



Bowspritz



FROM THE HELM

A WINTER'S DREAM

*I need to follow nature's wonder,
to appreciate the seasons before I'm put asunder.
Shouldn't I want to be in the winter's shade,
to be dreaming of my friends and the winds of trade?
Can I enjoy the season's stature,
and take a moment to regard and catch her.
I look forward to summer so I can be on my vessel.
The season will come, and my winter dreams will nestle.
I must dream on land till the winter ends,
so I can boat again with my harbor front friends.*

By Alan Sirís



BOARD REPORTS

UPDATES FROM THE OFFICERS AND DIRECTORS

DOCKS & FLOATS

Planning for the dock expansion and launching our docks is moving along nicely. The crane is confirmed for April 6 with a 7 am start and a high tide of 10:02 a.m. Pray for good weather because this is a rain or shine weekend. If weather does not cooperate we can do the launch on Sunday. The following weekend has an afternoon high tide. The work parties will start on 3/2 and continue every Saturday until we are done modifying our existing docks for the expansion. Everything we need has been ordered, some received and some are being built as they are custom order. The new electric layout will have at least one 50 amp plug in a stanchion shared between each 40' finger pier and multiple 30 amp receptacles. The slips at the north end of the dock will share a stanchion with two 50 amp and four 30 amp. The slips with 30' finger piers, each boat will have one 30 amp plug. We should be set for years to come.

An issue was discussed at the last board meeting of uninsured contractors working on boats at the dock. If you hire an outside contract to work on your boat, please confirm they have insurance. If you are asked to pay by cash, a check made out to cash or a check made out to someone's personal name there is a good possibility he is not insured. Additionally, any divers in the marina will have to sign and get notarized a release of liability before they work on a boat bottom in our docks. If the work is performed at a location other than the docks, that arrangement is between the boater and worker.

After analyzing the member boats that requested a slip, we realized we had too many slips for narrow beam boats and made a rolling adjustment with the widths on the North side of the docks with the 30' finger piers. To accommodate the boats, a slip was eliminated to make every remaining slip wider. We are also going to have a second launch in an assigned slip full time. Its exact location will be determined after the slips are in and we have measured the slip openings. You can find the slip layout below or on the website under 'Guest Moorings & Slips' / 'Dock Diagram'. (Editor's Note: The web version is clickable. You can click on a boat or dock to get slip or dock details. We will add more detail as the actual installation happens.)

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BOARD REPORTS

UPDATES FROM THE OFFICERS AND DIRECTORS

DOCKS & FLOATS

This is the time of year we like to remind all members of the dock rules that are linked below from our bylaws. One of the most important points I like to mention is the time frame and dates members may use the member only slips. Please review the Dock Rules. Here is the link: [PJYC-Member-Dock-Rules-2024.pdf](https://portjeffersonyachtclub.com/PJYC-Member-Dock-Rules-2024.pdf) (portjeffersonyachtclub.com)

A reminder to all members, second half of dues is due 3/31, don't risk losing privileges.

I want to remind all non slip members that you are entitled to one free night in a transient slip and a 10% discount for an overnight on future dock reservations, subject to availability. On the Dockwa reservation special requests, be sure to list that you are a PJYC member.

I hope to see a turnout matching last year's participation in getting our docks ready for the season. We have A LOT to accomplish.

With the dust settling about the new slips, we have filled all the new permanent slips but we have one member that had a slip last year not putting his boat in for this season. The yacht club allows a member to skip one year and not lose his/her permanent slip. This slip is for this year only but if a member takes the slip he will be first on the list for next available permanent slip. Since we have exhausted the seniority list, this slip is first come first served.

