



Bowspritz



FROM THE HELM

Our friends Chuck Chiaramonte, Ed Nielsen, John Doherty, Jean Doherty, Andrew Mathews, and Karl Janhsen, on “Harvest Moon”, traveled a piece of the world together this past June, a road not taken by most. They sailed the Bermuda challenge, they pursued the possible, and they captured all our imaginations. Our members went on an adventure and quest that we can't help but admire. Their brave hearts exhibited courage and showed us how to live out our dreams. They embraced the moment.

Alan Siris
Commodore



Ed. Note: See article about this trip by Chuck later in this issue!

The Road Not Taken

By [Robert Frost](#)

Two roads diverged in a yellow wood,
And sorry I could not travel both
And be one traveler, long I stood
And looked down one as far as I could
To where it bent in the undergrowth;

Then took the other, as just as fair,
And having perhaps the better claim,
Because it was grassy and wanted wear;
Though as for that the passing there
Had worn them really about the same,

And both that morning equally lay
In leaves no step had trodden black.
Oh, I kept the first for another day!
Yet knowing how way leads on to way,
I doubted if I should ever come back.

I shall be telling this with a sigh
Somewhere ages and ages hence:
Two roads diverged in a wood, and I—
I took the one less traveled by,
And that has made all the difference.

COMMUNITY

We Want You!

For Our Million Dollar Year!



We need 28' or longer sailboats to host guests for the Village Cup Regatta!

Saturday, September 7th, 2024

The Village Cup is a charity event sponsored by the Port Jefferson Yacht Club to raise money for Pancreatic Cancer research and palliative care. This will be our 15th year, and with your help we will almost certainly cross over \$1,000,000 raised for the cause!

The Village Cup Regatta is a Memorial Parade of Boats and then a short sailboat race for racers and non-racers.

In this event each boat has a small crew of experienced sailors and a small contingent of guests who represent either Mather Hospital or the Village of Port Jefferson. We will be able to provide experienced crew to all boats that need them.

See the web page: <https://portjeffersonyachtclub.com/community/village-cup/>

And race info: <https://portjeffersonyachtclub.com/race-program/village-cup-race/>

To sign up your boat and/or get more information, please contact:

Dave Hubbard — davechub@gmail.com (516) 313-7617

BOARD REPORTS

UPDATES FROM THE OFFICERS AND DIRECTORS

DOCKS & FLOATS

Memorial Day weekend was a mooring sell out and July 4 weekend docks have been sold out for weeks and as I write this we have only one slip open for the holiday. We have a couple of projects we are still working on. By the time you read this the last four of our pilings should be installed and this will enable us to complete the installation of the piling rollers between the slips. We are also working on fastening down the hatches covering the cable raceways and power washing the docks. We will be adding a stain/sealer to the docks to help maintain their condition and extend the life of the decking. You may have noticed some new signage around the property and on the docks in an attempt to keep trespassers within check. We have just installed four ladders on the docks for safety. Most of the ladders are stored above the water to eliminate marine growth and can be deployed from both the dock and from the water for self rescue. Please familiarize yourself with them so if the need ever arises you are able to react quickly.

To encourage groups to include PJYC in their cruise destinations, we will be offering an upgrade to cruise directors to a slip for the price of their mooring if we have an empty slip upon their arrival. We have tried this out with two groups and it has been very well received.

We are also running a pilot program of upgrading a mooring reservation to a slip for 50% discount if we have empty slips after 5 pm. We are starting this out for weekdays initially and see how it is received and get the kinks out. Even with the discount we will be making an additional 30 to 50% on a typical reservation. We hope to generate some great reviews on Marinas.com. Speaking about Marinas.com, PJYC consistently receives 5 star reviews and this may be why Dockwa reports that almost 40% of our transient guests have never been at PJYC before.

The member use of our docks does come with guidelines/rules. The member's only slips need to be kept available. In general, weekday use (Mon. to Fri.) is restricted to five hours with the member present and no overnight stays and weekends are restricted to 60 minutes. We want to keep these slips available to all and try to keep restriction to a minimum so that all members can maximize its use. All of the dock rules for slip holders also apply. The specifics can be found in the Members section of the website. I have included links to two of those sections below.

