



Volume XLII No.4 • A Publication of Masthead Cove Yacht Club • September 2020



Elan with Capt. Jack Posner rounding the mark at sunset with a storm approaching



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Commodore Shirley Nel, *Nels Bels II*

The days are getting shorter and soon there will be an autumn nip in the air. Yes, I hear you all groaning!!

Summer 2020 may not have been the boating season we were hoping for but to paraphrase our creative Cruise Captain, it has been a "Lemonade" Season. We made something delicious and sweet from the lemons that 2020 dished out. The fact that we even had a boating season at all is a blessing.

As New York started to reopen and recover, we even managed to have a few "land" events. Working together, we had a "hybrid" race party. About 30 members, racers and guests gathered in the barbecue area of West Shore Marina for an after-race event. Tickets for the Reverse Raffle and 50/50 were sold beforehand and an online Silent Auction was held. The drawings were broadcast via Zoom for those who could not attend in person. We raised almost \$6,000 for Cold Spring Harbor Labs. What an incredible team effort!!

The Masthead Race was our third race of the year, preceded by the "Lemonade Race" on Memorial Day weekend and the Lady Skippers Race on June 9.

We had our first in-person Boys & Buoys/Gales & Gals meeting in late August. It was lovely to see the top half of everyone's faces!

As the winds of change and uncertainty continue to blow through 2020, we will continue to adjust our sails accordingly.

This club and it's members are amazing! It warms my heart to see all the pink and blue ribbons fluttering from halyards in Huntington Harbor. When we couldn't get close physically, we joined together on the water to pay tribute to our essential workers.

I hope your summer was filled with sea air, refreshing "lemonade" and special memories.

Shirley

Cruising the Jersey Shore?

By Herb Lape, *Gitchi Gumbo*

When we consider cruising, it's usually headed East- Essex, Block, Newport, Martha's Vinyard, etc.; all bastions of Yankee, blue blood respectability and class. Occasionally it's the city for an exciting trip through Hell's Gate and views of the skyline. Seldom is the Jersey Shore even contemplated. If you're like us, it mostly conjures images Sopranoesque power boaters flying Trump flags with few safe harbors, but family has a way of overcoming prejudice.

Our oldest married a Jersey girl, settled in Summit with three of our grandkids, and recently, with strong lobbying from her bought a beach house in Bay Head, just below Manasquan where her sister now lives. Given the Covid easing, we wanted to seize an opportunity to have beach time with our grandkids. How to get there- car, motorcycle..... or Boat?!?!

Looking at the charts, I discovered that their beach house was only a five minute walk from Sanzari Marina at the north end of Barnegat Bay. Even more intriguing for this adventure loving, adrenaline junky, was the fact that we'd have to get there through Manasquan Inlet, the Point Pleasant Canal connecting the River to the Bay and four draw bridges with tricky currents and the need to carefully time our arrival. (This is not to mention Hells Gate and the East River...) It was an irresistible challenge.

The condition of our fuel tank also enhanced this challenge. A previous pounding sail from Duck Island to Port Jeff had stirred up gunk in our short on diesel fuel tank, fouled our filters and killed the engine, necessitating a Boat US tow. The possibility of this happening again added to the "pucker" factor and brought anxious clouds to mind. I took the usual precautions, filling up my tank and a jerry can to keep it full and vowed to keep a close eye on the weather, wind and seas as we entered already scary inlets, canals and Gates.

The Trip Itself

We spent the first night at the Lloyd Harbor mooring, to leave very early to catch a favorable tide at Hell's Gate and the East River. It was a beautiful sail and while some passing power boats and choppy current did rock us a bit in Hells Gate, the engine was stayed strong. We had our anchor down in back of Lady Liberty, our favorite anchorage, by 3pm. I rechecked the winds and currents for the next day's trip to Bay Head and got anxious about an 11 am wind shift from a perfect south westerly to strong on the nose southerly. Didn't want to repeat a pounding into the wind that might again foul my filters just as I entered Manasquan Inlet, so we weighed anchor and went through the Narrows and anchored in back of Coney Island(don't recommend it- lots of loud, no social distance partying on the beach and a rocking current.... Not much sleep that night).

