

BOWSPRITZ

Newsletter of the Port Jefferson Yacht Club

[http:// www.portjeffersonyachtclub.com](http://www.portjeffersonyachtclub.com) August 2018

Commodore's Comments



I love summer. Ed and I have enjoyed Smoke and Mirrors and our pool. I open Facebook and I see my family with suntanned faces wearing broad smiles enjoying their summer fun events. I see my friends drinking cocktails at their favorite watering holes toasting with little umbrellas in their drinks. What's not to love about summer!

Oh wait it has been hot and humid (I had to say that for all the folks who tell me I am too positive!

So how are we doing I have to report that the club seems to be in pretty good shape.

Our sailing school has had a good year. Jay Rose with his boundless energy and sparkling upbeat nature has been an excellent director of the sailing instructors who, this year, are very professional and enthusiastic also. Jay has been there every day to supervise the instruction. Whenever I've been down at the club when the parents come to pick up their kids they all seem to be very complimentary. . I am so pleased with the supervision because, as you know, that was a big concern of mine. Jay has also established an adult sailing program that is looking very promising and I can only imagine that next year this will be an even bigger part of our sailing program. I want to continue this enthusiasm in this program and will be a very big advocate of investing more money into the sailing program because as we all know there is no growth if we do not continue to support this effort.

I am sure you have all noticed that the docks are busy this year. Last year when Alan Johnson encouraged the board to adopt the dock rental endeavor and presented a trial effort to see if this would work for us he did meet some opposition. His persistence paid off and this has proven to be a good thing for us. If any members feel inconvenienced by this, I really have not heard the complaints.... I think it is working. Thanks to Alan and to all of you who have put up with the minor inconvenience of busy docks. We have continuing thoughts and concerns about improving our launch and moorings so that we can be even more successful as this year ends and next year comes into view.

This month we had some guests from other yacht clubs. I wasn't there for both of these evenings but it turned out to be a big party and our bar earned some significant revenue. We think we have learned how to make this work even better for us in the future. As I mentioned to our social committee, growing pains are good because it means we are growing!

One more thing before I sign off. I had such fun being onboard the race committee boat this past week with Bruce Folz, his friend, Bob and one of our new members Vicki. Even though we had to call off the race because of impending bad weather, I found that just getting to know members better is such a pleasure for me...Thanks race committee of 8/7/2018.

Not only do I love summer but I love being your commodore.

Laurina

REAR COMMODORE'S REPORT

It's been a busy summer. Between the Spring and Summer Racing Series, Tuesday nights have been booked, and sailing in the Around Long Island Regatta from July 26 through the 28th it seems like summer is slipping away. Not true! It's only the beginning of August so there's plenty of sunsets to enjoy from our deck (or our boats) so come down to the club and enjoy!

The bar has been doing well this year especially after a visit from our friends at the Centerport Yacht Club. They brought their own band, and although it was loud at times many of our club members enjoyed dancing to the 80's and 90's music. It was a fun Saturday night, the bar hit new records and they promise to be back. Looks like January 2019 is possible and we will keep all members abreast of when they plan to visit.

Jay Rose and his instructors are doing a great job with the Junior Sail Program and it looks like there is a lot of interest in the adult sail program. Jay is trying to line up boats and instructors to meet the demand. Thanks Jay for all the time you put in!

It is never too early to think about the nominations for the board for next year. If interested in becoming part of the planning please let one of the current board members know or approach John Doherty who is the Chair of the Nominating Committee.

Ken Darby has been doing a great job with the Cruising Program this year, even if the weather has not been cooperating fully. Ken and Heather Babits hosted a recent cruise to Northport and Oyster Bay. Sounds like they had a fun time even though winds and weather made the trip less than perfect.

Club rentals are going well. Dates fill up quickly so if you need a date, no matter how far in the future let Kevin and Janet Mularkey know.

September 8 is our Village Cup Regatta. Parade starts at 11 with the race following. Donations are coming in and we hope this year will allow us to push past the \$500,000 mark in total donations since inception. There is a donation board at the club or simply email myself (kjanhsen@covatiandjanhsen.com) or contact Charles Chiaramonte (charles@selectinvprop.com) to let us know if you wish to donate.

