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MASTHEAD
ADVENTURES

HUNTINGTON TO ANNAPOLIS AND BACK (PART ONE)

By Captain Gary Schacker and Admiral Wendy Grand (*Exhale*)

July 17, 2024: Huntington to Manhasset Bay – 22 nm, 4.25 hrs

We embarked on our journey south to Annapolis, MD. The day began under ominous skies and soon lightning surrounded us, splitting the sky left and right as we huddled under the dodger, entreating the universe for no direct strikes. Torrential rain poured as we swung on one of Manhasset Bay's municipal moorings. A dramatic start, but we were excited for what lay ahead.

July 18, 2024: Manhasset Bay to Atlantic Highlands, NJ – 37.4 nm, 5 hrs

The next day, we caught the current at Hell Gate and rode it through the East River and New York Harbor toward Sandy Hook. We arrived at Atlantic Highlands Yacht Club with prismatic views of NYC lighting up the night. A quaint downtown and walking paths made for a pleasant stop, and our daughter, Shayna, joined us via the SeaStreak ferry for the next leg of the adventure.

July 20, 2024: Atlantic Highlands to Manasquan, NJ – 30 nm, 6.5 hrs

Manasquan Inlet was a mystery, with stories ranging from standing 12-foot waves to calm passages. Most said skip Manasquan and AC. As we entered, chaos ensued, with dozens of fishing boats from a tournament crowding the inlet. The marina's slip assigned to us was enormous, suitable for a yacht over 100 feet! Struggling against 15-knot winds and pinned to the dock, we managed to reverse off, with the dock master casually remarking, "I don't know why sailboats come here." We finally found refuge at Red's Lobster Pot, where we moored next to the restaurant, a quirky but welcome spot.

July 22, 2024: Manasquan to Atlantic City, NJ – 52 nm, 9 hrs

Another day of headwinds and swell greeted us as we motored south, accompanied by dolphins. Atlantic City's Absecon Inlet is normally straightforward, but we came in thick fog and did not see the jetty until the last second. The destination left much to be desired. After a grim visit to the Golden Nugget Casino, we cut our stay short, disillusioned by the rundown atmosphere.



Wendy and our daughter, Shayna

July 23, 2024: Atlantic City to Cape May, NJ – 38 nm, 8 hrs

We hoped to sail, but the winds defied us again. Cape May greeted us with clearer waters and more dolphins as we entered its inviting inlet. We docked at South Jersey Marina, which was clean, protected and had excellent facilities. Here, we met a couple from the Chesapeake who provided valuable advice for the next part of our journey, including tips on navigating Delaware Bay and the Chesapeake. Shayna took her leave here.

July 26, 2024: Cape May to Sassafras River, MD – 88.3 nm, 13 hrs

This was a big day, requiring precise navigation to avoid Delaware Bay's notorious currents. As we rounded Cape May, we hit a washing machine of waves, the west wind fighting the current, tossing us about for over three hours. Eventually, the water calmed, and we sailed peacefully up Delaware Bay, speeding through the C&D Canal alongside massive tugs and barges. Our reward was a serene night anchored off a bluff on the Sassafras River, accompanied by a never-ending sunset.



Along the Sassafras River

July 27, 2024: Sassafras River to Georgetown, MD – 8 nm, 1.5 hrs

The Sassafras River lived up to its reputation as one of the Chesapeake's finest. We navigated its meandering waters and took a slip at a rustic marina. Georgetown was remote, with no Uber services available, but we were prepared to enjoy the calm.



Editor's note: This is an abridged article, as condensed by ChatGPT. The full version, with additional stories and details, can be found by scanning the QR code. And stay tuned for more tales from *Exhale's* great adventure in the next issue of *The Masthead*.

A MESSAGE FROM THE COMMODORE



It's amazing how quickly the season travels by. It seems like our boats have barely been wet, and now we're making plans for their winter homes.

Since our last meeting, MCYC has had many activities to keep us occupied. Our summer has been filled with events on land, on the water and a mix of both. Whether it was our Commissioning Raft-Up, the Boys & Buoys/Gals & Gales Barbecue at West Shore Marina, the trip to Liberty Landing in NY City to see the SailGP Races, or our annual charity event, the Masthead Race and party, we were surrounded by our friends in the MCYC family.