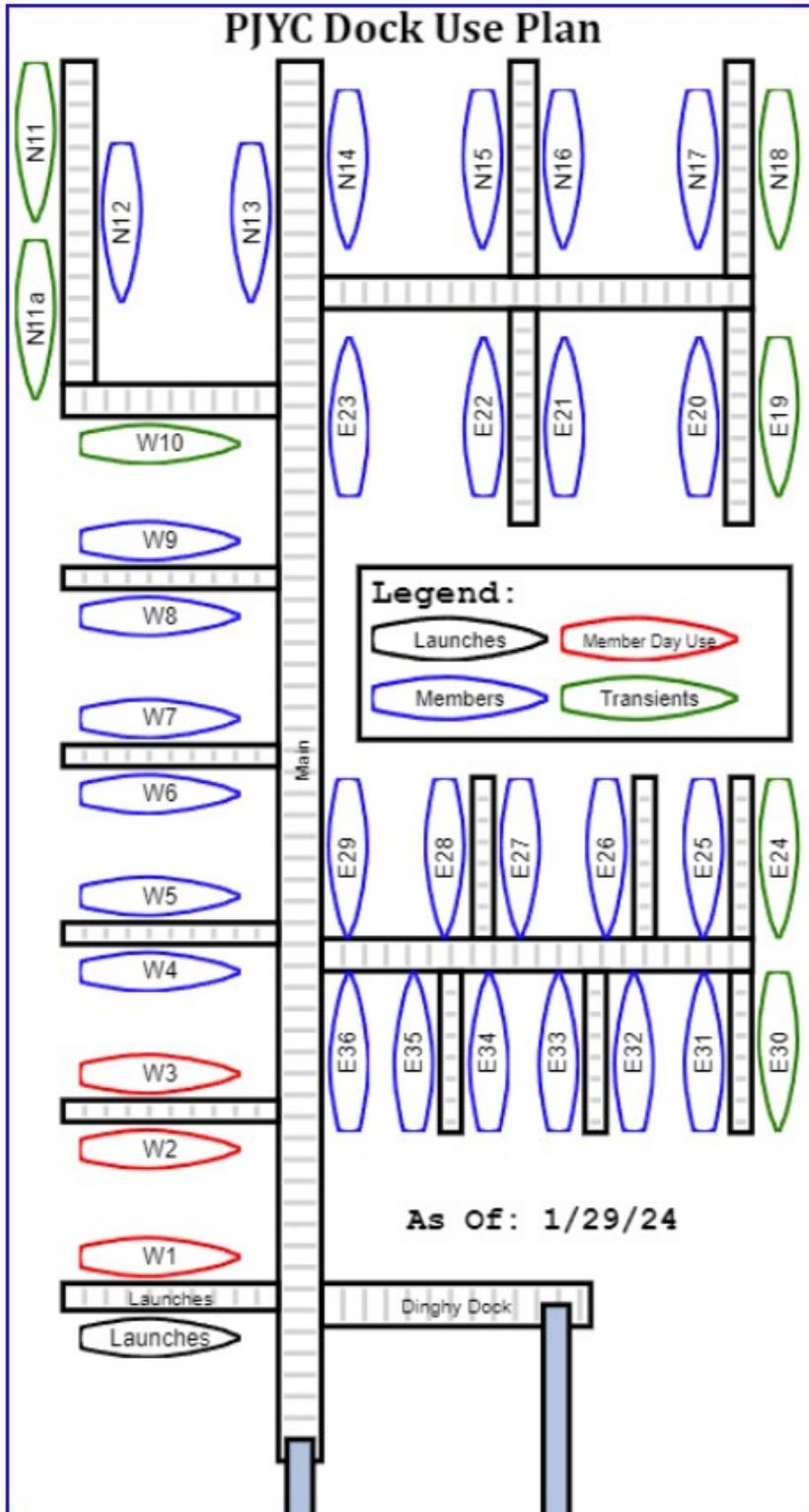
Alan Johnson

Director of Docks and Floats



BOARD REPORTS

UPDATES FROM THE OFFICERS AND DIRECTORS



This is the current plan for the 2024 docks. Member slip assignments are fully allocated. Alan Johnson will have contacted you if you have a slip for the upcoming season. See the 'Slip Holders Form' on the 'Members Only' page of the website if you want to apply to be on the waiting list for a slip.

Note: There is no longer an 'East Dock', however the 'East Ramp' will still run down to the 'Dinghy Dock' on it's east end. It is also accessible from the 'Main' dock which it is attached to on it's west end.