<https://portjeffersonyachtclub.com/wp-content/uploads/2024/02/PJYC-Member-Dock-Rules-2024.pdf>

<https://portjeffersonyachtclub.com/wp-content/uploads/2024/01/PJYC-Member-Slip-Rules-2024.pdf>

Our D dock also needs to be kept free of dinghies. When dinghies are tied up here, the members on C dock have difficulty getting in and out of their slips. We provide launch service so dinghy use should be at a minimum. If you must bring a dinghy in it can still be left here but only at the 8' end and on the south side (shore side). If it gets crowded, use the area between the ramps but still on the south side.

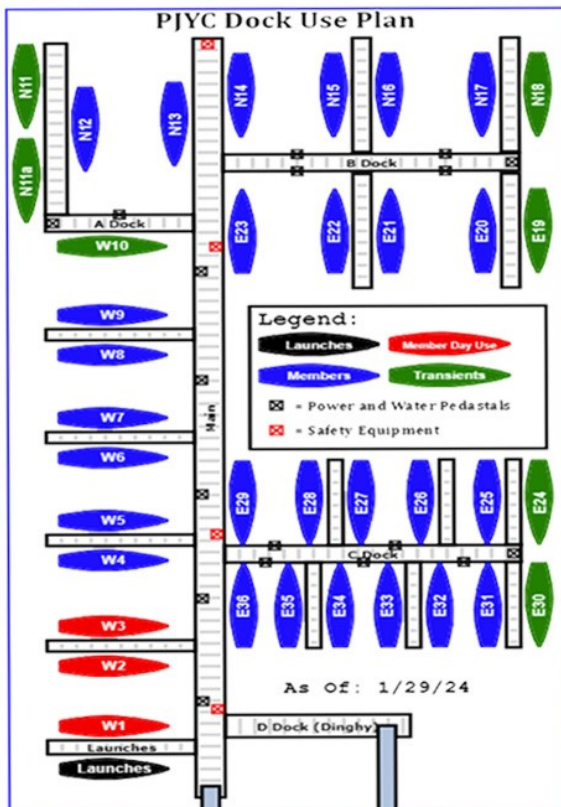
Alan Johnson

Director of Docks & Floats



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Port Jefferson Yacht Club
Hail on VHF 68
For Launch or Dock Assistance
"Yacht Club Launch"
Dock House: 631-473-9890
portjeffersonyachtclub.com

BOARD REPORTS

UPDATES FROM THE OFFICERS AND DIRECTORS

FLEET CAPTAIN

Tuesday Night Series

One more race in the Spring Series! Racing has been very close with some races decided by seconds! And the series scores are only one point apart!

Remember to register for the Summer Series that starts July 16! See the website for details.

Harbor Cup

We only had 5 boats turn out for the Harbor Cup this year. However weekend racing seems to be light all over the sound. But we had great wind! 2 boats had to retire due to conditions. Congrats to Gypsy Moon who took first, followed by Clara J and then Topaz. Honorable mention to Organized Chaos and Pi Seas 3 both of which did not finish. We still had a great party afterwards! Thanks to Laurina and her helpers, and to Greg and Christine who handled the grill! (Pics in Social Section)



Dave Hubbard
Fleet Captain
davechub@gmail.com



SOCIAL!

Social words

June came went so quickly ... I am thinking of the 4th of July already!

We hosted some fun events at the club in June. The fishing tournament ended on June 2nd. thanks to Jack Bowman and crew.

On June 14th Chic Voorhis and friends rocked a full house of club members with music that was so good! Someone said to me "this is our music" and I agreed! Thank you, Chic, - it's always fun to hear your talented trio!

Thanks to Dave Hubbard who brought the racers, Annette Dickenson, Carmela Cohn/Talencio and Vicki La Rossa who set up, served and cleaned up for the party and Greg Gibson and Christine who were the grill masters the Harbor Cup event on June 16th was a big success. Thanks to all - it does take a Village!

Stay posted for my flyers.

See you on the deck - can't beat those sunsets!

<https://portjeffersonyachtclub.com/calendar/>

Laurina—Social Director



SOCIAL!



SOCIAL!



SOCIAL!



SOCIAL!



WHAT'S NEWS

NEWS AND STORIES BY AND FOR OUR MEMBERS

PJYC Herreshoff Museum



This year, in addition to Clara J, we have Petunia! Walt Saraceni just finished a restoration of this 'Herreshoff Pilot' over at the boat shop near the club. As many of you know, my boat 'Clara J' was designed by Nat Herreshoff. Petunia was designed by his grandson Halsey Herreshoff! The 'Pilots' were available in both sail and power configurations and were built in the 70s . At 18 feet, they, like most Herreshoffs, use space remarkably well! A very comfortable cruiser for two. Halsey is the son of A. Sydney De-Wolf Herreshoff, Nat's son. Sydney was also a great designer, and in fact drew some of the design plans for the 'S' boats (Clara J) in 1919. You can see Petunia anytime as she has a slip right off the ramp.

