

# Port Jefferson Yacht Club's



# Bowspritz



Newsletter of the Port Jefferson Yacht Club

<http://www.portjeffersonyachtclub.com>

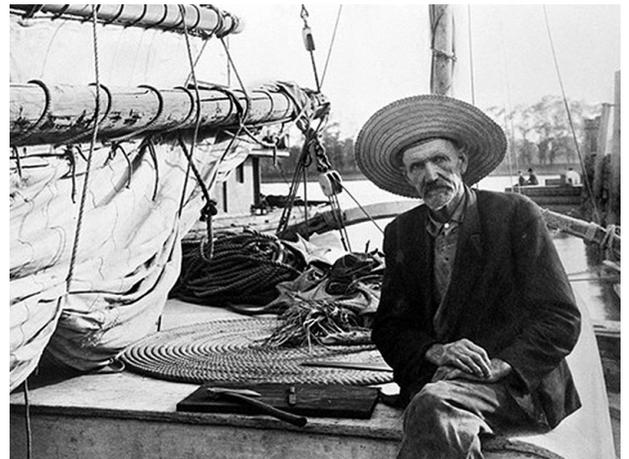
October 2023

## FROM THE HELM

Another weekend of driving rain and heavy winds has just passed which normally foretells the end of our boating season. It also marks the final few months of being your Commodore that to be honest has just flown by. Financially we are in great shape, the dock expansion plans are almost “shovel ready” and our social program has been a big hit. A huge thanks to all our Directors and Board Members who have made this happen as well as all our members who volunteer countless hours in helping with the upkeep of the club. We still have plenty of events to keep us busy for the rest of the year that included last weekend’s annual Oktoberfest that I am sure had plenty of sauerbraten and beer to keep the October chills away.

The PJYC docks are scheduled for removal on Saturday November 11th this year which is also Veterans Day or Remembrance/Armistice Day as it’s known in many other parts of the world. It’s a day not only when we say thanks to our armed forces but also marks the ending of WW1 when the armistice was signed between the Allies and Germany at Compiègne in northern France. It took effect at 11am on the eleventh day of the eleventh month of 1918 and was extended several times before the Treaty of Versailles was signed the following year.

Now I am done with the history lesson, it just so happens that 11/11 is the only date that works from a tide standpoint for dock removal so this really is an “all hands on deck” project. If you need a few more work hours it’s a great opportunity to add to them while enjoying the comradeship of your fellow members. Hope to see you all on the 11th.



On a lighter note I found this in a local newspaper when I was visiting my family last week and would like to share it with you all. It’s entitled “Why I Want to Be a Captain”. It is unnamed apart from coming from a 10-year old British schoolboy:

Contd...

# BOARD REPORTS

## UPDATES FROM THE OFFICERS AND DIRECTORS

*“I want to be a captain when I grow up because it’s a cool job that’s easy to do. Captains don’t have to go to school such a long time. They only need to learn figures so they can read instruments. I think they also have to be able to read maps so they don’t get lost when they sail.*

*Captains have to be brave so they don’t get scared when it foggy that they can’t see and when the propeller falls off they have to know what to do about it. Captains have to have eyes that can see through the clouds and they mustn’t be afraid of thunder and lightning which they have closer to them than what we have.*

*The captain’s wages is another thing I like. They earn more than they can spend. That’s because most people think it’s dangerous to drive a boat, except captains, because they know how easy it is. There’s not much I don’t like, except that girls like captains. All the girls want to marry a captain, so captains are always having to chase them away to get some peace.*

*I hope I don’t get seasick, because if I get seasick I can’t be a captain and I’ll have to start working”.*

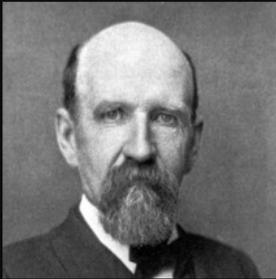
Luckily we don’t have a comments section in Bowspritz as I am certain this would garner many responses!

Have a great rest of the year everyone. Hope to see you at the clubhouse and remember to come along to the dock removal party. Maybe we can organize a seminar on what to do when your propeller falls off!

Andrew Mathews



Joshua Slocum



To young men contemplating a voyage I would say go. The tales of rough usage are for the most part exaggerations, as also are the tales of sea danger. To face the elements is, to be sure, no light matter when the sea is in its grandest mood. You must then know the sea, and know that you know it, and not forget that it was made to be sailed over.