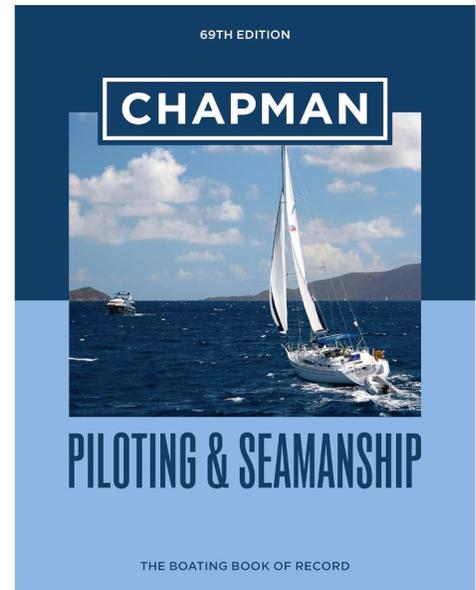
BOARD REPORTS

UPDATES FROM THE OFFICERS AND DIRECTORS

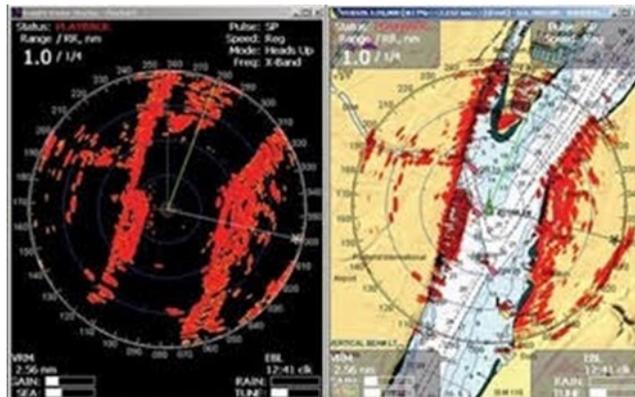
FLEET CAPTAIN

We will be hosting a Boater Safety Course on May 18th!

Aside from covering the Rules of the Road, it also covers things like proper anchoring, anchor rode lengths, engine safety and the like. Much of this info can be found in the Bible of Boating, which is of course 'Chapman Piloting & Seamanship'. I think every boat owner should have a copy. It is kept up to date with new rules and technologies. The latest edition is #69, which came out in 2021.



Also, join our new Director of Education, Ed Torre, on Friday March 1st during bar hours for a talk on Marine & Radar Navigation. This will be a multi media interactive presentation.



Dave Hubbard
Fleet Captain
davechub@gmail.com

SOCIAL!

Social words

The January 27th Chili party was fun. We picked our Super Bowl Boxes and wished our best to Kate Kevil. It was nice to have the help of the regular folks like Annette, Vicki, Dianna and Cathy Sagalowicz and Gretchen J. but a new member, Clara Kudder chipped in also. Clara decorated, cooked and cleaned up. It was nice to see a new face. Thanks Clara and welcome aboard.

The was Super Bowl Game yesterday on February 11th. The Kansas City Chiefs won and, as I see it, a real testament to teamwork! Congrats to KC.

We have some winners of the pool:

1st quarter Ralph Vega

$\frac{1}{2}$ Andrew Mathews

3rd quarter Andrew Mathews

Final: Ann Meyers



Congratulations to our winners but it should be noted that Andrew Mathews (our past Commodore) has donated his winnings to the Social Fund - I am already thinking of what I can buy!

The Valentine's party is in the works We have music by Jim Lowe and I am thinking of champagne and dessert to make it festive. Please RSVP.

I have added a Fish and chips night on March 8th because Peter and Lynn Johnson are interested in doing this event and it sounds great.

The St. Patrick's Day party will be on Friday, March 15th.



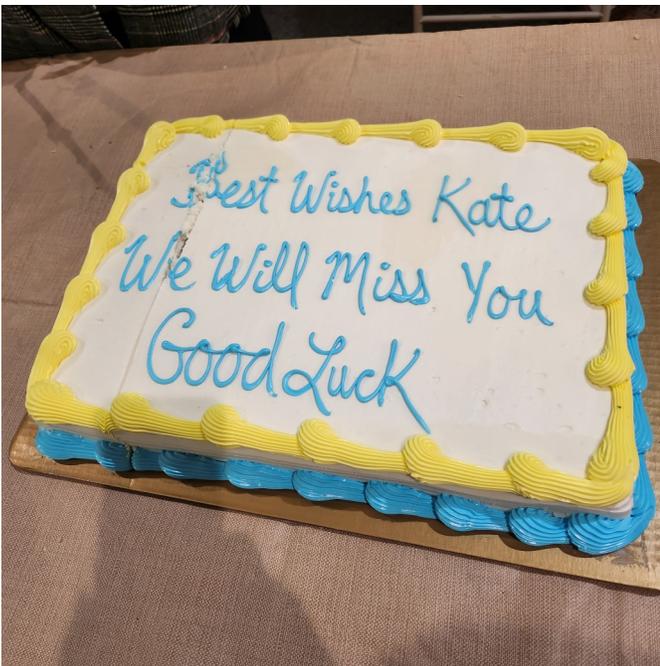
Keep your eye out for my flyers.