The next morning, we had a perfect sail down the Jersey Shore and only needed to turn on the motor for the last 45 minutes to reach Manasquan Inlet as the wind shifted but the sea state remained relatively calm and engine remained strong. At the entrance, a line of power boats were waiting their turn and gunning it to enter against a slight current. With the main sail still up, just in case....., we tucked into the Inlet, and had plenty of opportunity to confirm my unchristian attitude to power boaters in general and New Jersians in particular.

Once safely through the Inlet, we encountered a traffic jam of at least 50 power boats stopped in the water(only in NJ do you get traffic jams on the water)! It was a railroad bridge that had recently closed for a commuter train. I waited my turn and passed through after a "game of chicken" with a power boat coming out. And then it was 10 minutes of idling in place against the current waiting for the Route 35 bridge to open. This did give us a chance to wave to my daughter in law's sister and family whose house is right on the river.

And then the Point Pleasant Canal

The Canal connects Manasquan River to Barnegat Bay. It's narrow with high sides, causing wakes to reverberate. It was now Friday afternoon; the weekend had started. Lots of power boats. (Check the video of this passage on our Club's Facebook Page- pictures speak a thousand words.) It seemed like we were shooting the rapids in the Grand Canyon. Needless to say, I kept my ear tuned for that sinking sound of the engine depowering from stirred up sludge but the gods were with us. I did have an awkward moment when I hesitated too long to go through the first of two draw bridges and heard from the NJ operator, "Come on Captain, get it in gear, people are waiting." You never think your mast is going to make it under a bridge and it did look like the bridge had more distance to travel upward.



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We finally exited the Canal to calm water in Bay Head Harbor, but the stress was not over- docking! We proceeded to Sanzari Marina where “Smitty” directed me to my “fixed” slip, my first encounter, and then told me that I needed to back in- another first. The dock was also less than a foot wider than my boat, plus, as many know, I hang my tandem kayak over the port side. Yes, it did hang up on a piling, but thankfully there were several boaters available to help. My heart softened towards power boaters. I even got friendly with one of them over the weekend.

We quickly headed over to our son’s house for a much needed glass of wine and the comfort of family, plus the retelling of the story and satisfaction that in spite of the stress that we had managed.

We had a great visit with family. The beach was great fun. Helped encourage the youngest to ride the bogey board in some decent surf. She was proud of the milestone. Life is full of hurdles. Sunday evening, we moved to an anchorage just outside of the marina. This will be where we will go next time- can’t stand spending \$4 a foot when we bring our own room. Monday morning, we left early and with very little traffic had an incredibly smooth return passage through the canal, inlet and up the coast to the anchorage behind the Statue of Liberty. And then a perfect sail home the next day.

Conclusion: I don’t really see the Jersey Shore as a cruising destination for club members. Staten Island and Sandy Hook are interesting but most of the Jersey Shore is boring, sailing up and down the coast with little access to harbors. The interesting stuff is the bays and inlets which are shallow and narrow and more suited to power boats. We will no doubt go again because of family and having a comfortable place to stay while visiting- their place is small. We will definitely avoid the weekend times to reduce the stress of traversing the canal, but we had our adventure and survived to tell the stories that make life, life.

WELCOME and CONGRATS!

Bob and Liz Bergsten became first time grandparents. Their daughter Ilyssa and her husband Jake welcomed Isla Rose on July 24th.

Naomi and Brett Sandgren’s son Evan and wife Erin gave birth to Finnegan “Finn”





Long Island's most experienced loft adopts One Sails technology

The Masthead Race, by Stephen O'Reilly

Sailors from the Huntington area united with our MCYC racing fleet for **The Masthead Race** on Sunday August 9. Eleven assorted boats came to the starting line at this fundraiser for the benefit of research at the Cold Spring Harbor Labs.

A beautiful, puffy-cloud morning with a gentle NW breeze gave us hope for an easy day racing around the Bay. After a clean start, the boats made their way smartly from Bell 8 to the first mark at Nun 6. Half-way to the next mark at Eaton's Neck, the breeze faded and the racers stalled. An occasional puff would drive the boats along the course, but only for a tease before fading again. Eventually, after more than three hours of drifting and wake-bouncing, the time limit expired. Only 4 boats completed the Race. Mother Nature doesn't always cooperate, but MCYC is grateful for the participation, and the good spirits shown by all.

Congratulations to Brian Coon (Ketwomoke YC) and the crew of **Orion** for their come-from-behind win over Dan Corcoran's **Strider** (Lloyd Harbor YC). Masthead Cove's own Rich Correll and **Loki 4** took Third Place, and Jack Posner aboard **Elán** took a respectable Fourth Place. Thanks to all!

