

BOWSPRITZ

Newsletter of the Port Jefferson Yacht Club

<http://>

www.portjeffersonyachtclub.com

February 2018

Commodore's Comments

It's February and I am 2 months into this commodore experience. So far we've had two board meetings and already there is so much to do.

Jay Rose and Diane MacDonald have the Junior Sailing Program up on the website and are getting ready to accept sailing school reservations. Junior sailing advertising and promotion will be out to local school age students. I hear, one of our newer members, Darcy Buscaglia is giving Diane lots of help in the marketing area. I love hearing all these positive vibrations. Thanks Darcy.

Jeff Hausner is getting a list of "To Dos" ready. Last year Jeff supervised some great improvements to the lower level. We are still waiting to finish some remodeling of the furniture in the lower level as well as some repairs to the lower level plumbing and flooring.

As some of you know, we had a storm in January that brought in heavy winds from the North and a very high tide. The area around the dock house and the JSP building and the lower parking lot sustained some over wash. Alan Johnson and Ed Nielsen are working hard to get all the ducks in order to make sure we will be up and running by the time our boats go in the water.

John Pearson has an exciting racing program planned. He has ramped up the racing program and is staying enthusiastic. John is working with Dave Huubbar and Charlie Masone to keep this going.



Kay Rachek has joined our board as Corresponding Secretary and is already going above and beyond with her efforts. Of course Tim Rachek our treasurer is probably the hardest working board member trying to keep us all within our budgets. What would we do without those Racheks - is what I say all the time.

Karen has a social program up and running and has a great committee working with her to keep us all smiling. And John and Jean Doherty keep the bar stocked and running -we all know how important that is!

I am dedicating my focus to new membership. I stopped into the Shipyard apartments and spoke with the leasing agent there. She was happy to accept some of membership brochures and promised to add them to their welcome package. In addition, with the help of Ralph Segalowitz, our membership chair, we have some membership information in a Stony Brook University publication.

Cont'd. on next page

We will also be hosting an Open House with the bar open and some simple snacks on April 19th. Why don't you come down with that positive PJYC spirit? Perhaps we can show some folks what a great place we have. If we share our smiles, sailing, boating and social experiences with these people how will they be able to resist joining us?

Looking forward to see you all...

Laurina Nielsen

ADDITIONAL VIEWS OF THE PROPERTY DAMAGE



.Dock and Floats February 2018 News Letter

Dock work will start the beginning of March, please mark your calendars as we will be working every Saturday. In addition any one available to work during the week, please contact me so that I know who to call. Because of tides, we are looking to launch the docks on March 31 with a back up date of April 14. Please mark your calendars.

During the storm with the 50 MPH winds in January our fixed docks sustained substantial deck board damage with about 50 deck boards ripped from the fixed docks both East and West and we will be rebuilding them besides floating dock renovation.

Our floating docks that we worked on last year with the new connections worked outstandingly and we are continuing that work to fit all the docks with the new connectors.

All hardware has been purchased and is on site ready for the weather to improve.

In addition to the dock repair work, we will be installing a new 30 amp dock pedestal to the East dock. The pedestal will also have a fresh water connection. It is hoped that this will be our primary dockage for transients This change should free up space on the West dock for our members' use . PJYC dock rules apply to both docks. No unattended boats are to be left on the dock and time limit rules apply.

We will have a dedicated dingy only section on the East dock that will be plainly marked "DINGY ONLY" for member and transient use. This section is not open to the public.

The University Rowing Team will be expanding their use of the East dock during their seasons. Their Spring season ends in mid May and their fall season is Aug 28 to Nov. 12.

They use the dock during the week, early am and will not be on the dock during the weekends. They have been advised that they have to be clear for Labor Day, and on the days of the Village Cup and Dragon Boat races.

Alan Johnson,
Director Docks and Floats



PJYC
2018 Social Calendar



February	Friday, 23rd	Pics & Apps
March	Saturday, 17th	St. Patrick's Day Party
April	Friday, 6th	Game Night
	Saturday, 21st	Commodore's Cocktail Party
May	Friday, 4th	Cinco de Mayo Party
	Sunday, 20th	Commissioning
June	Saturday, 2nd	Fishing Tournament Begins
	Saturday, 16th	Harbor Cup
	Friday, 22nd	Game Night
July	Saturday, 21st	BBQ & Peaches Cook-off
August	Saturday, 11th	MSSA ACS Regatta
	Saturday, 18th	BBQ & Corn Cook-off
September	Saturday, 8th	Village Cup
	Saturday, 15th	Dragon Boat Race
October	Saturday, 27th	Halloween Party
November	Saturday, 10th	Dinner Dance
December	Sunday, 9th	Annual General Meeting
	TBD	Children's Holiday Party

The Tell-Tales Bar is open every Friday night year round at 7pm.