Laurina



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SOCIAL!



WHAT'S NEWS

NEWS AND STORIES BY AND FOR OUR MEMBERS

A Sailing Voyage of a Lifetime

By Andrew Mathews

Fifteen years ago I decided to embark on a sailing voyage of a lifetime. I had a few weeks to spare in the winter of 2009 when I started to peruse the “crew wanted” websites while watching the snow slowly fall outside my living room window. Almost immediately, one caught my eye for a trip from the Chesapeake Bay to St. Martin in the French West Indies. A voyage of about 1,700 nautical miles. The owner and skipper, Peter Wood, just happened to be a fellow Brit who had worked the night shift at a double glazing factory for many years in order to retire early and buy his dream sailing boat, a Jeanneau 43DS. He had sailed across the Atlantic the year before and had come up to the Chesapeake in order keep clear of the late summer hurricanes.

We had a brief 15 minute telephone call after which I told him I would come along. I must say it was not without some trepidation as I had no idea if I was joining a band of pirates who would throw me overboard in the middle of the Atlantic!

I flew down to Deltaville in Virginia a few days later and joined my two other “crew wanted” ship mates. Aart was a young Dutchman who worked on offshore oil rigs in Nigeria and was on his 4 weeks off. He had sailed a few dinghies but not much else. Steve was an American who had sold his house and acquired a fixer upper sail boat with a view of living the cruising life. He wanted to obtain his Yachtmaster's Offshore license and needed this trip to obtain the required 2,500 nautical miles of experience.

The voyage took almost 12 days of nonstop sailing and we had no contact with the outside world during this time. To be honest, we didn't even have access to any weather forecasts instead relying on the ships barometer to tell when storms were approaching (which in fact worked remarkable well). After I arrived home, I sat down and wrote a short note to myself about the trip as I knew that in a few years it would all be a distant memory.

So fifteen years later I have dug those notes out of my file draw to share with everyone about my “Voyage of a Lifetime”.

As a post script, when Sharon and I were looking to upgrade our Catalina 27 a few years later we decided to buy a Jeanneau 43DS that just happened to be the exact same boat that I took the trip to St. Martin in. Now Sharon was excited about its bright, warm interior, full standup shower and all the other mod cons while I was secretly thinking about the amazing trip I had made and that one day I would take “Pesaro” blue water sailing knowing that I would be in a safe, sea friendly vessel.

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WHAT'S NEWS

NEWS AND STORIES BY AND FOR OUR MEMBERS

SAILING VOYAGE FROM DELTAVILLE, VA TO ST.MARTIN, FWI

JANUARY 29, 2009 – FEBRUARY 10, 2009

ABOARD A JEANNEAU SUN ODYSSEY 43 DS "LADY CARLA"

The voyage was to deliver "Lady Carla" to St. Martin after she had overwintered in Deltaville, VA during and after the 2008 hurricane season.

The passage took 11 days and 22 hours leaving at 7am on January 29, 2009 and arriving in St.Martin, FWI at 5am on February 10, 2009 – a total distance of 1,700 nautical miles. Our average speed was estimated at 5.5 knots. This was lower in the first half of the trip but increased to a 5.94 knots once we hit the "trade winds".



The crew comprised Peter Wood (UK), skipper and owner, Andrew Mathews (UK & US), Steve Toman (US) and Aart Aguersten (Dutch).

Life at Sea

During the first day we sailed from Deltaville down the Chesapeake Bay and out into the Atlantic, about 35 nautical miles. It was sunny, but very cold with a northerly wind at 10 – 15k, needing about 5 layers of clothing in addition to foul weather gear. I also used heat packs in my sea boots and gloves. You basically slept in most of these clothes as well (including woolen hat and neck warmer) as it was even colder at night.

