



Volume XLIII No.1 • A Publication of Masthead Cove Yacht Club • February 2021



**HOLY COW!** Are you ready to celebrate Change of Watch (COW) this year? It's on the calendar; check out page 7!

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## Commodore Shirley Nel, *Nels' Belle II*

Soon...

If you are a boater, you know all the signs that a new season is around the corner. That point in the year where you stop thinking about the past season and start thinking of or planning the next. Depending on your yearning for the water, you may consider the winter solstice the turning point – even if it doesn't feel like it, the days are getting longer. For others it is the New Year, renewing or changing boat insurance, the cruise meeting, receiving your splash date or mooring notifications. For me it is the first board meeting of the year. I get to interact with the new Board of Directors and get to hear about all the exciting plans for the year.

If you cannot tell, I am getting excited about the new season. I cannot wait to see everyone on the water. I, as are all of you, are hopeful that we return somewhat to normal by summer and will be able to enjoy each other's company safely again.

Yes, I know it is still winter, and I can appreciate John Steinbeck's quote: "What good is the warmth of summer, without the cold of winter to give it sweetness?"

On February 2nd, Punxsutawney Phil saw his shadow. That means winter until March 15. That's it. Soon, very soon, it will be warmer, and we will be working on our boats and enjoying our freedom on the water again.

See you on the water. **Soon.**

Shirley Nel

# How does your “bottom” look? Epoxy Keel Repair -

By James Robinson - *Balance*

I will start by saying, “I’m no expert”. However, I am a quick study - and I now have a new sense of accomplishment and confidence for taking on this type of project and seeing it through to completion. How often have we all been faced with the intimidation of taking on a “boat project” and worried about a successful outcome? A little research, some trial and error - and great results become inevitable!

So, I started last spring. I had noticed with each passing year, a few more rust spots coming through the bottom paint on the “iron” keel of our Jeanneau 42i. Salt water – iron? Go figure – a topic for another conversation. We deal with what we have, right? Just a nuisance at first, but after three years of watching this situation progress, it was time to curb the trend. I had read through numerous blogs, posts, websites, etc. Then, of course, talked with all my trusted resources – we all have them. It was time to plan and execute.

First, I created an inventory of everything I would need. Critical to have it all ready and on site, because when you get the area properly prepared, you will want to seal it almost immediately as the iron metal will start to oxidize again before you finish your first beer (see first note about creating inventory for everything needed). An abrasive wheel/grinder, various grit sandpapers, rags, acetone, brushes, mixing container, and the epoxy itself. Of course, don’t forget your dust mask, gloves, etc. It’s gonna get a bit dusty! I ground down the areas where the rust was becoming pervasive using my angle grinder and a 60 grit abrasive wheel. All the way down to bare, shiny metal feathering out to solid gelcoat! Once complete, I used acetone on a rag and liberally cleaned the affected area. I mixed the West System Epoxy (really simple, 1 to 1 ratio) and used a brush to apply to the areas I had prepared. It is best to mix only what you plan to apply, typically one “squirt” of each. I let that dry for an hour or so (more time than really needed, as it cures pretty fast!). I built up several coats repeating the process, each time, feathering out further from the origination point. The next day, I came back and, using a finer sand paper (120 & 220), I faired out the area where I applied the epoxy using my palm sander. This took some time, but once finished and smooth to my very detailed satisfaction, I once again liberally cleaned the area with an acetone wipe down. I was just about ready for bottom paint!



