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Water Music Welcomes an Early Spring Morning to Start the Season

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Commodore Shirley Nel, Nels' Belle II

Spring is most definitely my favorite time of year. We wake from our icy dormancy with anticipation of warmer weather and fun filled days. This year we are also emerging from the haze of the pandemic, where days just merged together into one long year. Our excitement grows as our splash dates grow closer. The sun has shown us her beautiful face and soon the wind will fill our sails and our days with adventure.

We have lots of exciting events planned for this boating season. Our Fleet Cruise Captain, JP Nel, and Fleet Race Captain, Stephen O'Reilly, have been hard at work planning a variety of water events suitable for sailors of all experience levels. At the same time, Vice Commodore Linda Simon has been looking for suitable venues for our land events where we can gather safely.

As we ready our boats for the season, we will be able to put into practice the knowledge gleaned from the informative sessions put together by our BB/GG team. Thanks, Scott, Dave, Lee and Alex!

One of the great things about our club is that it's a safe space to learn and try new things. We may laugh at our mistakes later, or get an honorable mention in Dan's Bent Anchor speech, but fellow club members will always encourage, advise and gently coax you to step out of your comfort zone. I encourage everyone to be brave and try something new this year. You might even find that you have fun trying!

I look forward to seeing everyone's smiling faces, or at least the top half of your smiling faces soon.

Breathe in the sea air and smile!

Shirley.

Learning to Sail

Captain Gary Schacker, Exhale

When I was twelve years old (1967) in early summer my father decided we were going to learn to sail! What compelled that desire, I do not know? (perhaps it came from the time we tried to use a window shade on a pole to try to push a skateboard but that is a story for another day). He found this boat for sale on a canal somewhere in Babylon. It was a 13' foot Chrysler Lone Star. It was a sloop rig with twin leeboards. Of course, I did not know any of that, at the time. I only know my father and I went into this guy's back yard and saw a small sailboat at his canal bulkhead. My father as far as I know knew nothing about sailing other than perhaps reading Jack Aubrey and CS Forrester novels. After a while, the guy offered to take us for a sail. The boat had no motor. We boarded, and the guy got the boat prepared and put up the sails. There was a shove off, we drifted and suddenly the sails captured a breeze, and the boat was propelled forward. I can still feel the sensation as if some invisible finger were pushing it along. It was magical!

We short tacked down the canal and soon were in the Great South Bay. It was a beautiful sun lit day and the Guy (I keep calling him the guy because I do not know his name) showed us some basics about sailing, and the boat. The feeling of moving just by wind was a marvel, and it did not take long for me to decide this was something I wanted to do.....forever. After we got back my father haggled with the guy for a while and we left. They must have cut a deal because a week later we went back there, and the guy took us out on his other boat. It was larger maybe 16'. I do not remember the type, but it was beautiful, with glossy varnished wood and a rounded bottom. We had another beautiful day tooling around the bay, as well as getting a lesson. At least my father was. I had little idea of what was going on. The deal was done, and we were to come back in two weeks and sail the boat home.

There was a flurry of activity during the two weeks acquiring the necessary gear that was not on the boat already. My father decided my 2 brothers were going to come along too.

When the appointed day came, I was excited and happy, the boat was going to be my Bar Mitzva gift from my parents, and we were on our way to get it. When we arrived at the guys house it was not like the other days. It was overcast, and windy and the boat was riding at the bulkhead. It was all very surreal. The cash was dispersed, and we loaded up the boat and got everyone on board. The sails were raised, and off we went, waving to the "guy" for the last time. My father had one hand on the tiller and the other on the mainsheet. I could see he was nervous. My brothers and I were crowded forward, I was to work the jib.

It was a typical Great South Bay thermal with 15 to 20 knot winds flailing across the bay with a long fetch, and we had to sail right into it. Our destination was my Grandparents house on the Bay in Massapequa where we would be keeping her.....directly into the wind. The problem was my father was clueless about how to sail upwind, especially in those conditions. So, we just went back and forth for hours getting bashed by the bay water every time the boat hit a wave, trying to make progress upwind but having very little of it. Eventually my father decided to pack it in seeing as we were all shivering and turning blue. He turned the boat down wind to try and seek shelter. After a while of more comfortable and controllable sailing, we wound up at some tavern on a canal I know not where, Lindenhurst maybe. We tied up alongside the bulkhead. We all went inside and the proprietors I remember were so very nice. They gave us blankets and hot chocolate and eventually we warmed up, called Mom to pick us up and drove home leaving the boat tied up there. During the next week, my father went back by himself, retrieved the boat and somehow was able to sail it home.

We spent innumerable hours that summer sailing that boat learning "by the seat of our pants". Pulling up to the beach one blustery day, my father jumped out of the boat turned to me and said, "if you can take the boat and sail it around that channel pole out there and get back to this spot, you can take the boat out by yourself". With that he pushed the boat off. After my initial surprise, my bother beside me we proceeded to tack up to the channel pole, turned around it and came back to the very spot. And that was it, I have been sailing ever since.

