



The Masthead

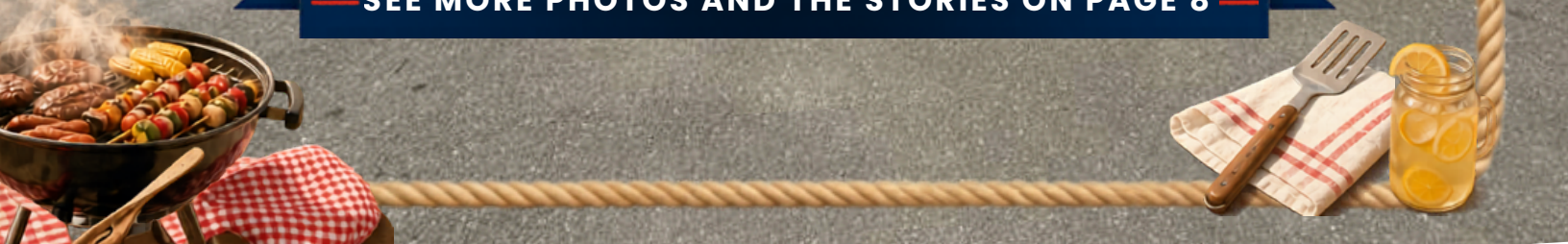
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Boatyard BBQ

— A SUNNY DAY OF FUN AND LAUGHS —

— SEE MORE PHOTOS AND THE STORIES ON PAGE 8 —





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A MESSAGE FROM THE COMMODORE



Fellow Masthead Cove Yacht Club Members,

The sailing season is officially underway... although Mother Nature certainly made us work a little harder for it this year!

After a winter of waiting patiently to get back on the water, the cold weather seemed determined to hang around just a bit longer than we would have liked. Add in some rainy days, stormy weekends and less-than-perfect sailing conditions, and the beginning of the season reminded us all that sailors need two important qualities — patience and flexibility.

Of course, a little unpredictable weather never slows down Masthead Cove for long. We kicked things off with another fantastic Boatyard Barbecue filled with great food, plenty of laughs, and the familiar sight of members reconnecting after the winter months. Events like these are a great reminder that while sailing brings us together, it is the friendships that keep us coming back year after year.

Unfortunately, the weather did not cooperate for our traditional Memorial Day Weekend Cruise, and safety always comes first when making those decisions. While it was disappointing to postpone one of our favorite early-season events, true to the spirit of MCYC, we simply adjusted our sails and rescheduled. The boats will get there, the stories will be told and the memories will still be made.

It has also been wonderful to see some of our favorite MCYC traditions back in full swing. Boys & Buoys/Gals & Gales have returned to their regular gatherings, giving everyone more opportunities to catch up, share stories, engage with maritime-themed speakers, and even solve a few boat-related challenges.

Looking ahead, we have a full calendar of cruising, racing and social events. I encourage everyone to get involved — attend an event, join a cruise, volunteer where you can and spend time with the people who make this club so special.

The beginning of the season may have brought clouds and rain, but the energy and enthusiasm of our members continues to shine through. Thank you to our Board, committees, volunteers and everyone who helps keep the Masthead Cove spirit alive. I look forward to seeing everyone out on the water soon.

Fair winds,
JP Nel



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MCYC Turns Out for GHBC's Safe Boating Week

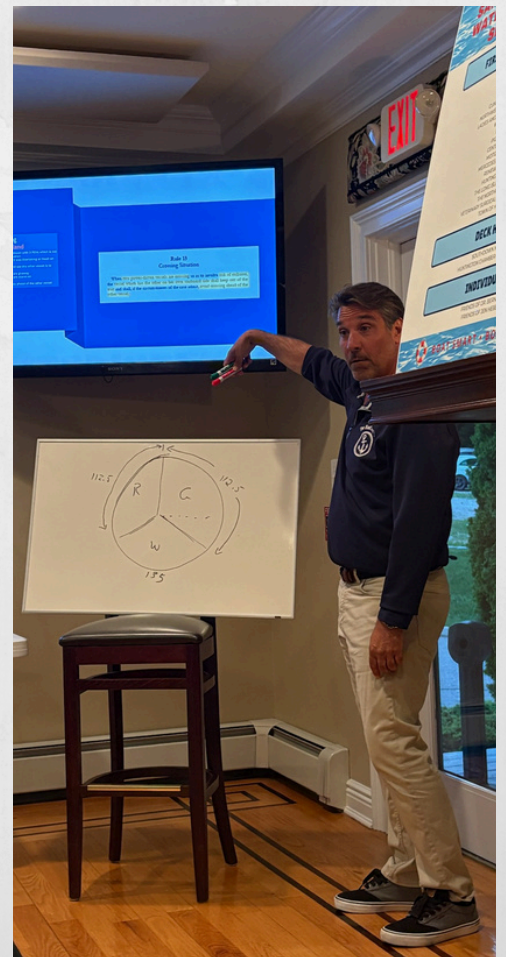
Signaling that sailing season is upon us, the Greater Huntington Boating Council presented its annual slate of excellent Safe Boating Week activities the week before Memorial Day.