I let the entire area cure for a day and then came back to apply the bottom paint. Once sanded and cleaned, there was no reason for any type of primer before bottom paint. Now, we all know of the activity that occurs in a boat yard during the spring prep time period. Everyone walking around, looking at other boats, talking with fellow boaters, comparing notes, etc. In fact, it has been established that after getting involved in hour long(er) conversations with Peyton, Ken, and numerous other boat yard neighbors, we all conclude with “just tell [Helene, Mona, Mary, etc.] that we were working this whole time. Have you ever seen Peyton’s face when Helene pulls up in the boat yard, and he is at someone else’s boat? (you go girl!) Ok, back to the project. I was extremely gratified as many commented “Wow – who did your keel!”. When asked, I actually told Scott Gerber how I planned and completed the project, and he actually said, “James, you can work on my bottom anytime”. Hey, take it easy! I’m still sorting through that.... But, what remained in my mind was how this work will look in the fall when we haul the boat again. Well, October came, and the results prevailed. Have more spots to attend to, but know how to do it now! You never see it, but you rely on it every time you sail! Advice – take care of your bottoms!



Note: This past fall, a good friend of mine purchased a “vintage” Seaward 17 as a graduation present for his daughter; it was in terrible disrepair. This boat is very similar to the Compac 16 from Hutchins that many may be familiar with. With my newfound skills in epoxy repair, I was engaged to complete a keel/centerboard refurbishment and a companionway hatch repair. More on the outcome of that project in the months to come!



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Tom and Karen Gatto  
announce a new member  
of the crew:

Their first grandchild, Lillian Belle, was born on Christmas Day to proud parents; Josh and Lauren (Gatto) Gitman. Their dog Sailor, loves his new little sister as do grandma and grandpa Gatto!



## Summer Recipe: Avocado Caprese

By Mary Robinson - *Balance*

### Avocado Caprese

Ready in 10 minutes  
Serve for lunch or as a side at dinner.

A great, 10 minute power lunch for summer! You can also add grilled chicken for a complete meal!

2 Ripe avocados  
1/2 Cup cherry tomatoes halved  
4oz Baby mozzarella balls (or mozzarella pearls)  
2 Tablespoons basil pesto  
1 Teaspoon minced garlic  
1/4 cup Extra virgin olive oil  
2 Tablespoons Fresh basil leaves  
2 Tablespoons balsamic glaze\*  
salt/pepper to taste  
Toasted pignoli nuts



1. In a bowl, combine tomato, mozzarella, pesto, garlic, olive oil, salt/pepper.
2. Half the avocados, scoop out each half from the skin and remove the pit. Scrape out a little bit of the avocado if needed so that you can fill with the tomato mixture.
3. Sprinkle with basil pieces and add toasted pignoli nuts for extra flavor. Serve balsamic glaze\* on the side for drizzling.

\*Note: Experiment with different balsamic glaze flavors. My favorites are pomegranate and fig. (You can buy different variety packs on Amazon).

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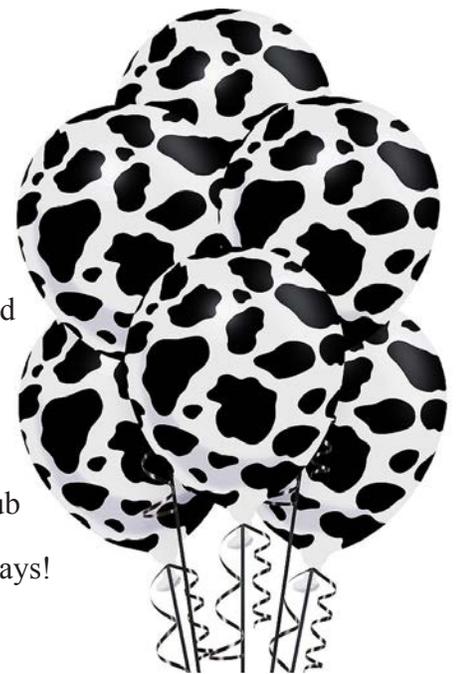
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## MCYC 2021 Calendar of Events