I spent the rest of that summer and a couple more sailing and exploring the Great South Bay. I sailed everywhere sometimes with friends, and often by myself. The bay in Massapequa is very shallow and often I would have to get out of the boat, and push the boat because the tide turned, and I would be caught on the "flats". I was not around anyone else who could sail, and I was not able to get a proper sailing education. Often, I would see many, many sails on the horizon grouped close and wondered what was going on. I had no idea it was sailboat racing at Narrasketuck Yacht Club in Amityville. By the twists of fate when I was in High School, I dated a girl whose family belonged to Narrasketuck. She took me there, and I started racing Lightnings, and my real sailing education began.





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Essential Items For Your First-Aid Kit -Tips from Boat US

Scissors — to cut bandages, surgical tape, and clothing away from a wound if removing the garment is impossible

Safety Pins — to hold bandages or slings in place

Tweezers — to remove ticks, splinters, and other small foreign bodies embedded in the skin

Syringe (without needle) — to fill with saline and flush dirt from a wound, or as an emergency eye-wash pump

Saline Solution — to flush wounds prior to applying bandages

Fabric Tape — to hold dressings and bandages in place

Elastic Bandages — provide both covering and support to injuries

Triangular Bandage — to support and immobilize a damaged arm or shoulder

Large Adhesive Pads — to cover larger cuts and wounds

Instant Cold Pack — temporary relief from minor burns and swelling from sprains and strains

Foil Space Blanket — reduces shock by retaining body heat

Disposable Gloves — to wear during contact with bodily fluids — yours or anyone else's. some people are allergic to latex, so stock nitrile gloves

Sterile Absorbent Pads — to cover wounds and abrasions

Rolled Gauze — to cover wounds where an adhesive bandage is too small or extra absorbency is required

Adhesive Bandages — keep a selection from small to large. include round ones, and butterfly bandages to effectively close a deeper cut

Burn Cream — treats sunburn or galley burns. Note: treat a significant burn as a medical emergency

Individually Wrapped Common Medications — for treating stings, heartburn, seasickness, diarrhea, and so on

Alcohol Wipes — to sterilize hands, clean scissors and tweezers before/after use, or to gently clean a wound

Storage Container — keeps everything organized and easily accessible

First-Aid Guide — essential reference. read it before you need to use your first-aid kit

Aspirin — if you suspect a heart attack

Ibuprofen — general pain reliever

Acetaminophen — general pain reliever for those who can't take aspirin or ibuprofen

Cotton Swabs — to clean delicate areas before applying a dressing

Sam Splint — to immobilize a suspected fractured limb

Antiseptic Ointment Or Spray — apply to minor scrapes and abrasions to prevent infection

Eye Wash — for flushing chemicals, fuel, dirt, and grit out of the eye. can offer relief in cases of severe pollen allergies

Cleaning Cuts With Hydrogen Peroxide - For most minor cuts and scrapes, rinsing thoroughly with plenty of clean water, removing foreign bodies, and cleaning the surrounding area with soap is effective in preventing infection. It's also less irritating to wounded tissue. Once a first-line treatment, hydrogen peroxide is useful when you don't have access to clean water, but it is not recommended for deep cuts, bites, or burns. See a doctor immediately for those. (cont'd page 12)

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Maureen and Scott Molin grew up on Long Island during the 1970-1980's moving to New Jersey following their marriage in 1988. Maureen grew up sailing Manhasset bay and the lakes of Vermont with her family. Scott enjoyed all the water sports long island had to offer. Although living in New Jersey they would return to Northport most weekends with their 3 children in the summer. Maureen introduced Scott to the joys of sailing early in their marriage, starting off on a sunfish, and progressing to an ensign. Five years ago they started cruising in a Cal 2-29 named Revival visiting nearby ports along the Long Island and Connecticut shore line. At the end of 2020, they purchased a Catalina 380 (Revival) with the goal of longer cruises and new adventures. They look forward to the 2021 season with their new friends at MCYC.



A good friend gave us our first boat, a 16' Paceship that tipped over every time we tried to get on, lol. This will be our 8th season on Flying Cloud a P26 with an outboard, so we'll be a bit slower to the parties, or we'll have to start out much earlier.

Jamie has mostly sailed on our boat and is happy to enjoy the easy breezy sails. I like adding a touch of adventure. I've sailed, crewed, and raced around OB and the sound around 20 years. Now I mostly race on the Classic boats with Oakcliff.

We look forward to meeting everyone and getting out on the water again, soon very soon.

Lori and Jamie Levere

WELCOME New Members!



GETTING READY FOR A GREAT 2021 SAILING SEASON!



Captain Dan gives thumbs up to Our Honeymoon

"Happiness is our boat"



"I invested in the boat so my jeans have holes in them"



"Captain Zdunek says 'Boat work is fun!'"