As usual, Masthead had a terrific showing at the marquee event, Meet the Commodores, where our very own George Link (*Escape Plan*), Chairman, Past Commodores Council, was named Commodore of the GHBC. He was inducted along with the other GHBC officers, including MCYC's Jackie Martin (*Whirlaway*), Past Commodore, as Executive Officer. And, as one of the GHBC member-club Commodores in attendance, our illustrious JP Nel (*Nels' Belle*) gave warm, rousing remarks touting our outstanding group.





Among the other SBW events where MCYC members joined were "Knots 2.0," led by Captain Jeff Urquart, and Captain Ed Torre's "Rules of the Road."



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THE NEXT
GENERATION
OF SAILS



By Karla Marrero (*Optimistic*), Membership Chairperson

I want to take this opportunity to acknowledge all our MCYC members for your continued outreach in helping to advance MCYC membership. As a thank-you for your efforts in sponsoring future members and helping them join, we are continuing the “Reel ‘Em In Raffle” this season!

Each time you “Reel ‘Em In” by sponsoring a potential new member who joins between the Spring Brunch and the Decommissioning Party, your name will be entered in the raffle “fishbowl.”

Keep in mind that the more members you “Reel In,” the better chance of having your name selected and winning the grand prize, which is a complimentary entrance to our always fun Change of Watch party! Many names have already been entered into the “fishbowl!” I wonder who will win this year?

As always, we look to increase our membership throughout the year with new members who would be interested in taking an active role and participating in our water and land events. Please continue to reach out to fellow sailboat owners and relay the virtues of joining Masthead.

Current members have been given MCYC “business” cards, which can be shared with prospective sailors who are interested in joining. These cards have a “QR” code which, when scanned, will bring them to the MCYC website.

Here's to a great sailing season filled with fun, friendship and exciting adventures!



New – and Returning – MCYC Members!



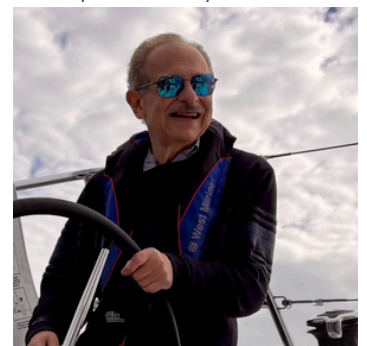
By Karla Marrero (*Optimistic*), Membership Chairperson

A new season brings us more MCYC sailors! We're very pleased to announce new and new -again members to the club.

Randy and Neal Bograd have rejoined MCYC. They own *Arrows*, a C&C 35MKIII, which they keep at Coneys. The Bograds were previously part of MCYC, when they had a Newport 30, until 2020.



Our new member Jeff Drucker owns a Jeanneau 349 named *Rhapsody*, which he also keeps at Coneys.



Please join me in sharing a warm “Welcome Aboard” to Jeff, and “Welcome Back” to Randy and Neal!

MCYC'S ANNUAL BOATYARD BBQ IS A BLAST FROM THE "PASTS"

By George Link (*Escape Plan*),
Chairman, Past Commodores Council



Hosted, as always, by the Past Commodores Council, this year's MCYC Boatyard Barbecue, held at the Coneys Marine shed, was extra special. In addition to burgers, hot dogs and all the fixins, members were treated to signature dishes that were prepared – and donated – by a number of the club's Past Commodores. These "Tastes from the Pasts" included:

- Coleslaw by Jackie Martin (*Whirlaway*)
- Guacamole by Tom Mazzotta (*@ Sea*)
- Bean Dip by Shirley Nel (*Nels' Belle*)
- Macaroni Salad by Stan O'Marra (*Frankie Anne*)
- And Potato Salad by me

I served as grillmaster, and the whole Past Commodores team helped with setup and cleanup. In addition to a great group of longtime and newer members, there were also some prospective members in attendance. All in all, it was a great day!