Feb 23	7:00 pm Zoom B&B/G&G presents E Marine Systems
Mar 30	7:00 pm Zoom B&B/G&G presents Bacon Sails, Inc.
Apr 27	6:45 pm B&B/G&G Zoom or Outdoor Greater Huntington Council Jackie Martin
Apr 27	7:15 Brennan Marine Service Re: Rigging & Rig Inspection
May 18	B&B/G&G Outdoor TBD
May 29	Memorial Weekend - (Cruise and/or Activities TBD)
May 31	Memorial Day Race (during Cruise event)
June 5	Commissioning Raft Up
June 7	Ladies at the Helm Race
Jun 29	B&B/G&G Outdoor TBD
July 3	Start of Summer cruise
July 23	Sunset Cruise
JUL 27	B&B/G&G Outdoor TBD
Aug 8	The Masthead Race
Aug 17	B&B/G&G West Shore Marina 2nd Annual B&B/G&G BBQ
Aug TBD	Tumbleweed Cruise
Aug 21	Pirate Race
Aug 21	Sunset Cruise
Sept TBD	Dragon Boat Port Jeff Cruise
Sept 18	Sunset Cruise
Sept 28	B&B/G&G Outdoor To Be Announced
Oct 26	B&B/G&G Zoom To Be Announced
Nov 15	B&B/G&G Zoom To Be Announced
Dec 4	Change of Watch Northport Yacht Club
DEC	B&B/G&G No Meeting Happy Holidays!



# **2021 Cruising Season**

JP Nel Fleet Cruise Captain

Thank you to everyone who attended the Cruise Meeting on January 30<sup>th</sup>. It was great to see everyone and get excited about the 2021 season. While not all cruises or dates are finalized yet, I shared the following with members:

## **May 29 - 31: Memorial Day weekend cruise.**

The final destination has not been selected, but it will be a beach party on Saturday, May 29. The theme is "The White Party" and everyone should wear white.

## **June 5: Commissioning Raft Up**

## **July 3 - 11: Summer Cruise - Exploring Narragansett Bay**

Our rendezvous point this year is Wickford. A club event will be scheduled at Wickford for Wednesday, July 7.

**August, date to be announced: Tumbleweed Cruise (Go wherever the wind blows)**

**September, date to be announced: Port Jeff Dragon Boat Festival**

**Potential Sun Set / Moon Rise sail dates are:**

July 23

August 21

September 18

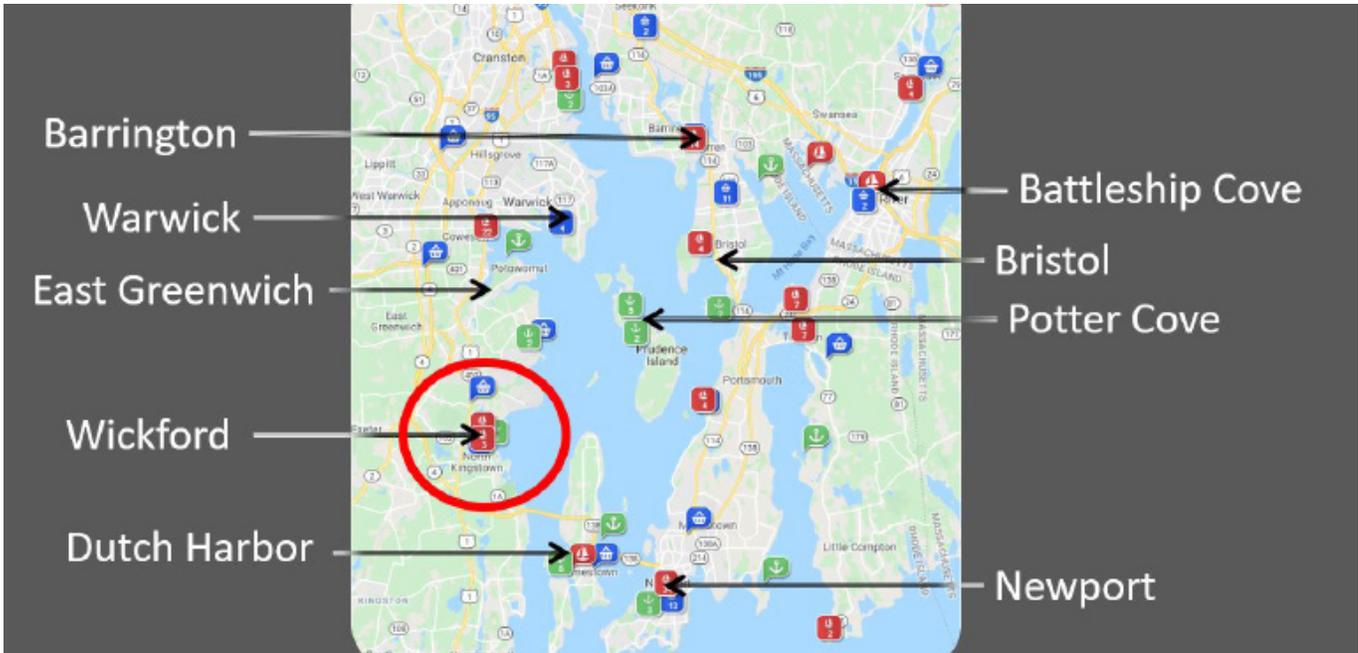
The theme this year is "MCYC Olympics". The competition runs April through September. I will share more about this throughout the season (including a logbook template), but in short, medals (Gold, Silver, and Bronze) will be awarded at the Change of Watch in the following categories:

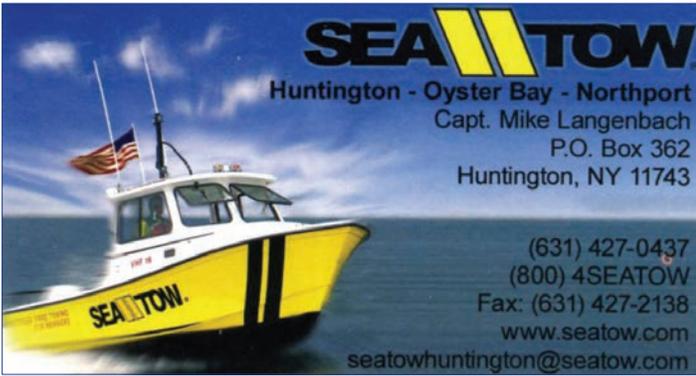
1. Total Distance Traveled.
2. Total Distance Sailed (no engine).
3. Most Sailed (Time).
4. Most overnights spend on your boat.
5. Most Ports / Anchorages visited.



Masthead Cove Yacht Club

# Cruise Meeting January 2021



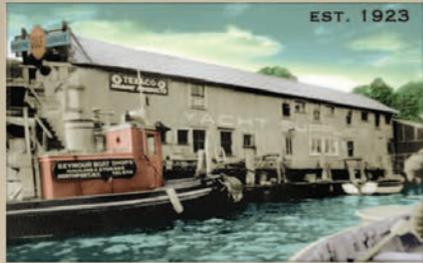


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# Performing a VHF Marine Radio Check

POSTED BY CWO KURT FREDRICKSON ON OCTOBER 19, 2020

The Coast Guard Inspections and Compliance Directorate has issued MSIB 20-20 to inform mariners of the proper procedure for performing a VHF radio check.

## **Sea Tow Automated Radio Check System no longer available:**

For several years, Sea Tow operated an Automated Radio Check System, which was available on VHF Channels 24 to 28 for the benefit of mariners in over 130 locations. However, on October 2nd, 2020 that service was discontinued.

## **How to test a VHF Radio using Rescue 21:**

The U.S. Coast Guard continues to offer an automated Digital Selective Calling (DSC) Test Call capability from each of its Rescue 21 coastal stations. All fixed mount marine radios certified by the Federal Communications Commission since 1999 are required to have a DSC capability. All such radios sold since 2011 must also have a DSC test call capability. Marine radios transmitting and successfully receiving a response from a DSC test call can be expected to operate acceptably in the voice mode as well.

To perform a DSC Test Call, enter the U.S. Coast Guard's coast station group identity "003669999" into the radio's DSC memory. Once entered and stored, a DSC test call can be made by executing the following three steps:

Select "Test Call" from the radio's DSC menu,

Select the USCG number entered into memory, and

Transmit the call.