Racers

At Last - Tella

Orion - Coon

Avanzare - Simon

Rascal - Schneider

Elan - Posner

Serendipity - Ferin

Loki 4 - Correll

Strider - Corcoran

Pirate Bey - Gerakaris

Tradewind - Honoroff

Lulu - Helrich

Race Committee: Stephen O'Reilly & Joe Rossbotham



The Race Party was held at West Shore Marina

Donations for Auctions and Raffles Submitted by:

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Special thanks to West Shore Marina for letting MCYC use their BBQ area and to everyone who supprted this event online!

Summer Scenes



Dave Cordts attempting Downward dog in Dering Harbor



Captain and 1st Mate of Balance in Oyster Bay



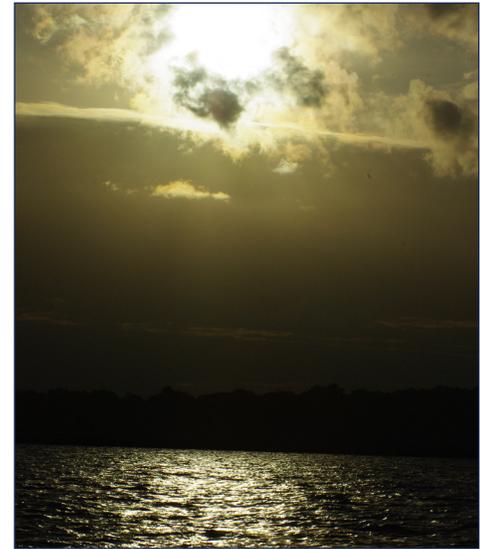
Dinner and Music at Mt. Sinai YC for Risky Sunsets and Messin' About



Chris Helrich practicing his highwire act



A feast for Relentless, Irish Sails, Alastor, Risky Sunsets, Messin About , Late Harvest and n Mattituck



A great night for a sail under the full moon



The Brown Eyes crew having a good time



Whirlaway, Exhale, Water Music, and Better Together enjoying dinner and sunset at Blackrock YC



Scenes of Summer



Lion's decks were covered in dew during an early morning passage from Pt. Jeff to Coecles Harbor



The 349 twins at Essex Island



Ginger prepares to celebrate her big day with MCYC friends at Strongs Marine in Mattituck



Easy Feeling finds big ones at Mystic Marine consignment



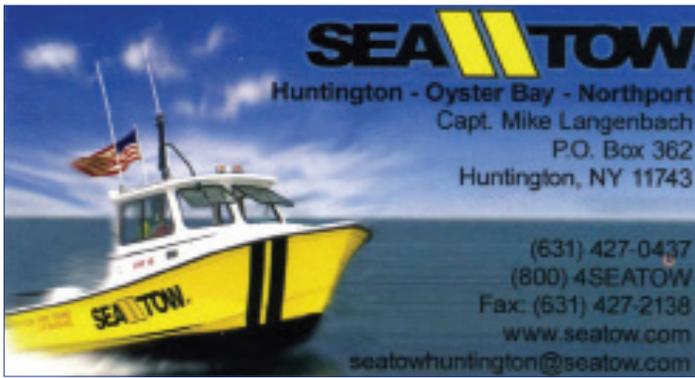
Chris and Dora enjoying the sunset from Bones II in Port Jeff Harbor



The "new normal" as our group visits the Griswald Inn in Essex



Avanzare doing a drive by



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BOYS & BUOYS/GALS & GALES:

“How It All Began and Where It’s Headed”

By Lee Stern – S/V *Daddio*,

September 2020

THE IDEA: As Dave Tuck recalls, one day in the fall of 2017 he was expressing to Scott Gerber his feelings of sadness about missing the social interaction with all his sailing friends during the off-season. It was then that they came up with the idea of gathering regularly with a group of sailors. Their discussions could cover topics such as what sail material is best for racers/cruisers, how to keep the cabin warm in the winter, and where to get a deal on gelcoat for DIY repairs, among other points.

After an initial small get-together at The Golden Dolphin diner in October, on November 27, 2017, *Boys & Buoy* (with *Gals & Gales* added, to show our diversity, soon thereafter) had our first meeting at **The Shamrock**, followed by monthly gatherings there. **The Shamrock** was very generous in hosting our group and kept tabs on delivering libations and food to our tables during the meetings.