At 8pm that night, we started our watch system which we maintained for the whole trip.



Aart Ageursten, Peter Wood and Steve Toman

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WHAT'S NEWS

NEWS AND STORIES BY AND FOR OUR MEMBERS

Although a 3 hour watch is normal for a single crew on deck, we decided to reduce it to 2 hours given the freezing conditions. So the watch hours were 8pm – 10pm, 10pm – 12am, 12am – 2am, 2am – 4am, 4am – 6am, 6am – 8am, 8am – 10am. Each night, the assigned watch was rotated to one earlier period - a good alarm was essential for those early morning watches.

During the afternoon of the second day we received a forecast that the winds would increase N 25k, gusting 30k. At nightfall, we furled the main and only had out a small amount of genoa. Given the direction of the wind our course was more east than we wanted. At around 2am that night the wind increase again to 50k, gusting 55k (force 9 – 10 on the Beaufort scale). Although it was dark you could see glimpses of the wave conditions. A good description is provided by the Beaufort scale "Very high waves. Large patches of foam from wave crests give considerable tumbling of waves with heavy impact. Large amounts of airborne spray reduce visibility."



Art Ageursten and Steve Toman

If you looked behind the boat you could see a wall of water approach you, sometimes with the waves about to break. The stern always lifted and the wave passed. Occasionally, we caught the waves just right and started to surf, increasing our speed to around 10 – 12 k. As steering was being done by the autohelm, we occasionally broached at the end of the surf but recovered in about 30 seconds. We almost always used the autohelm during the trip as it could steer better than we could and it allowed us to concentrate on other aspects of the boat. Sitting at the helm at night it was a bit like flying a "space ship". Watching the instruments that showed boat and wind speed (actual and apparent), course (magnetic and true), GPS and what the auto helm was doing. Each time you pressed a button it "beeped" making it feel like playing a video game.

This storm lasted about 36 hours and it reminded us of what it must be like sailing across the Southern Ocean, as the conditions in that part of the world are exactly the same as what we were experiencing. Although we talked about what we would do if the winds increased, "Lady Carla" was performing well and we had no worry about running out of water as we had the whole Atlantic ahead of us. The worst part was just the motion of the boat.

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WHAT'S NEWS

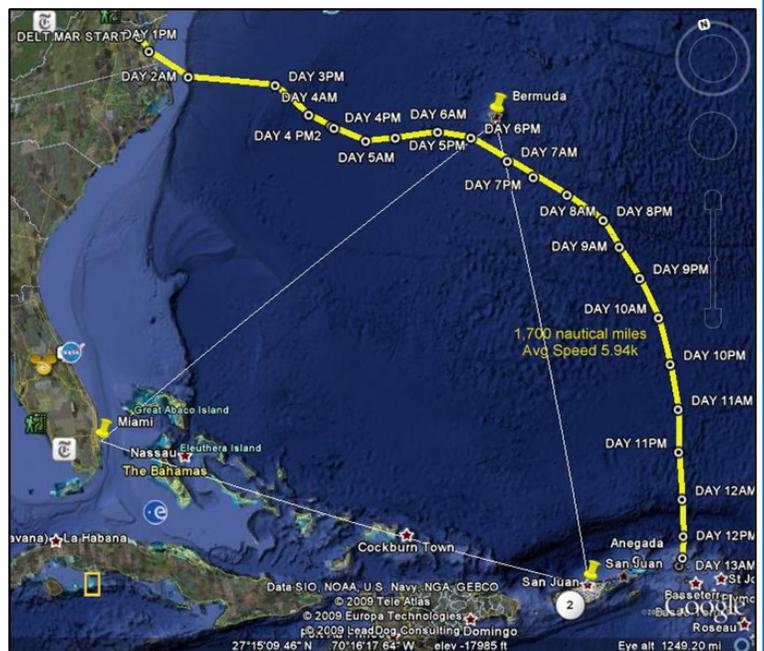
NEWS AND STORIES BY AND FOR OUR MEMBERS

You had to hold on all the time. Eating had to be quick and you found yourself rocking your coffee mug from side to side to counter the motion of the boat and stop it spilling. Sleeping in these conditions was tough as well – only really being able to get some rest when you were totally exhausted. Just sitting down below was hard as you had to always brace yourself and hold on. You always had to be ready for a broach and to hold on tighter.