Tuesday – Canasta (text 631-512-1068 to confirm in case of unscheduled cancelation).

Wednesday – Poker except the second Wednesday of the month (text 631-512-1554 to confirm in case of unscheduled cancelation).

Please contact Karen Jahnsen at 631-473-5734 or syckarenj@aol.com if you are interested in hosting or helping with any of the events below or if you would like to host an event not listed.



Harborside Marine is Port Jefferson's only on water marine service facility. Our office & shop is located at The Boat Place in Port Jefferson. We offer service 7 days a week at your slip or mooring with our mobile work boat, or make an appointment & bring your boat to our dock. Experienced, trained technicians, & professional customer service. All engine makes/models, gas/diesel, power or sail, electronics, fiberglass, rigging, canvas/upholstery & .WE DO IT ALL!!

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3 Beach Street, Port Jefferson, NY 11777 - harborsidemarine@yahoo.com

BOARD OF GOVERNORS/COMMITTEES—2017

CLUB OFFICERS

Commodore	Laurina Nielsen	827-0049	laurina_n@hotmail.com
Vice Commodore	Ed Dowd	472-6533	dowededdie@aol.com
Rear Commodore	Karl Jahnsen	473-5734	cjcpas@aol.com
Fleet Captain	John Pearson	914-319-7383	redskyj105@gmail.com
Recording Secretary	Ellie Bowman	751-3591	bowman70@verizon.net
Corresponding Secretary	Kay Rachek	751-8136	kayrachek@optonline.net
Treasurer	Tim Rachek	751-8136	timrachek@optonline.net
Judge Advocate	John Ciarelli	265-7567	johncli@aol.com

DIRECTORS

Launch & Moorings	Joe Yorizzo	979-1794	unitedart@aol.com
Docks & Floats	Alan Johnson	585-2516	alanwilliamjohnson@gmail.com
House	Jeff Hausner	516-459-3529	jwh@intelli-tec.net
Grounds	Ed Nielsen	742-2040	enhiii@hotmail.com
Social	Karen Jahnsen	473-5734	syckarenj@aol.com
Education	Diane MacDonald	646-546-0644	diane@womanalive.com
Past Commodore	Joe Yorizzo	979-1794	unitedart@aol.com

COMMITTEES

Membership (Chair)	Ralph Segalowitz	689-7395	rsegalow@yahoo.com
	Tim O'Mara	846-4177	chillinonahd@yahoo.com
	Joan Fortgang	473-2160	sailormom@optimum.net
	Jean & John Doherty	751-8643	seapeace@live.com
	Ray Epp	289-4156	rwepp@optimum.net
Nominating (Chair)	Debra Bristel	872-2053	dbristel@optonline.net
	John Doherty	751-8643	
	Charlie Masone	331-3905	Charlie.masone@gmail.com

SERVICES

Cruising	Heather & Ken Babits	331-1798	raison10@optonline.net
PHRF	Joan & Mort Fortgang	473-2160	sailor36@optimum.net
Bowspritz	Vic Suben	246-5170	vsuben@optonline.net
E-Mail (mass)	Gene Stark	474-5187	email@portjeffersonyachtclub.com
Bar	Jean & John Doherty	751-8643	seapeace@live.com
Club Rentals	Kevin Mularkey	732-4397	jankev@optonline.net
Ships Store	Dave & Ellen Diamond	473-2473	davidjdiamond@optonline.net
Yearbook	Dianna Stackow	689-6957	ds@grms.com
Harbor Cup	Sean Heffernan	751-6626	johnheffernan@optonline.net
Publicity	Joe Yorizzo	979-1794	unitedart@aol.com
Dingy Rack Rental s	Ray Epp	289-4156	rwepp@optimum.net
Work Assessments	Ed Nielsen	724-2040	enhiii@hotmail.com
Director, Sail Training	Jay Rose	210-4019	jay.rose@nyu.edu

Getting A Jump On Spring

Quick & Easy Winter Projects To Make Your Boat Safer

Sometimes, it's the little things that get overlooked; something as minor as a worn impeller or dead battery can ruin a day on the water. Even major things like a dismasting from a cracked fitting or a ruined engine due to clogged manifolds can be prevented by a quick inspection. This winter, devote some time to a few easy inspections or simple projects to make sure next spring your boat is ready for smooth (and safe) sailing.