My First Around Long Island Race

(Part 2 of 2)

By Dave Schwartz (*Endymion*), Past Commodore, Associate Member

Editor's Note: When we "left Dave" in our previous issue of *The Masthead*, he and his *Endymion* crew had done their provisioning and set up their watch schedule. We pick up there...

The race starts on Thursday with the first gun at 1 PM off Rockaway Point. From there the course is east to Montauk, leaving it, and then the Orient Point Lighthouse, to port, and finishing in Hempstead Harbor at the breakwater. Total distance is 191 miles. We hoped to finish no later than Saturday night. Bud keeps his boat in City Island, so our plans were to leave Huntington on Wednesday afternoon and sail to City Island where we would meet up with Bud, overnight and then catch the favorable early-morning tide down the East River, then under the Verrazano to the starting area.

Wednesday was dead calm, so we motored all the way to City Island. One problem: On arrival, I checked the bilge and found it totally full of water almost to the floorboards. *Endymion* has a large bilge, so this was significant. I knew we had taken the water on while motoring since I had pumped the bilge dry prior to departure. We couldn't find the leak. I checked the freshwater tanks, the stuffing box, and the cooling water hose from the refrigeration. Pulled apart everything I could think of without success. I'd have to watch this very closely as we motor down the river. I certainly didn't like the idea of starting the race with a potentially serious leak.

We left City Island at 7 AM Thursday and had an uneventful trip to the starting area arriving at 11AM. Not a trace of water in the bilge, and there wasn't going to be any during the entire race? There were just over 100 boats entered in 13 divisions, and we were in the first division, the slowest boats.

The forecast was for excellent weather, no rain or frontal systems expected. That meant light air. We had a reaching start in a SW breeze of 8 knots and quickly moved to the front of our division. For the first hour we led the pack. All 100 boats were behind us. A beautiful sight. Then the spinnaker boats and the faster boats started to pass us. Rich Correll (*Loki*) seemed to be doing well in his division, followed by Wally Hughes (*Mon Amour*) and then Arsho Sarrafian (*X Factor*). Keith Goldstein (*Captain Morgan*) was also in the lead in his division. MCYC was well represented.

Lots of boats passed us that afternoon, but none in our division. We built our lead through the night when the breeze freshened for a while to 15 knots. My son, Steve, loves to surf waves running down wind. At 2 AM the breeze became light and we made scant progress till dawn.

Montauk Point was rounded at 9:15 in the morning, with the wind building to 10 knots out of the West. We found out later that we had a two-hour lead at that point. The current was turning foul and we lost time, spending six hours tacking back and forth in Gardiners Bay before we could clear Plum Gut.

Continued on Page 14



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Lithium Batteries

FOR
DUMMIES

By Stan O'Marra (*Frankie Anne*), Past Commodore

At the end of last season, I came to the realization that my house batteries had reached a premature demise and, despite my efforts to squeeze another year out of them, replacement would be on my off-season "To-Do" list.

I assumed that the project would involve a trip to Sailon for yet another pair of 4Ds. The new year left me sitting by the fire scrolling the web, planning and staging my projects as I waited for the snow to melt. Through the wonder of social media algorithms, I was seeing ads for Lithium batteries and couldn't help but take a look.

Like many boaters, I've often thought that Lithium batteries would be a nice upgrade, but the cost made the switch difficult to justify. The prices I was seeing, coupled with the increased cost of Lead Acid batteries, put the switch within reach.

For the cost of two 200-Amp-Hour Lead-Acid batteries, I could buy a 314-AH-Lithium (LiFePO4) battery. Assuming a maximum discharge of 90%, the Lithium cell would yield usable Amp Hours of 283, as opposed to the 200 from the Lead Acids. Afraid this must be "too good to be true" I enlisted the help of MCYC's resident boat electrical guru, Ken Hecht (Lion).