Also during the first two days we passed into the Gulf Stream and watched the water temperature rise from about the low 40F to around the low 70F. The Gulf current flows at about 2 knots in a northeasterly direction and we certainly saw an increase in the boat speed. Given the storm conditions we were experiencing at the time we didn't feel that the waves were any more choppy than usual. The Gulf Stream is about 100 miles wide so we were out of it pretty quickly.

The day before we left Deltaville, we went to the local supermarket for food for 12 – 14 days. Cooking was done on a two burner propane stove. What did we get? Tins of chili, stew, potatoes and green beans as well as boxes of pasta and marinara sauce. For lunch we had ham and swiss cheese for sandwiches as well as corned beef and tuna. Breakfast was instant oatmeal as well as a good supply of snickers, twix and granola bars. We also had some apples.

We took it in turn to make dinner. The movement of the boat made it hard to do even the simplest thing such as making coffee. I probably had the most dangerous experience. I was pouring some boiling water from the tea kettle into mugs in the sink. We broached down a wave and even though I was crouched with my legs braced, I went flying across the other side of the boat, hit the bathroom door which flew open as the frame broke and I ended up against the hull. Luckily I was still holding the tea kettle and was not hurt. The next time I made dinner I wore my harness and clipped on to some anchors around the galley. The boat did have galley webbing straps to go behind you, but these kept on slipping down so were rarely used.



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WHAT'S NEWS

NEWS AND STORIES BY AND FOR OUR MEMBERS



After a day and a half of storm winds we motored for about 12 hours before the winds picked up again from the SE which again took our course further east than we wanted. By day 4 the winds continued to increase, gusting 30k and beating into the wind, so the motion of the boat changed from rolling downwind to pounding upwind. At one point the glass microwave turntable flew out and smashed on the other side of the cabin. Spray was constantly coming into the cockpit so all the wet weather gear was needed. At around 5pm that day a squall hit with 50k winds and we fully furled the main and

genoa as we were heading into the wind. At one point during reefing, the boat lost way even though we were under power and the instruments showed we turned in a 360 degree circle (it was night so you couldn't see the movement of the boat). After the squall the winds subsided and that night we passed just south of Bermuda.

Safety on the boat was important. We had all the right equipment, including life raft, flares, EPRB (Emergency Position-Indicating Radio Beacon). During the night watches we all wore life jackets and were attached to the boat using harnesses. If the weather conditions were poor during the day we also kept our life jackets on. As all the sail control lines came back to the cockpit we had no need to go onto the deck – a great relief when the gales were blowing. We found that the weather conditions did change very quickly as the fronts came over and it was hard to anticipate their exact arrival. So we tended to keep the right sail out for the conditions and then reef. Perhaps, if we had to go on deck to do this we may have reefed earlier and suffered reduced boat speed for a while.

By day 8, the winds shifted into the north indicating that the trade winds may have started to blow in. The trade winds are the prevailing pattern of easterly winds found in the tropics near the Earth's equator. The trade winds blow predominantly from the northeast in the Northern Hemisphere and are the means that the sailing ships of old crossed the oceans. By this time we needed to head more south so we used the spinnaker pole (with gibe preventers fitted) to boom out the genoa. This worked really well and during the next few days we were able to keep the boat moving at 7 – 8 knots with good daily mileage runs. In fact, we had the most miles per 24 hours "Lady Carla" had ever done at 175 nm as well as the highest top speed of 13.3k, surfing down a wave.

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WHAT'S NEWS

NEWS AND STORIES BY AND FOR OUR MEMBERS

Most days were spent sitting in the cockpit, reading, talking or listening to music. The distance to the horizon is about 10 nm so after leaving the Chesapeake Bay we saw no land until the night we arrived at St. Martin. Occasionally, a ship would pass in the distance and maybe we saw six or so during the whole trip. It was the excitement of the day when we did see one though. As far as sea life was concerned we saw some dolphins during the first few days, a turtle and even glimpses of a whale. During the storm we had a couple of sea birds that were able to fly a few inches above the breaking waves and must live at sea all their lives. As we got further south we saw flying fish and even had a few on deck in the morning. We did not eat them though. The flying fish at a distance look like large dragon flies and they flew across the water in shoals of about 10 to 15 for quite a large distance.