Dave Hubbard

WHAT'S NEWS

NEWS AND STORIES BY AND FOR OUR MEMBERS

Bermuda and Back

By Chuck Chiaramonte

I had decided early on that I wanted to sail to Bermuda one more time once I purchased my current boat. Harvest Moon is a 490 Jeanneau which replaced my previous 445 Catalina. I had sailed to Bermuda on the Catalina and now hoped to reunite that same crew. Although My wife, Peggy quickly informed me that she would not be on board this time around, the rest of the crew was eager to go. To replace Peggy, I invited John Doherty and extended the invitation to Jean Doherty. To my delight, both accepted. Our crew was set with Alan Johnson, Gary Passavia, Ed Nielsen, John and Jean Doherty. Unfortunately, circumstances prevented both Alan and Gary from coming and Andrew Mathews and Karl Jahnsen agreed supplement with each to come one way, with Andrew sailing to Bermuda and Karl sailing home.

Our sail date was June 10th. We had reservations to dock the boat at the Royal Bermuda Yacht Club for a week and expected to sail home on Friday, June 21st. We were met in Bermuda by Peggy and Laurina Nielsen.

As a precaution, I had purchased professional marine weather forecasting for both legs of the trip. Two days before leaving, I received an email from the weather forecaster advising me to postpone our trip. The forecast was for no wind. I might need to motor all the way and would run out of fuel. Too many plans were made to postpone (which we would only do for dangerous weather), so Alan Johnson, Ed Nielsen and John Doherty all contributed extra jerry cans to lash on deck. When we left, Harvest Moon had an extra 52 gallons of diesel for a total of 110 gallons. Still, we were concerned. The boat has an 80 HP engine and will easily burn 1.5 gals an hour at 2,300 rpms. I knew that we could cut that down dramatically by motoring no faster than 5 knots, but I didn't know how much fuel I would save with this boat. But between all the extra fuel and our sail inventory which would allow us to sail in light wind, we decided to go.

So we left at 9:15 the morning of June 10th. We turned east out of the harbor, put up the main sail and spinnaker and sailed for Montauk. What an amazing experience! We sailed that way for 10 straight hours until we reached the open ocean around Montauk Point. The entire time, the spinnaker sheet was left on the winch and the autohelm was engaged. That night, we all had dinner at the cockpit table (adorned with tablecloth), including the person on watch.

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WHAT'S NEWS

NEWS AND STORIES BY AND FOR OUR MEMBERS

Bermuda and Back

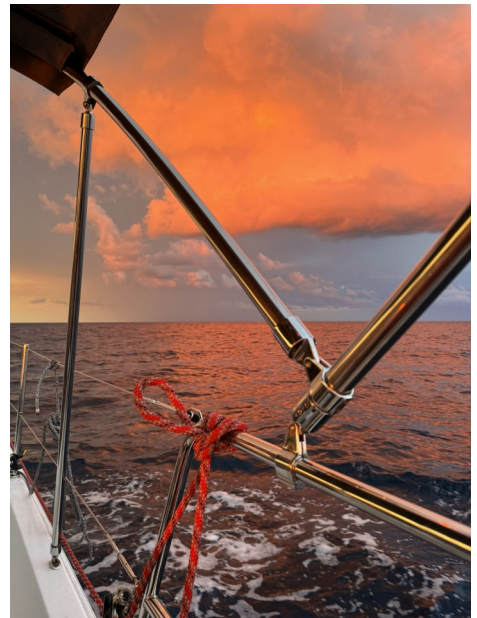
We then needed to start the engine and motor. Which we did for hours, creeping along at 4-5 kts to conserve fuel. We did have another chance to sail but when we deployed the Main sail (in mast self-furling), the clew pin gave way and the pulley flew overboard. Not to worry, Ed jury rigged the main with John's help and we were able to sail with the code 0 sail – a cross between an overly large jenny and an asymmetrical spinnaker. Once again, we sailed that way for hours until we finally had to start the engine and motor the rest of the way to Bermuda.