Our devoted Cruise Captain has worked very hard to keep us traveling all over our area and through five states. I know he is not done yet and we still have good quality time to sail.

The rest of the board has been hard at work, taking time from the sailing season keeping MCYC running and bringing you everything you love and enjoy. Being at a Masthead event makes it easy to see why we are one big, happy sailing family.

I look forward to seeing you on water for the remainder of the season and our upcoming land events.

Calm seas and a prosperous voyage,
George



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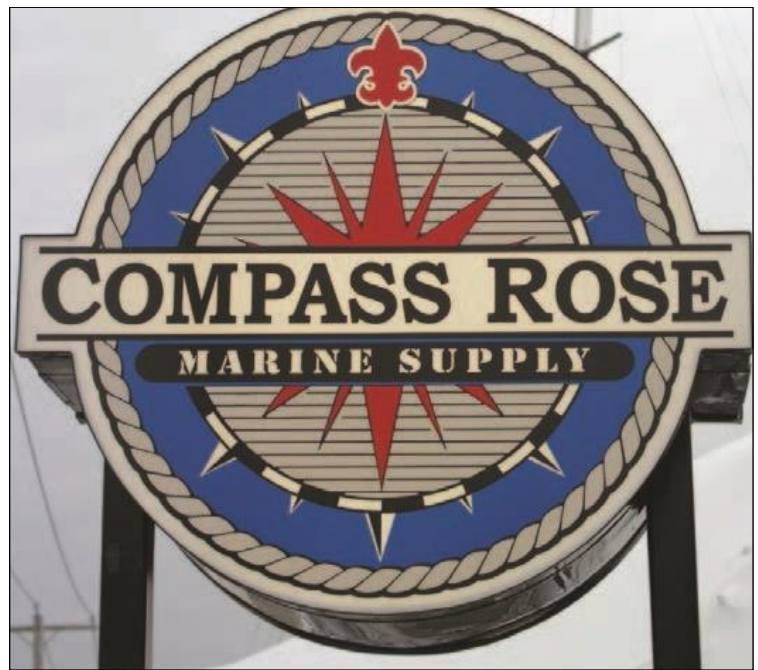
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My Favorite Sailing Tips and Tricks



By Stan O'Marra, Frankie Anne

In my years of sailing, I've picked up a number of "habits." Some of these are non-negotiable safety-related behaviors that I can be somewhat dogmatic about, while others are more personal peccadilloes. In the current parlance I suppose they would be considered "tips and tricks" or the overused "hacks." These have been derived from experience, reading and discussions with other sailors. I'll divulge some of these here. Note that your mileage may vary.