Karl Janhsen

631-827-6651

Docks and Floats August '18

This past month has happily been slow and not much to report. Docks are scheduled to be removed on Nov. 10. Please mark your calendars if you will be able to help. This is a rain or shine event as they either come out that week-end or two weeks later. Dock usage by members has been generally within guidelines with a few exceptions. I have spoken to JSP and they agreed to keep their chase boats off the dock when not teaching. This will free up space for members to dock their boats on the East dock. Looking at the dock bookings, as of the end of July, we are past all of last years receipts and we have several weeks left in our season.

BOATS ON THE DOCK

It is not the responsibility of the launch operators nor do they have the authority to over ride dock rules, but it is the responsibility of each member to sign into the DOCK BOOK if they are to be on the dock outside of published dock rules or risk being charged for overnight dockage. Please RE- READ the rules reprinted below.

Reprint from July Bowspritz

In order to make the most of our docks and ensure that everyone can enjoy them, please try to observe the following guidelines. Pull your boat to the very north end or south end of the dock so that others may pull up behind or in front of you. When you tie up with 30 feet of empty dock space in front of you, your 30 footer becomes a 60 footer. Larger boats should try to tie up with their bow out beyond the end of the dock. And as always, lend a helping hand to these coming in to the dock. Thanks for your consideration.

Reprint of Dock Rules from Yearbook

Purpose: The rules below have been approved to enable members and transients who rent club moorings to make the greatest use of the club docks

Short Term Use

1. During peak use times, all vessels will be restricted to 60-minute periods at dockside for picking up ice, taking on water, or loading supplies or passengers.
2. Peak times are defined as weekends and holidays.

Long Term Use

1. Activities requiring use of dock space for repairs, vessel wash down, or other activities which require shore power or water will be limited to periods of not more than five hours and then not during any peak use times.
2. Vessels returning after normal launch operating hours or departing prior to those hours may tie up overnight. Early departure vessels will coordinate their plans with dock personnel prior to leaving their craft at the dock.
3. Skippers of vessels left overnight must make arrangements for leaving the dock or having their vessels returned to their moorings no later than one hour after launch service begins.
4. Exceptions to the above requirements, when absolutely necessary, must be coordinated with the Launch Director or his delegate.
5. There will be a charge of \$2.00 per foot per night if a vessel is kept on the dock outside of the dock rules outlined in our by-laws.

General Practices

1. Crews of vessels berthed at the dock will assist arriving and departing craft with mooring lines and docking.
2. Courtesy, consideration and cooperation among you and your fellow boaters will solve more problems than any of these rules.
3. Intervention, if necessary, by dock personnel will be directed by a club officer. It shall be done in a firm, but courteous manner. Failure to respond can result in fines being assessed by the Board. Special fees may be required for certain types of use. Dock personnel will advise you of such requirements.
4. No vessels may be left at the dock unattended (see 2 & 3 above).
5. No Overnight Berthing Permitted (see 2 above).
6. No vessels will be permitted to use the dock space reserved for club launches.

Alan Johnson, Director. Of Docks and Floats



PJYC 2018 Social Calendar



August	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

PJYC BAR SUMMER HOURS

Tuesdays - 7 - 11:30pm

Fridays - 7 - 11:30pm

Saturdays - 6 - 10:30pm

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 syckareni@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.

Shop Swap or Take For Free

This is a new feature in the Bowspritz!

If you have something that you are considering either giving away or trading it for something else, then you can send a description of the item to me, and I will include it in this column of the Bowspritz.