On the way, we had sightings of dolphins, gorgeous sunrises and sunsets and Andrew Mathews brief drone flight off the stern. Turns out that bringing the drone home on a moving sailboat is a bit complicated and ends with it having to be snatched out of the sky by hand.

We were able to drop the main sail off at a sailmaker in St. Georges, Bermuda. He was located directly across from the custom dock. We entered Bermuda at St. George but after being cleared by Customs, we motored 2 hours to Hamilton which is the capital of Bermuda and where the Royal Bermuda Yacht Club is located.

At Hamilton, we met up with Peggy and Laurina and all went to dinner. The next day we had to say goodbye to Andrew who had a ticket to fly home. Hamilton is a fun place and we three couples had fun trying the different restaurants and using the unlimited bus passes to explore the Island.

So, our trip to Bermuda was pretty much uneventful (other than the breaking of the mainsail clew). On my previous three trips there was never any excitement going to Bermuda. Coming home was always different. My trip home on Alan Johnson's boat saw strong storms followed by not one but four waterspouts blocking our path; on Gary's boat, we had a full-blown gale with one boat struck by lightning, one with a bent boom and one with a torn jib. We were also close to being run down by a tanker and on my previous boat, we were hit by a rogue wave which almost rolled the boat. It turns out that we would once again have a story to tell.



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Bermuda and Back

On June 18th, we heard from our weather service. They advised that we not wait until the 21st to depart. Strong storms were forecasted and if we didn't leave by the morning of the 20th, we should not leave at all. We decided that we would leave even earlier, by the afternoon of the 19th. Our problem was that Karl Janhsen was not scheduled to fly in until the afternoon of the 20th. I called Karl and he was able (with difficulty) to get a new ticket which got him into St George at 3 pm on the 19th. Peggy and Laurina changed their flights home to the 19th and that morning we left Hamilton and motored to St. George. We tied up across from the custom's dock, helped Peggy and Laurina get a cab to the airport and picked up and installed our repaired main sail. Then we waited for Karl's plane to land. Karl got to the customs office at 3:45 pm (they closed at 4 pm), we cleared customs, ran to the boat, untied and set sail for Port Jefferson. Karl had to have the shortest visit to Bermuda ever!

Our weather service not only gives us a detailed weather forecast but also tells us the best place to enter and exit the Gulfstream to avoid contrary currents (which hit 6 kts) and eddies. Unfortunately, there were several eddies that we were routed around which may have added an extra 50-100 miles to our trip. Now we were in a race with the storm!

I have always said that you can sail in almost anything if the wind and the seas are on your aft quarter. That statement would be put to the test! After a couple of days of light to no wind (included another 10 hour spinnaker sail), the winds began to build. As Saturday night approached, John was on watch and the winds were 18-22 kts from the ssw. We had a reef in the main and full jib up. Harvest Moon was making 9-10 kts. We decided to double reef the main and add a reef to the jib. It made for a calm night onboard. The next day, the winds continued to build along with the seas. The winds went to 24 kts with gust to 32 and seas were 8 – 12 feet. We debated adding another reef to both the jib and the main. We opted to add reefs to both the main and jib which were now triple and double reefed. At the time the reefs weren't necessary, but we knew the worst was yet to come. Later in the day, the winds went to 32-36 kts with gusts to 39 kts (that we saw). The waves became not only huge, but steep and close together. Waves were now 10 – 15 feet with regular sets of 20 footers. Twice waves came over the stern and once Harvest Moon slid sideways down into the trough of a steep 20-footer. For several hours, it was me and Jean in the cockpit.

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Bermuda and Back

We were crossing the shipping lanes and saw that we would pass in front of a Viking Cruise ship but with little room to spare. The AIS told us the margin would be 1.5 to 2 miles. It was dusk and we kept looking for the ship over our starboard side. AIS said it was just 5 miles away and steaming at 18 kts. For several minutes we couldn't find it. The waves kept blocking our view. Once we finally saw it, we could relax. The AIS was correct!

The nice thing about sailing in the open ocean is that you don't have to worry about hitting land or another ship if you are in a storm. But for us, we approached Montauk at midnight. Now we were getting AIS and radar hits of other boats. We decided to take in the sails and motor. It was pitch black and the winds were still in the mid to high twenties. We rounded the point and entered a lightning storm with horizontal rain and no visibility. On autohelm and navigating strictly by instruments. I had hoped to bring the boat into the LI Sound before leaving the helm but it took far longer than I imagined. Finally, as we were rounding the northern tip of Gardners's Island, I asked Ed to take the helm, I was beginning to "hallucinate" after 10 hours at the helm (1.5 hour break before having to round Montauk) and little sleep the night before. I woke up 4 hours later and we were in the Sound motor-ing home.