AZ QUOTES

# *In Memoriam*

## *Bernie Flynn*

We are saddened to mark the passing of a long time “Member Emeritus” of our club  
Bernie Flynn.

Bernie and his Wife Helene have been active for almost 40 years, and Helene is still active  
with the club, recently being one of our Village Cup’s “Angels”.

In his honor, we have placed a plaque of remembrance on the west dock bench.



# BOARD REPORTS

## UPDATES FROM THE OFFICERS AND DIRECTORS

### REAR COMMODORE

From September 27th through October 1st, I had the privilege to sail with Ralph Segalowitz onboard Red Sky for the J88 North American Championship, held at the Larchmont Yacht Club. The crew consisted of Ralph – Skipper and Helmsman, Rob Shewan – Main sheet trimmer and tactician, Mike Napoli – Mast, Billy Spitz – Foredeck, Ed Moylan – Jib trimmer, Pit and Spinnaker trimmer and me - Jib trimmer, Pit and Spinnaker trimmer. Special thanks go to Cathy - logistics manager - and making sure no one went hungry. Due to the forecasted weather, five boats dropped out, but we still had nine boats.

Thursday, we sailed in 17-20 knots of breeze out of the East and seas to match. After four back-to-back races we were thankful to head in, thoroughly exhausted. Friday races were cancelled due to the heavy rain, flooding, high winds, and seas. Saturday, we sailed another four races. Sunday the weather was beautiful, and we got in three more races. We wound up solidly in eighth place out of the nine.

The winner of the races was a boat named Exile, from Chicago. As we head into the off season, and you want to see what it is like to be aboard a superb one design racer check out Exile on YouTube.

For me, this was a truly great experience and humbling at the same time. Thanks Ralph and Cathy for making it possible.

Chris Beach

Rear Commodore



# BOARD REPORTS

## UPDATES FROM THE OFFICERS AND DIRECTORS

### DOCKS & FLOATS

Our transient income this season is in excess of \$115,000 and has exceeded our budget goals. Our reviews on Marinas.Com continue to be excellent with almost all 5 star ratings. Our drivers, dockhands and facilities continue to get excellent reviews. We have reworded a small section of our Dockwa introduction to make it clearer that wi fi is only available on the dock and is not guaranteed in the mooring field. Requiring reservation from all transients backed up by a credit card has been very successful.

We continue to grow and have seen several new prospects with a keen interest in slips. With the larger slips proposed in phase two we will be well positioned to be able to accommodate larger boats.

We have received The Town of Brookhaven Wetland and Waterways permit, and the new license for the additional land. DEC has notified us that they have received our application package and will treat it as a change order from our existing permit that was not closed out. The DEC has requested a small change to our original proposal. They require that we move the dinghy dock into deeper water. By shortening the dock to 50' LOA and moving it out 3' north and attaching it to the West dock, we should be in compliance. This will require a longer ramp and since we will need a new one the price difference between the 4' and the 6' wide ramp is \$1650. I feel the extra cost is worth it as now dinghy and kayak owners will be easily able to navigate the wider, longer and less steep ramp. The Army Core of Engineers package has been submitted and is in the works as well as the NYS DOS. After we receive them we will apply for an extension of our existing building permit with TOB that should move the approval process along quicker. At the annual meeting I will have full sized drawing available.



Contd...

# BOARD REPORTS

## UPDATES FROM THE OFFICERS AND DIRECTORS

### DOCKS & FLOATS

On October the first, we had our next to last work party and completed the new hatches over the cable ways. They are shorter, less prone to cupping requiring them to be screwed down and each patch is half the weight of what we replaced. It should make getting the docks ready for each season and preparing them for winter storage much simpler. We also installed a ladder on the East fixed dock to make getting members on and off the docks when we retrieve and launch them.

The crane is reserved for Nov. 11 to remove the docks. This date is cast in stone and is a rain or shine event. Please mark your calendars. This will be Dock and Floats last work party and even if you have completed your work hours, we can still use all the help that is available. Don't be concerned if you have never done this before as many members have done this and we will train you.

Alan Johnson

Director of Docks and Floats.





# BOARD REPORTS

## UPDATES FROM THE OFFICERS AND DIRECTORS

### FLEET CAPTAIN

Stay tuned for an “Awards Brunch”! Laurina is planning a light, and I’m sure delicious, event for us. I will present the racing awards, and again Jack Bowman will present the fishing awards.