After reading through the reviews (one of Ken's favorite sources is "Will Prowse DIY Solar Power"), we agreed that the bargain batteries looked good. Yes, there would be additional costs involved with the conversion, but the other advantages made for a convincing cost/benefit analysis. These benefits include:

- Increased usable Amp Hours. Even though we always had plenty of power aboard Frankie Anne, increased reserves would allow for additional uses such as heating water at anchor without running the engine.
- Less weight. The Lithium battery weighs 56 pounds, as opposed to the combined weight of about 200 pounds for the Lead Acids it replaced.
- Less space. The new battery is smaller than just one of the batteries it replaces. I used the extra space in the battery compartment to mount the additional charging equipment with plenty of room to spare (see picture).
- Efficiency. Lithium batteries hold a steady voltage for far longer than Lead Acids, which exhibit declining voltage as they discharge. This dropping voltage can cause equipment to work harder.
- Life span. Lead acid batteries typically last 200-500 charge cycles. Lithiums can last up to 10,000 cycles. Replacing this new LiFePO4 is not a task that I expect to do.



What's involved

Lithium batteries are, by no means, a drop-in replacement. The charge profiles require higher voltages than are produced by standard alternators. Also, LiFePO4 batteries can't continue to receive charging when they are full, so the alternator charge needs to go elsewhere, or there's a risk blowing up the alternator. In my case the process was simplified by updates I made when I added solar panels a few years back. The required changes were:

- Redirect the alternator primarily charge the AGM Start battery. I originally redirected the solar panels (via the controller) to the AGM battery but found the DC-to-DC charger did not charge the Lithium batteries efficiently.
- Add a DC-to-DC charger to charge the Lithium from the AGM when the engine is running.
- Replace the 1/2/Both Battery switch with a dual circuit switch to allow start and house batteries to be used for their separate circuits simultaneously. The AGM start battery is now always used to start the engine as opposed to being kept in reserve.
- Add an AC Shore power charger configured for Lithium.
- Reconfigure the Solar Controller and Monitor for the new setup.

It's too soon to declare victory but the new Lithium house battery setup looks promising. A couple of long cruises will be the real test. I'm definitely looking forward to the new capabilities and to never having to change batteries again.



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By Barbara Dicken (*Hat Trick*), Sunshine Columnist

Ahoy, MCYC sailors! I'm delighted to share the latest goings-on about our members.

More New/New-to-Them Boats! Congratulations to:

- Vivian & Stephen O'Reilly on their next *Water Music*, a Tartan 4100
- Linda & Brad Simon (*Avanzare*) on their Beneteau 36, *Flight Risk*
- Angela & Andrew Whiteley on *Blea Tarn II*, their Beneteau Sense 55

And more time on the water – and other activities!

- From the Editor: Congrats to Barbara Dicken (*Hat Trick*) on retiring
- All the best as well to Kathy Lobasso (*Peregrine*) on her retirement

Sending wishes for fair winds and following seas to:

- Chris Helrich (*Lulu*)
- Dave Schwartz (Associate)
- Harvey Stern (*Daddio*)



Deepest sympathies to Linda & David Kessler (*Rash Decision*) on the passing of David's father.

Don't forget, we want to celebrate your happy news and support your challenging times! Please send your updates to sunshine@mastheadcoveyc.org.

My First Around Long Island Race

(Continued from page 10)

By that time, we had given up all of our lead to the scratch boat in our division who tacked just ahead of us as we entered Long Island Sound off Orient Shoal. He took the favored tack out of the current while we went to the Connecticut Shore. At that point he had about a two-mile lead on us.

We caught a favorable shift off Long Sand Shoal and were lifted all the way to Falkner Island. The lead boat was nowhere in sight. The wind turned light, still from the West, and the current foul. All of Friday night was spent tacking back and forth between Bridgeport and the Stratford Shoal, lightly inching our way West on each tack.

Dawn arose on Saturday with a whisper of a West wind. We were mid-Sound, several miles from the Northport stacks, and the lead boat was several hundred yards in front of us. We were less than 20 miles from the finish line.

A light-air tacking duel followed. He covered every tack we made, maintaining his lead. His handicap was one second per mile lower than ours, so he owed us 191 seconds, or just over three minutes for the entire race. We calculated that he had a three-and-a-half-minute lead.

Around noon the breeze picked up, and we were able to split tacks, when a barge passed between the lead boat and us. We beat into Hempstead Harbor in 15-20 knots and crossed the finish line at 2:30, less than two minutes behind the lead boat saving our time.

We ended up second, when another boat who we had to give serious time to, corrected out ahead of us. It took us 49 hours to do the race. It was exciting, it was fun and the entire crew said, "Yep, sign us up for next year!"



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