I know the wild weather we had near the end of our return trip could be the defining moment of what it is like to sail to Bermuda. It isn't. We spent a total of ten days and nights on the open ocean. During that time, we all ate dinner seated at the cockpit table (yes complete with tablecloth) 8 of the 10 nights. The only reason we didn't the other two nights was because we felt it was safer not to be cooking and boiling water in rough conditions. Those nights saw peanut butter and jelly and cold cut sandwiches. Jean, who had some trepidation about joining us, chose to not be on watch but instead cook the dinners. She did a great job with the dinners and decided to stay on watch with John anyway when it was his turn. One night, John went to bed after his watch, but Jean chose to stay up. I was on the 1 - 4 am watch. I suggested that she go down to get some sleep. Jean said that she really wanted to stay up and take in the beauty of the night. We had a continual parade of luminous jellyfish coming out from under the boat in our wake (of all sizes) and a beautiful full moon. The night was idyllic, and Jean stayed up until 3 am.

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Bermuda and Back

There was also the night that strange white birds threatened to fly into our cockpit over the stern in the wee hours of the night. They appeared as ghostly birds suddenly appearing in the stern light. Jean thought that they looked like bats. Of course, we didn't believe there are "marine" bats 300 miles out in the ocean but in that light they did look like bats. There are no insects out there so they would have to be vampire bats. We spent lots of time reading (John said he read 4 books) and listening to music. Andrew taught us how to use our electronics (phones and on the boat) and we told jokes and laughed. It's a great time! I recommend the trip to everyone (you could always sail there, sell the boat, and fly home ☐)

My crew was incredible, fun to be with and very capable no matter what might be thrown at them. It is a luxury to have a crew that you don't feel any need to direct because they will do what needs to be done when it needs to be done. When and if you plan this trip, remember that the crew is even more important than the boat you are sailing. Thank you, Ed, John, Jean, Andrew and Karl!

Chuck Chiamonte



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Bermuda and Back



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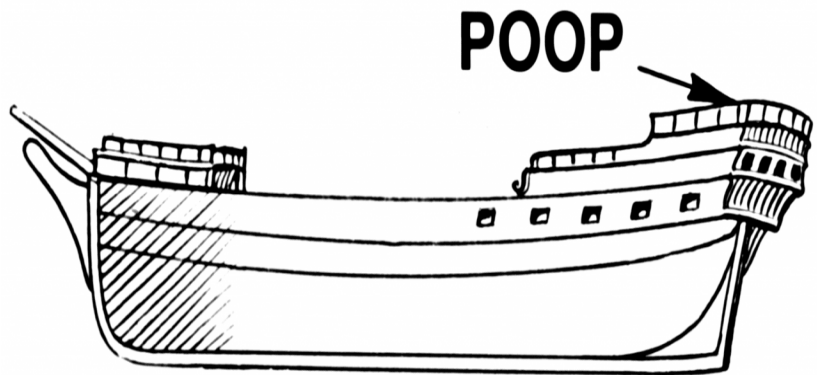


WHAT'S NEWS

NEWS AND STORIES BY AND FOR OUR MEMBERS

WHAT'S IT?

June's What's It: What is the meaning of "Poop Deck" ? Nobody dared guess it I guess! So, you all should know your bow from your stern. And most folks know the 'Poop Deck' was the aft most deck of the ship. It simply derives from the French 'la poupe' which is their word for the stern. Likely from the latin 'puppis' meaning the rearmost.



July's What's It: For this month, send me some ideas for next month!

THE EXCHANGE

(SELL, BUY, SWAP)

MOORING FOR SALE

350 lb

With all tackle and mooring ball

Only 2 years old!

\$650

Contact Mike or Jeanne Compitello

Mike: 1-631-245-1389 Jeanne: 1-516-971-0396

THE EXCHANGE

(SELL, BUY, SWAP)

FOR SALE

NEW 50 AMP ADAPTER TO TWO 30 AMP

\$150

(\$255 AT DEFENDER)

Contact Chuck Chiamonte: charles@selectinvprop.com



THE EXCHANGE

(SELL, BUY, SWAP)

FOR SALE

Two red Carbonica Glass Fibre Steering wheels-
Sport version: 1Meter Diameter/39.5" Diameter

Excellent, like new condition.