And as I mentioned last month, look for some events over the off season!

For myself, I can’t believe this will be my 10th winter with Clara J (and PJYC)! But Alan Johnson was kind enough to give me a tow east to Wooden Boatworks in Greenport. While under way we saw porpoise, and a large seal! I will be heading out tomorrow (as I write this) to de-rig her for the season. I’m sure all of you are making some such plans now. Enjoy the off-season!

Dave Hubbard  
Fleet Captain



davechub@gmail.com



# SOCIAL!

## Social words

Our Lobsterfest was a lovely event. A big thanks to Ginny Bove and David Grier for working on the set up and clean up for the whole event. I could use them for every party I run – some people just can get a job done!

Even though our boats are coming out of the water for their winter rest that doesn't mean we can't still have fun.

We have an Oktoberfest scheduled for October 8th. This should be delicious and fun.

The Oktoberfest party on Sunday October 8th was wonderful. Thanks to Dianna Stakow who organized, cooked, shopped and decorated the event was marvelous.



I put up the "Paint Port Jefferson Pink" lights and banners this week with the help of Debbie Baker and her friend.

Paint Port Pink, Mather Hospital's annual month-long breast cancer community awareness outreach, kicks off Oct. 1 with the lighting of pink lights by community partners in Port Jefferson, Port Jefferson Station, and surrounding communities. Paint Port Pink's goal is to raise awareness about breast cancer, encourage annual mammograms, and bring the community together to fight this disease. In addition to putting up the light this year the club has donated to the JMT foundation to help support this cause.

Stay aware of your emails coming from the club for upcoming events:

We are working on an awards brunch later this month and a holiday party in November. There's interest in some game nights – anyone want to run one or help me??

Laurina Nielsen

Social Director



See the Website calendar page for all upcoming events!

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

Contd...

# SOCIAL!

## Octoberfest!



By Patty Broderick

Contd...

# SOCIAL!

## Octoberfest!



By Patty Broderick

Contd...

# SOCIAL!

PINK!



# WHAT'S NEWS

NEWS AND STORIES BY AND FOR OUR MEMBERS

## **Boating Safety: Doing the Right Things for the Wrong Reasons**

I was asked to write about my experiences this past August having to be rescued at sea while experiencing a heart attack. I'm sure to many members this is a nightmare scenario, and it was to Gina and I as well. We are new members of PJYC, this being our first year of joining the club. To make this more interesting I'll give you some context leading up to the "event" as Gina and I refer to it and how we manage it.

I'm not new to sailing and still own my first sailboat, a Ranger 26 purchased in 1984. Most people told me boat ownership was a slippery slope that will eventually lead to bigger and bigger boats. I guess I'm one of the exceptions keeping and still owning the Ranger. As you can imagine, a Ranger 26 is hardly a cruising boat unless you are the hardiest of individuals. We therefore used the Ranger as a day sailor and being our home port is Northport, we have what I consider the perfect boat in one of the best locations for day sailing.

I'm not unfamiliar with cruising, having friends with much bigger boats that have invited us along many times. Last year Chris Beach and Nancy Goroff invited us on the BVI cruise that took place this year in February/March. We quickly accepted that invitation and got to meet many of the members in the best of places, BVI. We were sailing a Beneteau 45 monohull aptly named "Senior Moment". Gina and I were using the trip as a litmus test to see how we fared on a longer cruise. On our third day we were traveling from The Bitter End to Anegada and Gina got to pilot the boat for a few hours. Chris noted the smile on her face and simply state "This is going to be a very expensive trip for you." referring to our next boat purchase. Chris was right and about two months after returning from BVI we purchase a 2005 Beneteau 423 sailboat.

All boats regardless of age and or how well maintained they are require work. Our newly purchased boat was no exception and being retired (a little over a year now) I had the time and knowledge to start digging in. I first made sure our Coast Guard required bits and pieces were all up to date and stored in what I refer to as a "ready bag".