<p>Always have an alternative mode of propulsion. As many of you have, no doubt, experienced, as reliable as engines are, things can go wrong at the most inconvenient times. For any cruise longer than a trip out to Lloyd, I will have the main halyard attached and, prior to my stack pack, the sail cover off. In this way the main is ready to deploy instantly should the need arise.</p>
<p>Always check for water flow. Like many of us, I leave my engine intake open (I know, I know, it should be closed when not in use). Even so, when I start the engine, I always confirm that I have good flow, either by listening or, preferably, looking at the exhaust.</p>
<p>Know where your emergency tiller is and practice using it. This should be obvious, but my hunch is it is not universally followed. When delivering our first boat, a Catalina 25 named <i>The Dancing Crab</i>, from Port Washington, the steering cable broke while rounding Caumsett. I was very proud of the fact that I knew exactly where the emergency tiller was. I was less proud of the fact that the first time I tried to attach it was in a gale with 8-foot seas. In our emergency tiller test on <i>Frankie Anne</i>, we discovered that the tool needed to remove the cover plate for the attachment point was broken. Had we not tested this, the tiller would have been useless when needed.</p>
<p>Have a knife. Whenever the sails go up, Urs and I will both have a knife in a pocket. Wind-filled sails generate tremendous amounts of force and a line can easily exert hundreds of pounds of pressure. There are times when cutting a line may be the best option in the event of an override or to free a trapped finger.</p>
<p>Use your radio. Having a VHF radio on while underway is good practice. It allows you to monitor for situations that might require your attention as well as giving you quick access in the event you may need to communicate a warning or distress. Most VHF units allow you to scan multiple channels with the unit cycling through a preset list of channels and temporarily stopping when a signal is detected. Preset channels will differ depending on preference. On <i>Frankie Anne</i> we monitor:</p> <ul style="list-style-type: none"> 9. General hailing. Boats trying to get your attention will often use 9. Also good for radio checks, etc. 13. Commercial. This is for communication with commercial traffic and bridge operators. It also allows them to communicate with you. My experience is that commercial vessels are proactive about letting recreational traffic know their intentions to avoid dangerous situations. When we were based in Bristol, we found it helpful to have freighters announce their positions and courses as they transited Narragansett Bay. Monitoring 13 facilitates this. 16. Distress. If your radio is on, you are required to monitor 16. You may hear about situations where you can help or areas you should avoid. 72. MCYC designated channel for reaching members on the water.
<p>Practice using the radio. Anyone who is regularly onboard should be versed in the usage and etiquette of using the VHF. When our daughters were young, we would discuss the script for a mayday call in case Urs and/or I became incapacitated. Also, they would take turns calling the launch when we got to our mooring. The first time someone uses the radio should not be in a distress situation.</p>
<p>Thunder? Use the oven. Whenever we hear thunder, a phone, handheld VHF and tablet running Navionics goes in the oven. In the event of a lightning strike, the oven will function as a Faraday Cage, with the current routed around the devices. You will have navigation and backup communication available if your primary electronics are fried. When <i>Frankie Anne</i> was struck just west of Point Judith, we had no difficulty getting through Watch Hill Passage and into Fishers Island using our backup tablet.</p>
<p>Soft shackles are your friend. Having some extra shackles on board is always good practice. They come in handy for a variety of purposes including running rigging and hoisting. In some applications, however, metal shackles can become projectiles. Enter the soft shackle. These can be made from Dyneema scraps and come in handy for a variety of purposes. On <i>Frankie Anne</i>, we use them for lifting the outboard and securing reefing lines, with several in reserve. Splicing is a good skill to have and a good way to kill time on a winter day.</p>

I hope that some of these may be of interest or useful to you. I'm sure many members will have additional suggestions to add to the list. I'll start a discussion on our Facebook page on the topic. Please feel free to share your own "hacks" with other members.



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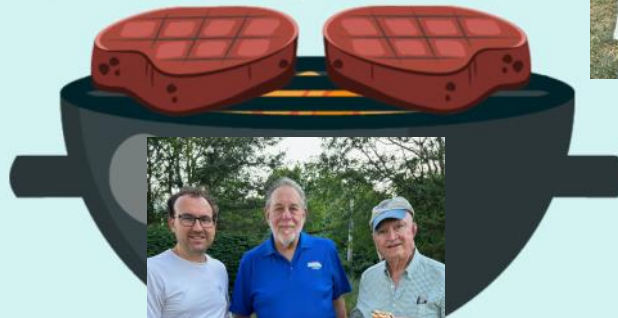
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B&B/G&G BBQ at WSM!

By Lee Stern (*Daddio*) and Scott Gerber (*Late Harvest*)

Taking a break from our usual great monthly gatherings at The Shamrock, Boys & Buoy/Gals & Gales hosted a special evening out for our annual Barbecue. Once again, West Shore Marina graciously offered their lovely grounds and grills for the delicious burgers, hot dogs, side dishes, desserts – and fun!



The Masthead Race: A Great Event for a Meaningful Cause

By Ed Dicken (*Hat Trick*),
Fleet Racing Captain

I'd like to thank everyone who participated in The Masthead Race and party in support of cancer research at Cold Spring Harbor Laboratory. We had eight boats signed up for this year's Race. Congratulations to Bryan Coon and the crew of *Orion* for their first-place win! And a very special thanks to the race committee: Rich Correll (*Loki 4*), Dave Tuck (*Glory*) and Stephen O'Reilly (*Water Music*). I could not have run this race without them!





The Masthead Race Party

This year's post-Masthead Race party, held again at Wyncote Club, was a great opportunity for socializing and for giving back to the community. We raised \$4,500 in support of Cold Spring Harbor Labs. Members and racers in attendance enjoyed delicious food and beverages featuring mixers that were generously donated by our sponsor Regatta. There was a 50/50 drawing and great raffle prizes, including donations from many area restaurants and other businesses. The auction included a Merola Tile gift certificate, a one-year Sea Tow membership, a Coneys gift bag, gifts from Sailor's Choice, a \$500 grand prize, and once again, West Shore Marina and Britannia Yachting Center provided winter wet storage prizes. Other silent auction items included theater tickets, wonderful libations kits and numerous other graciously donated items. Many thanks to all the donors and everyone who attended!