THE GOAL: The first few *Boys & Buoy/Gals & Gales* (B&B/G&G) meetings were informal with one goal: camaraderie and the sharing of knowledge. Anyone with a question or observation had a chance to share, whether it be “how to fix it yourself” advice or recommendations of the best local vendors for a particular job. All sailors were welcomed, no matter their affiliation including friends and family members. It was refreshing to frequently see two generations of sailors at our tables!

SPEAKERS: As the meetings grew in size, guest speakers were invited to address our group. They included Neptune Power & Sail Squadron, USCG Auxiliary, Huntington Harbormaster, Coneys Marine, Sea Tow, Mott Insurance, McSorley Canvas, and West Marine-Huntington, which hosted an in-store meeting with complimentary pizza! In January 2020, when our gatherings grew to up to 22 people, we changed our venue to **Honu**. At that time, Dave and Scott invited me to join them and assist in scheduling speakers, structure meetings and send out communications.

CHALLENGES: When the Pandemic occurred, *B&B/G&G* was challenged. But who said you can’t teach an old sea bird new tricks? Suddenly, we all became computer wizards learning how to *Zoom* and found speakers comfortable with *Zooming* too! This past August, **West Shore Marina**, a generous supporter of ours over the years, hosted our first, socially-distanced, outdoor BYO-food-and-drinks gathering. *B&B/G&G* will be testing a new outdoor venue at its September 29th meeting in the outdoor Dining Tent of **DiRaimo’s Pizzeria** in Huntington. We are optimistic that we’ll continue to have safe, meaningful get-togethers during these days that have put us in uncharted waters.

LOOKING FORWARD: We’re enthusiastic about continuing to offer a viable venue for sailors to gather, exchange ideas and benefit from the insight of speakers from our local marine community. We have a line-up of guests for the coming months and a **Dock Box Swap**, where people can buy, trade or swap their unwanted boat gear.

The crew at *Boys & Buoy/Gals & Gales* would like to say **Thank You** to all who have attended and contributed to our success!



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Jon Ten Haagen, active boater, friend to the boating community and past President of the Greater Huntington Council of Yacht and Boating Club passed away suddenly at age 76

On August 12th, 2020, the boating community lost an avid supporter and contributor and a dear friend. Jon L. Ten Haagen was born on September 5 1945 and grew up in the Glen Head area of Long Island. As a youngster he participated in sailing regattas at the Sea Cliff Yacht Club. Jon served in the United States Coast Guard

He was a well established financial planner and was president of Ten Haagen Financial Services in Huntington. His door was always open and visitors could marvel at his collection of sports memorabilia including a personally signed photograph of pitcher Tug McGraw and the collection of owl statues and photographs which served as his company logo.

Jon was a supporter of the local business community serving on the boards of The Townwide Fund, Northport Chamber of Commerce, The Huntington Chamber of Commerce and various financial trade associations. He made frequent appearances on News 12 sharing financial advice and contributed to The Long Islander Newspaper in a financial column for many years.

He served as Commodore and Executive Officer for The Greater Huntington Council of Yacht and Boating Clubs. During his term in office he worked closely with all government agencies and elected officials to establish the Northport Water Quality Protection Committee, and to press local officials for a dredge of the channel in Northport Harbor.

He was deeply involved in boater safety issues, including a push to require propeller guards on instructional boats used to coach junior sailing teams. He had served as an active member of the Huntington Safe Boating Week Committee and was always a fixture at the Huntington Waterfront Festiva

He enjoyed sailing and cruising in the waters of Long Island Sound and New England with the Northport Yacht Club aboard his sloop "Owl's Nest". He won the Commodore's Cup trophy only a few weeks before his passing.

A long-time resident of Centerport, he was frequently seen "about town" ever friendly and smiling, effusive in his joy for the life he lived to the fullest!





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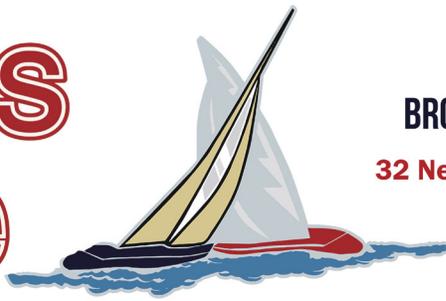
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