# WHAT'S NEWS

NEWS AND STORIES BY AND FOR OUR MEMBERS

## **Boating Safety: Doing the Right Things for the Wrong Reasons**

(Continued)

I was boarded once on the Ranger for a spot inspection and having everything in one place makes everything go so much smoother. With that out of the way I started digging into and correcting many sins committed by the previous owner. The last item on my list was the VHF radio. The base unit was quite old and mounted below, at the navigation station. We had a remote handset that plugged into the helm station, but it no longer worked. I wanted the ability to be at the helm and hail the dockmaster for mooring assignment. While Gina could have done that from below, I felt it would be much more practical to have the VHF at the helm. I had an old Raymarine handheld radio but realized it had limited range. I wanted something more reliable and available at the helm station. I had to upgrade both the base station and handheld unit to correct this, and it was the final upgrade to the boat before heading out on our first two plus week cruise.

Our cruise went well, doing the usual loop through points east including Shelter Island, Block Island, Cuttyhunk, Martha's Vineyard, etc. We learned a lot about cruising and how to handle the boat. On August 19th we were trying to make it back to Port Jefferson for a BBQ on the 20th. The plan was to travel from Dutch Harbor to either Fisher's Island or if conditions were good to set anchor at Duck Island Roads. We left Dutch Harbor at 5am to catch favorable tides. As we rounded and headed west, we were met with 20 plus winds from the west and considerable seas. **Boat safety rule 1**, if the conditions are poor stay put or turn around and go back. **Boat safety rule 2**, don't let your itinerary cloud your decisions. We ignored rule 2 and pressed forward with our trip into ever increasing winds and seas. At least it was a sunny day. Several hours into the trip I began to feel what we now know to be the oncoming of the heart attack. Regardless of what the literature says about what a heart attack feels like, all I can say is you know something is wrong from the unusual pressure across the chest.

# WHAT'S NEWS

NEWS AND STORIES BY AND FOR OUR MEMBERS

## **Boating Safety: Doing the Right Things for the Wrong Reasons**

(Continued)

We were several miles east of Watch Hill when I realized we needed to call for help. Gina was at the helm (she had been for a while) and I went below and powered up the VHF base station. I plugged in the remote handset and told her to call in a medical emergency on channel 16. Our call was answered by a dispatcher who acted as our relay point to both the police and the Watch Hill Fire and Rescue. Having the VHF at the helm station with base station power allowed us to reach the dispatcher. This was a huge one factor that saved my life. The dispatcher had us immediately switch to 22 allowing for a nearly dedicated channel on which to communicate. While I'm sure much of what we did on the VHF could have been done from a cell phone, things just seemed more efficient via the radio.

We have an ancient chart plotter on the boat, and we typically use my tablet to navigate. I did power up the chart plotter so Gina could have continuous access to our current Lat and Long to report our position. One point of levity in this otherwise highly stressful event was when they asked for our position for the third time. Gina somewhat calmly said "We are the only sailboat east of Watch Hill and therefore easily spotted.". They never asked us to report our position after. Within 10 minutes of the initial call the police boat arrived. They didn't attempt to board but rather acted as a guide leading us into the inlet. The Fire and Rescue boat arrived 10 minutes after the police boat. They pulled along side but were unable to tie up due to the seas. That is the last thing I remembered as I passed out and my next conscious thoughts were in the ambulance on the way to the hospital.

Gina said the first EMS person jumped from the rescue boat to ours and quickly started working on me. A second EMS person also jumped on and took control of the boat. The seas were too large to safely move me, so they had to keep me alive while they piloted the boat to the town dock.

# WHAT'S NEWS

NEWS AND STORIES BY AND FOR OUR MEMBERS

## **Boating Safety: Doing the Right Things for the Wrong Reasons**

(Continued)

**Boat safety rule #3**, have access to a VHF radio with the power of a base station greatly contributed to my survival. Knowing what channel 16 is for and using it only when needed allowed my call for help to be quickly attended to. Having that radio at the helm station allowed Gina to pilot the boat at the same time communicate with those performing the rescue.

**Boat safety rule #4**, Staying calm is also critical. The rescue team commented several times that they considered Gina part of the team. Lastly, and I cannot stress this enough, if you feel something strange in your chest that you have never felt before, act sooner not later. In my case the difference of a few minutes truly was a life-or-death decision. We are currently working with my cardiologist to see if the insurance will help to subsidize an AED device for our boat. I hope never to need it again but will feel safer knowing it is available.

**Rudy Gamberini**

# HELP WANTED!

GET YOUR WORK HOURS!

Remember you get a credit toward your membership fee if you help pitch in around the club! Not only does it help us out, and reduce costs, but it also can be a fun mini social event!