The day before we were scheduled to arrive in St. Martin, the air pressure fell again and we wondered how this would affect the trade winds. What did happen is that very heavy rain squalls kept passing over us with strong gusty wind and then dying down to 10k or so. Although not freezing cold you still had to wear a number of layers as well as your foul weather gear.

Our ETA at the Anguilla way point was about 3am on Tuesday morning and then about a further 10nm after that to St. Martin. During the evening the wind picked up again and we passed the Anguilla way-point at about midnight. Our final destination was the town of Marigot on the NW side of the island. After arriving at around 4am, we motoring slowly in and dropped anchor. At the start of the trip we decided to have a "dry" boat for the voyage but upon anchoring we cracked open the Bud and finished off a case while watching dawn arrive.

So that was my voyage to St. Martin. Looking back I realize that these types of trips are not pleasure cruises. The motion of the boat means you can never really relax, you are tired most of the time and the food becomes monotonous. The boat gets damaged (we lost one of the horseshoe life rings off the stern rail plus damage to the NAVTEX antenna) plus wear and tear on the sails and rigging. But you do get into a routine and it was great to not hear about global events for almost two weeks.

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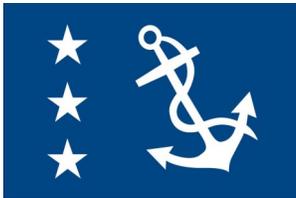
WHAT'S NEWS

NEWS AND STORIES BY AND FOR OUR MEMBERS

I am glad I did the trip and would certainly do one again, if asked – although at the moment I will be not rushing out to volunteer.

I asked Peter how many responses he got to his ad for crew. He said that he took the ad down after 5 days and by then he had over 50 people who wanted to come on the trip. Maybe this had to do with the St. Martin destination or perhaps a lot of people just like to sail.

Andrew Mathers



WHAT'S NEWS

NEWS AND STORIES BY AND FOR OUR MEMBERS

Art!

Member Deb Baker had an entry in a recent art show at the PJ Town Center!



Extra credit "What's It" for the month: Identify this structure!

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WHAT'S NEWS

NEWS AND STORIES BY AND FOR OUR MEMBERS

Art!



WHAT'S NEWS

NEWS AND STORIES BY AND FOR OUR MEMBERS

The Stony Brook School Sailing Team

The Stony Brook School Sailing Team has had a well needed Winter of recovery and preparation for the Spring 2024 season starting the first week of March. The sailors have been hitting the gym and the classroom Winter sessions hard. As for the coaches we have been rebuilding and having new docks built after our floatation decided that their time was up and fell out when hauling this past November. All docks are repaired with new lumber and foam and we are awaiting our new docks to arrive from the South Shore. The team has a much anticipated Spring Training trip upcoming at the end of February in St. Croix. This will be our third year conducting this Spring Training after a former sailor from the island had set up this opportunity. He has since attended the University of Miami and is now doing the Olympic trials. Going to be quite the body adjustment to go from beautiful sunny weather back to the cold March wind of Port Jefferson Harbor. Wish the Bears safe travels and hope they bring the warmer weather back with them for March!

David Tampellini

(Editor's Note: PJYC Hosts the Sailing Team)