Vic Suben
vsuben@optonline.net

THE PORT JEFFERSON YACHT CLUB WANTS YOU AND YOUR

**28 FOOT LONG
SAILBOAT!!!**

OR LONGER

**WE ARE RECRUITING
AND SKIPPERS FOR**



**PJYC BOATS
THIS YEAR'S**

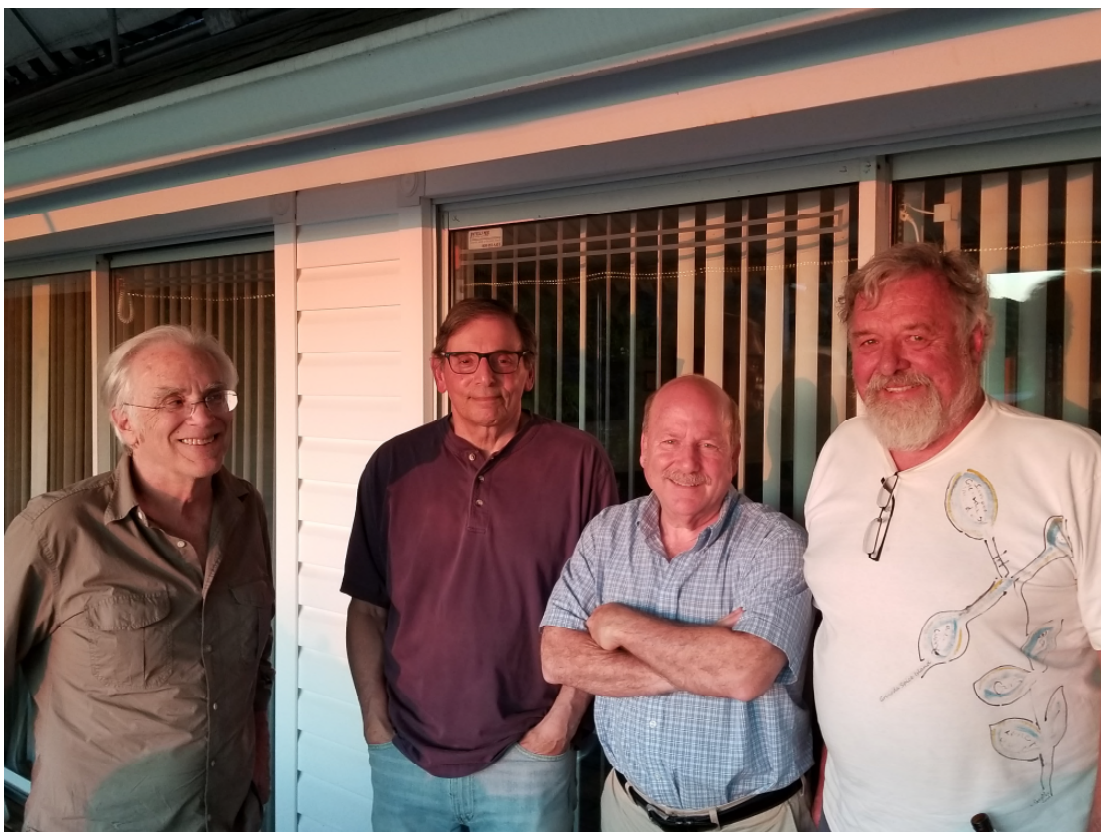
VILLAGE CUP REGATTA SCHEDULED FOR

SATURDAY, SEPTEMBER 8, 2018

The Village Cup is a charity event sponsored by the Port Jefferson Yacht Club to raise money for pancreatic cancer research and palliative care. So far the club has raised over \$420,000. for these charities. This event has proven to be a great means by which we acquaint our neighbors in the Village with the Port Jefferson Yacht Club.

The Village Cup Regatta is designed to be a short sailboat race for racers and non-racers. In this race each boat has a small crew contingent 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.

To sign up and/or get more information, please contact Charles Chiaramonte at either chuck09@optonline.net or (516)810-6695



A RARE EVENT AT THE PORT JEFFERSON YACHT CLUB—A FOUR ALAN NIGHT



PORT JEFFERSON YACHT CLUB'S KAYAKING LADIES

The Island Hills Chorus

under the direction of Tom Brucia

Presents

HEARTLAND



The story of a town named Hart Acres and its brush with
Hollywood royalty

“Have a Heart”

Join us at the CM Performing Arts Center on
Sunday, August 26, 2018

Doors open at 2:00 PM for raffles and refreshments

Show starts at 3:00 PM

Contact CMPAC.com for tickets

\$20.00 for adults and \$10 for children 12 and under.



AROUND LONG ISLAND RACE WINNERS – 2nd place winners non spinnaker division



The Yawl *Bolero*

On Wednesday, August 8th, the yawl *Bolero* visited our club for an overnight stay.

Some details of *Bolero*'s provenance.

Built for Original Owner	John. N. Brown, was Undersecretary of the Navy and Vice Commodore of the New York Yacht Club
Designer	Olin J. Stephens of Sparkman & Stephens
Rig	Bermuda Yawl
Year Built	1949
Built by	Henry B. Nevins Yard, City Island, New York
LOA (Length overall)	73'6"
Length on deck	73'6"
Waterline length (LWL)	51'
Beam	15'1"
Draft	9'6"
Sail area	2,480 square feet/ Sail No. US 134
Displacement	50 tons
Construction	Double layer of cedar and mahogany laid on white oak frames. There are special bulkheads designed to be removed for regattas. One of the earliest boats to use aluminum masts.