## Available items:

- **Docks and Floats—Contact Alan Johnson**
  - **November 11—Pull out the docks! 8 AM**
  - **Replace hand rails on east fixed dock.**
  - **Replace east dock balusters to look like west dock.**
  - **All tools and materials will be provided.**
- **Grounds—Contact Jason Sanabia**
  - **Secure balusters for ramp leading to SBU Crew boats.**
  - **Gate repairs, for example near the East Dock.**
  - **White paint the wall of platform adjacent to the PJYC Sailing Center.**
  - **We need to remove more leaves behind our Clubhouse.**



# WHAT'S NEWS

NEWS AND STORIES BY AND FOR OUR MEMBERS



## PETS!

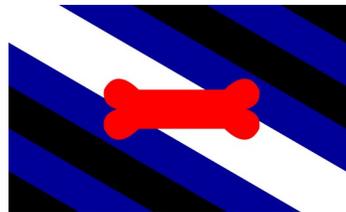


**ASSISTANT COMMODORE 'ARLO' WANTS YOUR PET PICS  
AND STORIES!**

**INCLUDE NAME, GENDER, AND A SHORT STORY ABOUT  
YOUR PET'S BOATING ADVENTURES!**



**ARLO**



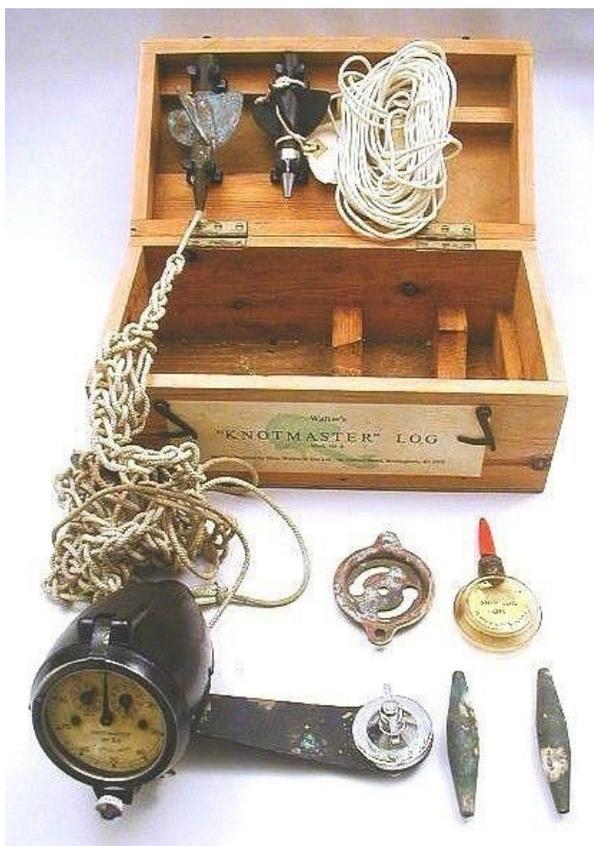
**[bowspritz@portjeffersonyachtclub.com](mailto:bowspritz@portjeffersonyachtclub.com)**

# WHAT'S NEWS

NEWS AND STORIES BY AND FOR OUR MEMBERS

## WHAT'S IT?

September's What's It: John Lane came closest with a guess that pins locked into the slots for some piece of equipment. That equipment is called a "Taffrail Log". You towed a prop on a line and as it rotated it gave you speed in knots.



October's What's It: Name the lighthouse on the first page!

# THE EXCHANGE

(SELL, BUY, SWAP)

PRICE LOWERED! NOW \$14,900

## Endurance (1980 Pearson 10M Sloop; Hull#: PEA52229M801)

**Length, Beam, Draft, Displacement:** 33'0.5", 11", 5'11", 12,441lbs

**Description:** Beautiful classic Pearson sailboat that has been loved by our family for over 20 years and kept in Port Jefferson Harbor. We purchased the boat in 2001 and in 2012 replaced the original Volvo Penta diesel engine with a Yanmar 3GM 30FC Diesel Engine with a Sail Drive with 2 blade folding prop (probably the only 10M with a sail drive). It is currently in the water in Port Jefferson Harbor.

**Structure:** Hull and decking is fiberglass reinforced plastic (Decking has nonskid), and bottom is painted with blue anti-fouling paint. In 2020 fiberglass work on keel was completed by Port Jeff Marine (at the Boat Place). Stainless steel bow rail and stern rail, fold down swim ladder, and stainless steel stanchions with double lifelines.

