickly and using the size 13 deep socket, I was able to toque the new faucet down in a matter of minutes. The new Flexible stainless-steel braided supply hose for the shower is fitted with a quick-connect adapter that simply snaps together. The old drain was removed and replaced with a Forespar 907027 sink waste drain. The old hoses were again in good condition and simply reconnected to the new coupling – job done, and I was pleasantly surprised that the head faucet replacement was completed in 20 minutes!

Well, all the fear and horror stories of replacing the faucets was unfounded. A few scrapes and scratches on my hands but a job well done – good for a few more years of sailing.



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Four Wheel Regatta Gimmick Rally

“Sailing Our First Regatta”

Jackie Martin, *Whirlaway*

On a Saturday afternoon nearly perfect for sailing, with the boating season emerging from its “Pause” a group of determined Masthead Cove members elected to enjoy themselves, while socially distancing in the fresh air and Soring sunshine. It was a bit early to run a regatta, as most boats were not yet “splashed” and launches to those that were in the water were not yet operating. But that did not squelch their dogged determination to have some fun.

The “Four Wheeled Regatta” was born! More than a dozen boats (cars) participated as the event kicked off at the Petco parking lot. Captains and their crew were provided with a set of directions taking them around local streets and up into the cliffs of “Ridgefield Highlands” in a series of port and starboard maneuvers with various clues and questions at numerous waypoints. The winner would be the” boat” answering the most questions correctly without exceeding the allotted time before crossing the finish line at the King Kullen parking lot in the shadow of Coneys Boatyard. (Real boats!)

Additional points would be given for the best turned out boat (car). Committee boat “Whirlaway” (aka white Jeep) with Dan and Jackie Martin, stood ready to air horn each participant over the starting line. Complete with fenders and dock line she was securely tethered to a tree at Petco. A staggered start method was used to prevent line barging and the regatta (aka rally) began to the blasting sounds of some Jimmy Buffet tunes punctuated by air horn toots.

All cleared the start without penalty, not surprising was the sleek logoed appearance of “Nels’ Belle II “dressed in red with a club burgee on her hood! (one bonus point awarded there- great job Shirley and JP} and the beautiful lines of ‘Luna,” the Otto entry, a Porsche sporty model (what was their PHRF?) along with many other sports cars and sedans. All were up to the challenge.

The Canvas -Non Spinnaker Division trophy was taken by a somewhat clunky and non -seaworthy walk off winner as “Resolute,” a red pickup dominated the field with its reg number displayed along with burgees flying from her antenna (old truck) and barbecue on the tailgate at the ready in case the crew was stranded by a break down. The radar dome would surely assist the Harrisons in case the fog rolled in on West Shore Road.

The exciting finish line was orchestrated by “Skippy” (Rick Puccinelli of “Liberty” in case you have not been Zooming with us for the past five weeks} logging in the finish times. Crews were elated to finish under the deadline, get out and stretch their legs, don their masks and say hello to fellow members

An after-race party was held via Zoom, the clues and answers were revealed and the “trophies” were awarded. Thank you to JP, Brad Simon and Rick for all their help and support. Next time let’s try boats and water!

1st “Resolute” - Harrison

2nd “ Optimistic”- Marrero

3rd “Exhale” Grand/Schacker tied with “Luna” Otto

Thanks to all for turning out!



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A Fond Remembrance

Let us all pause somewhere along our way to remember our fellow member, sailor and friend Carol. Her gentle nature, warm smile and boisterous laugh was there for all of us to embrace and enjoy. Her spirit and generosity guided her throughout her life, as she loved her family, her community, her friendships and our club with all that sailing with us brought to her life over the past seven years. Her presence among us was treasured and will be greatly missed.





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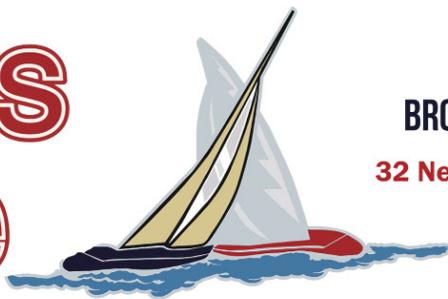
Dave Willis at Willis Marine Center

In this issue, our featured advertiser is Willis Marine Center. Located on Mill Dam Road in Halesite, it was founded by Jeff and Dick Willis in 1975. In the early 90's they were joined by Jeff's sons Dave and Todd. Willis is a full-service marina with 120 slips and 60 moorings. Wet and dry winter storage is also available. They are a Beneteau dealer and have an extensive inventory of used boats at their facility. Engine technicians, electricians and riggers are always available.

Over the years they have been dealers for many of the major players in the boating industry; Sabre, Tartan, Cal, Chris Craft, Bertram and Blackfin. Willis Marine Center has been the New York/Long Island Dealer for Beneteau Sailboats for 25 years. Dave said that one of his first big jobs after joining the business was refastening the entire bottom and sides of a 1929 Chris Craft 39' commuter named *Red Witch*. Thousands of bronze screws had to be extracted then new hardware installed, followed by bungs. Planks were then shaved and sanded and many coats of varnish were applied. He said it was a very long cold winter. *Red Witch* is still around. Google her, she is a beauty.

The walls of Dave's office are filled with historic pictures of Huntington Harbor and many plaques from Beneteau and Sabre yachts commending Willis Marine. A member of Centerport Yacht Club, Lloyd Harbor Yacht Club & Storm Trysail Club, Dave and his family can be seen sailing the local waters in their J105.

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