Change Your Impeller

As the Nike ad used to say, "Just do it." Unless you changed your impeller within the last two years, go ahead and replace it. Impellers can fail even (and especially) if they're not used much. Over time, they take a "set" and the vanes become less flexible and less efficient at moving water. Eventually, the vanes crack at the base and break off, finding their way into your engine's cooling system where they can cause overheating (and are often very difficult to remove). Replacing your impeller is easy and cheap insurance. If your engine's pump is hard to access, consider installing a product called Speedseal, which is a replacement cover that uses four knurled screws, allow-



ing much easier inspection and replacement of impellers.

The impeller on the left is worn out; the vanes could break off and get stuck in your engine's cooling system, causing overheating. Now is the time to replace it if you haven't done it in a couple of years.



Inspect the Other Zincs

Zinc anodes in the engine's cooling system wear out like any other anode. Forgetting to replace them can lead to corrosion, ruining expensive components.

Many engines, especially smaller diesels and generators, have zinc anodes in the cooling system to prevent corrosion. Most heat exchangers are made of copper and other dissimilar metals, which can corrode if not protected. The anodes (usually pencil anodes) are screwed into the heat exchanger housing and should be inspected at least once a year; if they're half wasted, replace them. Check your engine manual to find out if your boat has one.

If you have a water heater, you may have a zinc anode in it as well. Those anodes tend to last a long time (decades), but when they're finally used up, corrosion can occur. Another surprising issue with worn-out water-heater anodes is that they can cause a foul odor in the hot water when the zinc wears off its iron support rod. These anodes are usually attached to the inside of the water heater's outlet nipple and can be replaced by removing the nipple.

To test it, disconnect the cable at the engine and turn the wheel back and forth. If it still feels stiff, the cable is bad and needs to be replaced. If the wheel turns easily, get out your engine manual and lubricate the pivot. Also, check

Upgrade Your Stuffing Box

Replacing the packing in a stuffing box often gets put off since it can be hard to access. But a study by *Seaworthy* a few years back found that 35 percent of inboard-powered boats that sank at the dock had leaking stuffing boxes (also called packing glands). A stuffing box should only drip when the shaft is spinning — never when the boat is at the dock. Tightening it will only solve the problem for so long since the packing gets hard over time and over-tightening will damage the shaft.



Replacing your old flax packing with a high-tech type can eliminate drips and extend the interval between changes.

The job is straightforward and can even be done in the water (an absence of packing produces only a modest trickle that can easily be handled by the bilge pump), though it's easier and less scary while the boat is hauled. There are a couple of ways to upgrade your stuffing box: The simplest and easiest is to replace the old flax packing with a dripless type such as GORE-TEX. It's as easy to install as flax packing, doesn't cost much more, and lasts for years. Best of all, it rarely drips, even underway. Another way to upgrade a stuffing box is to replace it with a "drip-free" unit that uses a high-tech rotating seal. The shaft has to be removed, however, which means the boat must be out of the water. These packing glands typically don't drip at all, but they do require occasional inspections

Install a Carbon Monoxide/Vapor/ Bilge Water Alarm

Boats over 26 feet built after 2003 that have sleeping areas should have carbon monoxide alarms installed from the factory. But any older boat that is gasoline powered (or has a gas generator) and/ or has an open-flame stove needs one. Carbon monoxide can't be detected by smell, has no color, and impairs judgment, so it's critical to have a warning before levels get high enough to cause serious injury or death. Carbon monoxide alarms are inexpensive and easy to install — and can save your life.

Gasoline and propane vapor alarms are another upgrade that could someday save your life. Gasoline vapor detectors are mounted in the engine room of gas-powered boats and will signal an alarm before vapor levels become explosive. Propane alarms are used near the galley, down low, where heavier-than-air propane vapors can collect.

A high bilge water alarm alerts you to rising water and can give you enough time to find a leak before it's too late. It can even be linked to a boat's horn, assuring it will be heard at the dock when the boat is unattended. These alarms are as easy to install as a bilge pump switch, and in fact, the ABYC requires that boats with enclosed accommodation spaces be equipped with them by the manufacturer after 2006.

Change Waste Hoses

Exercising your seacocks now can prevent a surprise like this later, when you might have an emergency.