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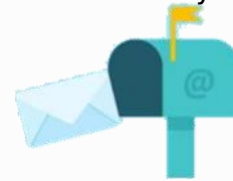
THE SUNSHINE CORNER



BY VALERIE LINK (*ESCAPE PLAN*), SUNSHINE COLUMNIST

Hello again, fellow MCYC members, and continued thanks to everyone who has reached out with their news as well as what they've learned about fellow members! Please continue to send both happy and no-so-happy news about you and/or others in the club to sunshine@mastheadcoveyc.org.

IN THIS ISSUE WE ARE SENDING:



Deepest sympathy to:

Mary and Allan Pearlman (*Common Cents*) for the loss of Allan's brother.

Good Vibes and Quick Rally to:

Jack Posner (*Elan*)

Kat Lee (*Risky Sunsets*)

Congrats on their daughter's wedding to:

Ursula & Stan O'Marra (*Frankie Anne*)

Congrats on their new boats to:

Karen & Tom Gatto (*Smiling Tiger*)

Shirley & JP Nel (*Nels' Belle*)

Also Belated Birthday Wishes to:

Vivian O'Reilly (*Water Music*) - September 2

Shirley Nel (*Nels' Belle*) - September 8

And we want to wish YOU a happy birthday! To be included in our birthday shout-outs please go to <https://mastheadcoveyc.org/sunshine/> and fill in the blanks. And be sure to include both your first and last name, as we do have some repeat names. Don't worry if you're shy about your age – we'll only tell the month and day, not the year!

Welcome Aboard, Kat and Max!

By Karla Marrero (*Optimistic*), Membership Chairperson



We're thrilled to announce that Kat Allen and Max Shlansky have joined MCYC! Kat and Max, who live in Brooklyn, sail a 35-foot Fantasia named *The Reach*, which they keep in Oyster Bay.

Please give Kat and Max a big Masthead welcome when you see them on the water and on land!



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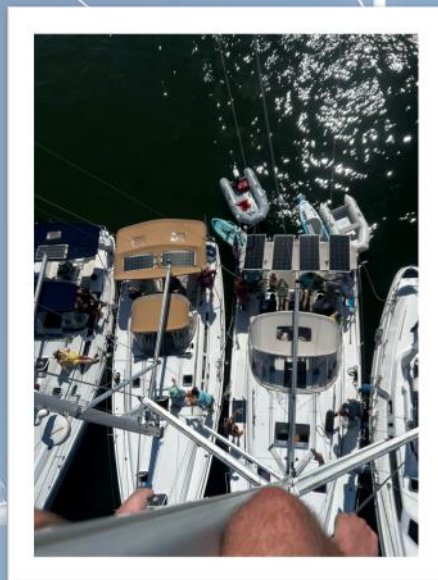
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The Annual MCYC Commissioning Raft-Up: Dancing, Hoisting the Commodore and More

By James Robinson (*Balance*),
Fleet Cruising Captain

Following an awesome Memorial Day Weekend cruise, MCYC embarked on our traditional Commissioning Raft-Up at our Lloyd Harbor “club house.” We had 13 boats aligned perfectly on the mooring – along with a few dinghy and kayak attendees! Everyone enjoyed boat-hopping, with plenty of good food and drink. The socializing included some world-class dance moves by some of our members – who didn’t miss a beat or spill a drop of their cocktails! And, of course, we all saluted our intrepid Commodore, as we hoisted him up the mast. Yet another great event!





OUR TRIP TO LIBERTY LANDING

By George Link (*Escape Plan*),
Port Captain and Commodore

On the weekend of July 22nd, a fleet of MCYC boats ventured to Liberty Landing to watch the SailGP races. We travelled down the East River, around the tip of Manhattan and straight into Liberty Landing. From there, members enjoyed watching the race boats being launched and hauled. We also had a great time over drinks at Surf City, a barbecue on top of the Lightship and dinner at Maddy Rose, in addition to great viewing of the races.



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