Exhale leaves the hard

If you gotta work - better to have friends around



Relentless is good to go!



Exhale Admiral Wendy up the mast



Captain Brad prepping dink



Captain Tom helps
Captain Tom



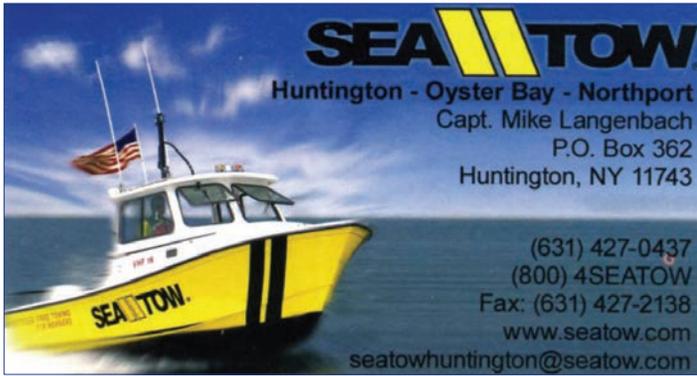
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Captain Alex getting teak advice from
Captain Scott



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FOND MEMORIES

When we look back over the years, we can recall many wonderful times on our boats. It doesn't matter whether you love cruising with family and friends, crewing or being the skipper in a race, or simply being out on the bay for a relaxing day sail. The experiences were always memorable. Masthead Cove Y.C. is comprised largely of cruising sailors. There are a few others like myself and Heidi who love being out racing.

Back in the early nineties I began crewing on an old Rhodes 42 that was built in 1951. *Hi-Q-II* was constructed of Honduran mahogany with a fully varnished hull that always turned heads. The owner and skipper, a gentleman named Hank, was a crusty, experienced racer who gave me an education in sail trim, the rules of racing, and even tactics. He was not just my skipper. He was also my friend.

Soon after joining the crew, I was taking part in numerous races and regattas from western Long Island Sound, all the way to Newport R.I. The racing was always great and so were the after race parties. Unfortunately Hank died of leukemia well before his time.

The bonds of friendship are not easily forgotten. I'm not a poet by any means, but one day after Hank's passing I sat down and began writing an ode to my friend and skipper. I would like to share it with you.

MY SKIPPER by James Gerakaris

*With suntanned face and weathered cap,
a proud tall image he did project.*

*His hand it was steady. At the helm he stood.
The sun reflecting on white sails full.*

*To the crew he barked each order firm.
Salt spray whipping over rail and deck.*

*"Trim me up!" he cried. "This mark we'll make!"
And grinders strained and sheets grew taught.*

*As yachts converged his course he held.
The crew prepared for the bear away set.*

*"Spinnaker up!" he shouted. The crew worked as one.
From the masthead unfolding the sail it did fill.*

*"Now strike the jib halyard and ease the main sheet!"
The sail trim was perfect as the crew worked in sync.*

*With the fleet far astern now to the pin end he steered.
And when the horn sounded, the crew gave a cheer!*

*As the sun began setting, "You can steer now" he said.
Then he stood in the cockpit taking leave of us all.*

*And forward of the bow up high in the sky,
Three gulls in formation were bringing him
home.*

*My head it was cloudy. From my dream I awoke.
In my eyes there was salt spray. Or was it a
tear?*

*And though he's at peace now his memory lives
on.*

A bright star I'll steer by. My skipper, my friend.



4 TIPS FOR A SAFE AND HEALTHY TIME ON THE WATER (cont'd from page 5)

- 1.** When you think of first aid, cuts and bruises probably come to mind. But sunburn, heatstroke, and overexposure to the elements can pose serious health risks. Dr. Anne Marie Lennon of The John's Hopkins Hospital says, "Overexposure to the sun puts you at real risk of skin cancer. Avoid sun damage by using the 'slip, slap, slop' approach. Slip on a long-sleeved top, slap a hat on your head, and slop on some sunscreen, which you reapply every couple of hours."
- 2.** Before heading out, ask if any crew members have allergies to medications, including simple pain relievers. Some people may be allergic to the adhesive on bandages or the latex in gloves, or may have been told to avoid certain pain relievers for medical reasons. If someone on board has a life-threatening allergy, know where to locate and how to administer an epinephrine auto-injector (EpiPen), if required.
- 3.** Make sure that more than one person knows how to operate the VHF radio to call for help in an emergency.
- 4.** Keep the booze locked up until you're safely anchored for the night or tied up at the dock. Alcohol tends to dehydrate and make you more prone to seasickness. Plus, it could slow reactions that could lead to an accident.

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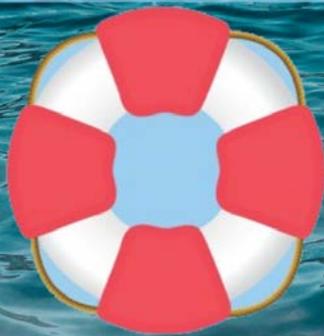


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