Most foul head odors are caused by old sanitation hoses. Even the best hoses begin to permeate odors after a few years, and the last thing you want onboard is a leaking sanitation hose. Winter is the best time to tackle this project (less odor). Run a clean cloth over the hoses — if the cloth smells, the hoses need to be replaced. Choose the best hoses or you may be doing this unpleasant job again sooner than is necessary. Smooth-walled, thick hoses last longest. Check the West Marine catalog advisor; they have recommendations for good, better, and best. Don't scrimp. Make sure hoses are run so there are no sags where water can stand and ripen. One problem with replacing sanitation hose in winter is that they become stiffer and unwieldy. Dip them in hot water to make them more pliable, especially the ends.

Work Your Seacocks

Seacocks that rarely get closed tend to stiffen up until eventually they can't be closed at all, which could be a disaster in an emergency. Check all of them; they should open and close without force. Those that are stiff or stuck need to be taken apart and serviced. Or, consider replacing them with Marelon (plastic) fittings, which are corrosion-resistant.

Check Steering Linkages Cable steering systems can fail, potentially causing a severe accident. Visually checking them is not enough; in one case a seven-year-old cable failed, tossing the vessel's occupant into the Gulf of Mexico. Cable steering systems can fail, potentially causing a severe accident. Visually checking them is not enough; in one case a seven-year-old cable failed, tossing the vessel's occupant into the Gulf of Mexico.

Steering and throttle cables can get stiff inside from corrosion. Take a few minutes to inspect them, and don't forget the ends. This cable bracket was loose, preventing the skipper from reversing; the boat smashed into a dock.

He was quickly rescued but was surprised later to find that while the sheath was intact, the cable inside was rusted. Here is a simple test: Grasp the steering cable with both hands and twist and bend it back and forth. Cable that sounds and feels "crunchy" indicates corrosion. Replace it immediately. If the steering feels stiff, it could be an indication that the cable needs replacing or, then again, the stiffness could be caused by a lack of lubrication at the engine's or I/O's pivot point.

To test it, disconnect the cable at the engine and turn the wheel back and forth. If it still feels stiff, the cable is bad and needs to be replaced. If the wheel turns easily, get out your engine manual and lubricate the pivot. Also, check the outer jacket. If it's faded, it's a good sign the cable is getting old and should be monitored. Cracks or swelling is a strong indicator that the cable needs replacing. Don't forget to check and lubricate throttle and shift cables, which are usually made the same way.

Check Your Batteries One of the most common calls to TowBoatUS is for dead batteries. Batteries have a hard life on a boat since they often sit unused for months (wet cell batteries typically self-discharge 5-10 percent a month). This winter, take them to an auto parts store; most will check them for free. The devices they use subject the battery to a heavy load and will give a much better indication of their health than a simple voltage check. Don't forget to check the battery cable for corrosion. Batteries need a good supply from the alternator to keep them charged, so spend a few minutes looking at the alternator drive belt. Look for black dust, cracks, or shiny surfaces that might indicate slipping. Tighten or replace them.

For Sailboats

Inspect the Mast and Rigging



A few minutes checking swage fittings can save your rig. Look for bulging or cracks like this that signal corrosion. Replace any suspect fittings immediately.

One of the largest and most expensive pieces of equipment on a sailboat is the mast and its rigging. For all its strength, a small defect can bring the whole thing down. A missing cotter pin can allow a turnbuckle to loosen; a corroded swage fitting can let go under stress; or an accidental jibe can allow a partially broken wire to part. It only takes a few minutes to inspect the deck-level rig. Start by checking that all open turnbuckles have cotter or round pins that prevent them from loosening. Then check swages. Look for tiny cracks and bulges that might indicate the fitting is corroding. Carefully run a wad of tissue paper up each shroud as high as you can to locate any broken strands — replace any damaged wires immediately.

Check fittings on the mast and boom for security and corrosion. Loose rivets should be drilled out and replaced with the next larger size. Inspect chainplates for signs of weakness — discoloration, delamination, and rot. If you chose to remove your mast over the winter, the rest of your inspection is infinitely easier. If the mast is on the boat and you choose not to go up, use binoculars to check fittings at the spreaders and as far up as you can see. If you have any doubts, call a rigger.

Port Jefferson Yacht Club

PO Box 138

Port Jefferson, NY 11777

Bowspritz

Upcoming Events

Friday, February 23rd —Pics & Apps

Saturday, March 17th —St. Patrick's Day Party

Friday, April 6th– Game Night

Thursday, April 19th– Open House