Standard Aluminum Hub

works with:

Edson 1" Cone (25mm spindle)

Lewmar Cone (25mm spindle)

Jefa Cone (25mm spindle)

Goiot Cone (25mm spindle)

Previously used on a Hanse 458

Retail for \$1,000.00 each. For sale for \$500.00
each/pair, \$600/single wheel

Please contact: stefanobasilico@mac.com or

646-732-8661



THE EXCHANGE

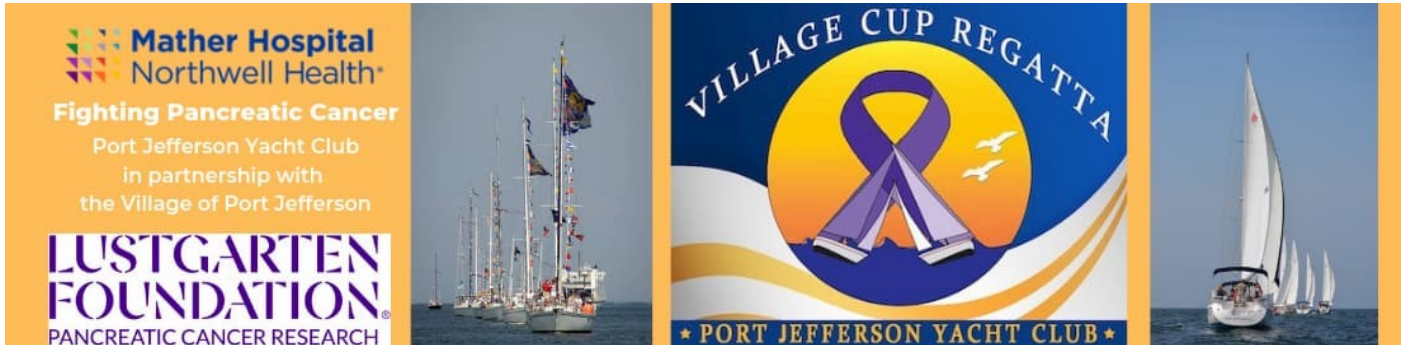
(SELL, BUY, SWAP)

SHIP'S STORE PRICE LIST

NEW ITEMS!!

Men's Button Down Long Sleeve Shirt	\$40 each
Sport Brown Shell Jacket Men's or Wm's	\$60 each
Large Blanket – Blue Heather Fleece	\$40 each
Hats – Cotton - Assorted Colors	\$20 each
Unisex Denim Shirt – Long Sleeve	
Cotton, button down	\$45 each
Women's Maui Blue Shirt - Short Sleeves	
Cotton Blend, Button Down	\$35 each
Men's Maui Blue Shirt – Short Sleeves	
Cotton Blend, Button Down	\$35 each
Unisex Polo Shirt – Quick Dry	
Steel Grey, Short Sleeves	\$30 each
Women's T-Shirt – V-Neck	
Cotton, Royal Blue, Short Sleeves	\$20 each
Women's T-Shirt – V- Neck	
Quick Dry, Royal Blue, Long Sleeves	\$20 each
Men's T-Shirt – Crew Neck	
Cotton, Royal Blue. Short Sleeves	\$20 each
Men's T-Shirt – Crew Neck	
Cotton, Royal Blue, Long Sleeves	\$20 each
Stainless Steel Tumbler 20oz	\$30 each
	2 for \$55
Beverage Koozies -Royal Blue	2 for \$5
	5 for \$10
Tie Tack – Burgee	\$ 5 each
Pendant – Burgee	\$ 5 each
Burgees	
Standard 12" X 18" (under 35 ft boat)	\$30 each
Large 14" X 21" (over 35 ft boat)	\$35 each

COMMUNITY



Only \$44,000 to go to hit a Million!

Start Planning for the 2024 Event!

September 7th

Making a Difference

To support our local community food bank, please make a donation to the following:

Long Island Cares

10 Davids Drive

Hauppauge, NY 11788

licares.org

Thanks and stay well,

Judy Suben



Business Section

As there is no July Board Meeting, we have no 'Business' for this section this month.



PJ Fireworks off the bow of Clara J

Ads, articles, pics all welcome!

Email to: bowspritz@portjeffersonyachtclub.com

Port Jefferson Yacht Club

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