As Olin Stephens' client, Brown was a stickler for detail, and one can imagine the discussions around the drafting table. By the time the black yawl was ready for launching in 1949, seven pages of calculations had gone into determining the right propeller, six sets of plans had been reviewed, three dozen minutely detailed scale drawings had been created, 37,000 man-hours had been billed and more than 100,000 bronze wood screws had been used in her construction.

She was a thing of beauty; it wasn't long before Brown and his wife were known as "*Bolero's* Browns." *Bolero* came on the yachting scene during those early postwar years, and she seemed to represent hope for a better future — the nation was captivated by her luxury. *Bolero* was also fast. Seventy-two feet long on deck, she was near the maximum under Newport-Bermuda Race rules, and Brown was keen on racing his yawl. *Bolero* crossed the finish line first in the Newport-Bermuda Race in 1950, 1954 and 1956, at that time setting a course record that lasted 18 years.

In her six years under Brown and his family, she was one of the super-star racing yachts of her day, regularly winning major races on elapsed time and often on corrected time, too. The racing record was a small part of her allure.

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After selling *Bolero* to a leading Swedish yachtsman, Sven Salen, Brown, according to one of his crew, Dick Goennel, suffered a hard bout of seller's remorse. "He missed her hugeness and her glamour, and he missed those times when people were always circling around her with their cameras." Today, *Bolero* is still close to the heart of the New York Yacht Club. Its Newport clubhouse, Harbour Court, is the Brown family's former home, and the informal dining room there is named The *Bolero* Grill, complete with a replica transom hung on the wall.



Bolero had a fine racing career over many years in Sweden and San Francisco, across the Atlantic, and on the U.S. East Coast, where Ted Turner took her helm for a while. But by 1990, she was abandoned and rotting away in a Florida canal, with her masts and winches in hock and her condition described by one observer as "positively decrepit."

Gunter Sunkler bought her and did a partial restoration in Maryland before selling her to Ed Kane, an experienced cruising sailor from Boston who'd acquired an itch for classic boats. Sunkler, her first restorer, spoke of "the magical qualities that she always had." The word "sleek" could have been invented to describe this boat. On board, in any decent breeze, she was a thing of tremendous, urgent force.

In a surveyor's report requested by Ed Kane and Marty Wallace, the latest owners of *Bolero*, the surveyor emphasized the historical significance of the yacht, stating "the custodial obligations and responsibility to history." But the new owners were well aware of her pedigree, noting that in this single boat were the legacies of a great designer, great builder, great owner and great racing record. Stephens himself once confided to Wallace that these boats were never designed to last this long. The assumption was they would be sailed for 15 or 20 years and then be gone. He was amazed that he had created something for the ages.

When *Bolero* came along, Kane and Wallace had already been involved in the restoration of *Marilee*, a 1926 NY40, and their own cruising boat was a Bristol 47. They didn't really need another project. But as a New York Yacht Club member, Kane had enjoyed drinks at the Bolero Grill and had admired the *Bolero* model at the club. He was smitten, and *Bolero* became Kane's personal rescue mission. Advised it would be in his best interest to get *Bolero* out of the yard as soon as possible, with the aid of some hardy friends Kane and Wallace sailed her up Chesapeake Bay to Oxford Boatyard in Maryland — the first step in *Bolero*'s long road to recovery.

In September 2001, Kane took *Bolero* to Brewer's Pilots Point Marina, in Westbrook, Connecticut. While master craftsman Hans Zimmer was replanking her, replacing the stem and forefoot, and making other repairs, the *Bolero* alumni association energetically lobbied Kane to have the boat restored to her precise, perfect, original condition. Kane complied in almost every way, but he resisted pressure to paint the transom the original glossy black and had it varnished. "The contrarian in me made me do it," he said with a grin. This was his boat.

Kane and Wallace then had some preliminary refit work done at Pilots Point in Connecticut — planking under the waterline, a new stem, a new step for the mizzenmast, systems work, new tanks and batteries. Though they were aware there could be problems with the deck, which was teak over cedar, they opted to get in some racing before tackling what could be a bigger restoration project. For three years they raced *Bolero* pretty hard in Europe, and the plan was to get in one more year of racing before enjoying a leisurely transatlantic sail back to the States. But a phone call from the crew at the boatyard where *Bolero* was stored in England brought an end to those plans: They had found cracked frames. More calls, more broken frames ... Wallace says, "We were like, that doesn't sound very good," and that turned out to be an understatement.