WHAT'S NEWS

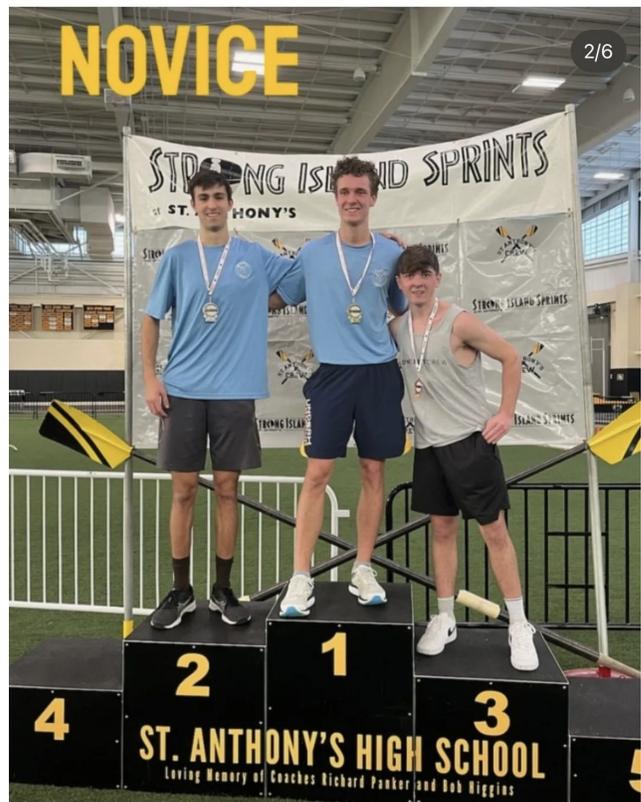
NEWS AND STORIES BY AND FOR OUR MEMBERS

Rowing Team

Did you know one of the top rowing clubs on Long Island is hosted by PJYC?

On February 3rd The Port Jefferson Rowing Club (seen in light blue) competed at the Strong Island Sprints indoor regatta at St. Anthony's High School. Both the Junior and Masters (adults) competed. Happy to share pictures of our results.

As always thank you to PJYC members for including PJRC in your club.



WHAT'S NEWS

NEWS AND STORIES BY AND FOR OUR MEMBERS

Rowing Team



WHAT'S NEWS

NEWS AND STORIES BY AND FOR OUR MEMBERS

WHAT'S IT?

February's What's It: (Idea by John Lane)



What are the tools being used here called?

From X.com

THE EXCHANGE

(SELL, BUY, SWAP)

FOR SALE

Loos Model B Tension Gauge

Excellent Condition

\$40

Personalized with best rig tensions for an Ericson 32-3!

Charlie Masone : 1-631-578-2857



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)



Port Jefferson Yacht Club

P.O. Box 138 Port Jefferson, NY 11777

Formerly Setauket Yacht Club Inc.

SHIP'S STORE PRICE LIST

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
Hats – Cotton	
Tan or White	\$15 each
Green or Maroon	\$20 each
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



NEW!

TUMBLERS

PJYC Stainless Steel 20 oz

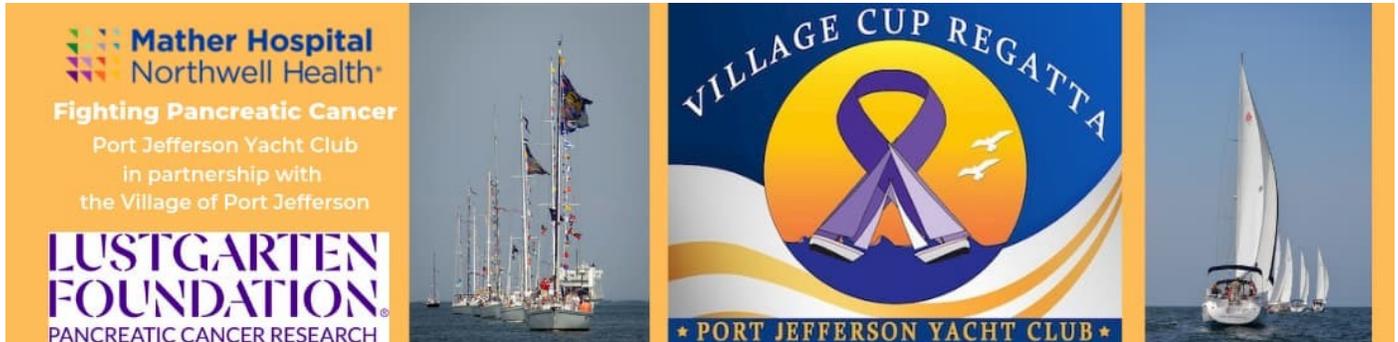
Double Walled, with Lid

\$30 each or

2 for \$55



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





San Clemente Pier—By Kevin Broderick

Ads, articles, pics all welcome!

Email to: bowspritz@portjeffersonyachtclub.com

Port Jefferson Yacht Club

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