The radio display should indicate when that test call is acknowledged and display the acknowledging station's nine-digit identity. That identity may be different than the group identity previously entered into memory.

Please use VHF Channel 09 and do not use VHF Channel 16:

VHF Channel 16 is not for the purpose of radio checks. Please use VHF Channel 09, which has been designated by the FCC as a boater's calling channel.



# Sailors Unite!

*I am a member in three local boating groups. At nearly every Board meeting, I hear the same lament:*

*“We need more new members!” This is a problem confronting most sailing clubs. There is no doubt that participation in the sport of sailing has declined over the years, and there are many reasons for this. In the US, there is a smaller (and older) population of sailors than ever, and our sailing clubs are feeling the pinch. At a recent Lloyd Harbor YC meeting, we heard about a recently-found copy of the scratch sheet from the 1980 Huntington Bay Spring Series (now called “Race for the Case”). There were 114 boats in 7 separate divisions in the race! These days, local race organizers are happy if 20 boats show up.*

*The decline of the sport of sailing will not reverse easily or quickly. It seems to be a generational drift that should inevitably correct when the pendulum swings the other way, but it probably will not happen anytime soon. It is up to us, the remaining few who are dedicated to sailing, to do what we can to preserve our sport - and the organizations that promote it.*

*Here’s one concern that MCYC sailors could address ourselves: we tend to label our sailing in categories. We think of ourselves as either a “cruisers” or a “racers,” with very little cross-over. Manufacturers of sailboats have facilitated this tendency by making sailboats that are good for one or the other, but usually not both. It’s no wonder that both Cruising and Racing clubs are suffering. We need to fix this!*

*I propose we broaden our sailing to include both activities, not only to enjoy our boats, but to promote our sport as well. MCYC members should give racing a try. It would be nice to see more “cruisers” at the starting line, and more “racers” at the mooring. This can happen if we try. Invite your inexperienced friends (and their kids) to race with you, and you’ll be creating future sailors. Planting that seed will help to save our sport. Don’t be intimidated!*

*Lloyd Harbor YC runs their Friday Night Pursuit Races over 13 weeks in the summer. These are casual sprints around the triangle in Huntington Bay. Every boat has its own start time, so there are no stressful starts to worry about. The course takes about an hour to complete, and nobody really cares who wins or loses (...except maybe the winners and losers). For the benefit of sailing, give it a try!*

*Stephen O’Reilly,  
MCYC Fleet Racing Captain*

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*Jeb*

*Catalina 30 installed January 2016*

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# Advertiser's Spotlight

## Sailon Auto Electric

by Peyton Harrison, *Resolute*

This issue's featured advertiser is Sailon Auto Electric. Located at 61 Richmond Street in Syosset, Sailon has been servicing Nassau and Suffolk Counties since 1959. Owner Paul Sailon took over from his father in 1979.

Believe it or not, many automotive components are used in our boats. These include Leece Neville, Motorola and Hitachi Alternators, Prestolite and Delco Remy starters, and numerous other models and manufacturers.

Sailon can provide new, overhauled or repaired units. Bow thruster (yellow motor pictured below) or electric winch issue? Paul can help. As we all know, batteries are essential to the utility systems and creature comforts of our boats and Sailon is a great source. Flooded, gel, or AGM, Paul carries all sizes and voltages from 4-64. Bench testing and tech advice are always available and free if your mention MCYC.

Reid Stowe is an American mariner, artist and some would say bona fide eccentric. In April 2007 he departed Hoboken, New Jersey on his 70-foot schooner *Anne*, and spent the next 1,152 days at sea. This was without resupply or landfall of any type, an unofficial record. Paul and his crew designed and installed the solar, battery and wind generation systems. Also fitted was a 325-amp alternator driven by the prop shaft while under sail.

If Sailon has that sort of capability, I think a starter or alternator off one of our boats is a walk in the park. Give Paul a call or stop in.



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