When the boat arrived at Rockport Marine in Maine, it was discovered that out of 120 frames, 47 hull frames were not just broken; they were snapped in two and pulled away. The teak overlay on the cedar deck carried out to the edge of the covering board, but the seal was not tight. Water had worked its way down through the seam and around the boat, basically keeping the joint between the hull planking and the frame constantly wet.

Belowdecks, above the headliner, there was quarter-inch plywood in place to cover up the unsightly deck leak. Once yard workers ripped that away, they discovered that the deck beams had pockets of rot because of the lack of ventilation. Ultimately, they decided to rip out the entire interior and do the framework from the inside. Yard owner Taylor Allen electronically measured the boat and, fortunately, found that at 73½ feet long she was still very close to her original design shape, attributed in large part to monel web frames inside the boat. Yard manager John England was impressed: “Those things had not moved one iota in 60 years.”

Not many yacht owners would have the fortitude necessary to endure a 95-percent, 22-month refit. Wallace admits, “We swallowed hard but we couldn’t pull the plug on *Bolero*. She is an iconic part of the yachting scene, and it was a do-or-die. They have now owned *Bolero* for more than 10 years — longer than the Browns — and there are many memories



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	sailmom@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
	Bob Bari	751-7330	ark@barisite.com
	Elba Vega	361-7330	ervanelique@verizon.net

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	Ellie Bowman	987-8970	bowman70@verizon.net
Director, Sail Training	Jay Rose	210-4019	jay.rose@nyu.edu

Crossing Long Island Sound Under Sail

On Thursday, August 8th, John Lane and I sailing in *Surprise* and Laurina and Ed Nielsen sailing in *Smoke and Mirrors* sailed across the Sound to Black Rock Harbor and the Fayerweather Yacht Club in Connecticut. When we cast off from the east side of the west dock, the yawl *Bole-ro* was berthed opposite *Surprise*. It was a rare treat to see this beautiful yacht in like-new condition.

The breeze was a pretty constant eight to ten knots from the southeast so we were on a reach for most of the voyage. Although we left Port Jefferson about an hour before the Nielsens, they had the advantage of a larger, faster boat and so they arrived at the Fayerweather Yacht Club before we did. Before heading into the harbor John and I enjoyed some tacking to get us near the harbor entrance buoy.

Both boats were berthed at the club's long floating dock. Mike, the launch operator was on hand to help us tie up. While he was there he gave us a brief history of the Fayerweather Yacht Club. Mike told us that the club was started by a group of people who were looking for a place to get cheap drinks. No matter, dining on the club's deck with a view down Long Island Sound is very pleasant.

In any event, the purpose of our voyage was both to enjoy a pleasant sail and have dinner at the yacht club. It should be noted that the Fayerweather Yacht Club serves dinner on Thursday evening only. In addition, dinner is served only from 6 to 8 P.M. and the launch service ends at 8 P.M. By the time we finished dinner and paid the check, it was 5 minutes to 8. There had been no time for dessert and coffee if we were so inclined.

Back at the boats we enjoyed some wine while we finished our conversation and turned in.

In the morning we had breakfast (sans coffee) and dallied for a while. Finally, not having seen or heard the Nielsens, we cast off and set sail for Port Jefferson. On Friday, the breeze was not as strong as on our voyage out. Nonetheless, enjoying the lack of diesel noise, we sailed (slowly) back to the Long Island shore. When we got back to the PJYC dock, the yacht *Bolero* was gone and despite having a later start than *Surprise*, *Smoke and Mirrors* was already on her mooring.

All in all, it was a pleasant overnight voyage.



Also, although she did not visit our club, the replica of the schooner *Amistad* spent several days at anchor in Port Jefferson Harbor.

Photos of *Bolero* and *Amistad* courtesy of John Lane.

Vic Suben

Port Jefferson Yacht Club

PO Box 138

Port Jefferson, NY 11777

Bowspritz

Upcoming Events

Saturday, August 18th BBQ & Corn Cook-Off

Saturday, September 8th—Village Cup Regatta

Saturday, September 15th-Dragon Boat Race

Saturday, October 27th-Halloween Party