**Cockpit:** Open cockpit with wheel on pedestal steering, two self-tailing winches, vinyl cockpit cushions.

**Interior:** Weather boards (recently refinished) for companionway-step down to standing head room interior. Quarter berth and navigation station on port side with lots of storage. Starboard galley with alcohol stove, icebox cooler compartment (that drains into bilge), sink and storage.

Port settee pulls out to full side sleeping berth, and starboard settee pulls out to twin berth (and includes an upper twin berth that can also be used for storage). Forward v-berth cabin. All berths have fabric cushions. Wood flooring has been refinished and there is a pull-down table mounted on the bulkhead.

Forward enclosed head with shower. Replaced head (Raritan) and all hoses in 2014. Two hanging locker closets etc.

For ventilation, there are two opening deck hatches and two Dorade vents.

Installed new fabricated anodized mast step in 2004.

**Sails:** Mainsail with full batten and dutchman system (good condition; with Doyle sailcover purchased in 2003). Harken roller furler for jib (#1 Genoa and #2 Genoa). Spinnaker (very little use) and whisker spinnaker pole

**Other:** Dodger (purchased in 2003) and bimini, both rarely used and in excellent condition.

**For more information or to set up a time to see the boat (currently in PJ Harbor on a mooring at PJYC), please contact Leighann Kelly: 631-379-1355 (call or text), LKL1008@gmail.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](mailto: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](mailto: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

<b>Unisex Polo Shirt</b> – Quick Dry	
Steel Grey, Short Sleeves	\$30 each
<b>Women's T-Shirt</b> – V-Neck	
Cotton, Royal Blue, Short Sleeves	\$20 each
<b>Women's T-Shirt</b> – V- Neck	
Quick Dry, Royal Blue, Long Sleeves	\$20 each
<b>Men's T-Shirt</b> – Crew Neck	
Cotton, Royal Blue. Short Sleeves	\$20 each
<b>Men's T-Shirt</b> – Crew Neck	
Cotton, Royal Blue, Long Sleeves	\$20 each
<b>Hats</b> – Cotton	
Tan or White	\$15 each
Green or Maroon	\$20 each
<b>Beverage Koozies</b>	
Royal Blue	2 for \$5 – 5 for \$10
<b>Tie Tack</b> – Burgee	\$ 5 each
<b>Pendant</b> – Burgee	\$ 5 each
<b>Burgees</b>	
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**

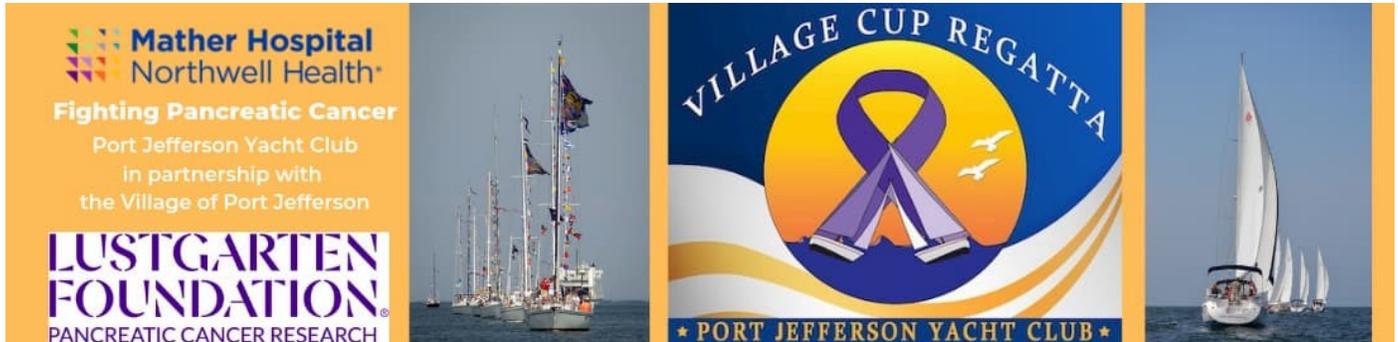
**Double Walled, with Lid**

**\$30 each or**

**2 for \$55**



# COMMUNITY



**We didn't make a Million, but we did raise \$100,000 !**

**Our second largest event to date!**

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

**Way to Go PJYC!**

## 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](http://licares.org)**

Thanks and stay well,

*Judy Suben*





Ads, articles, pics all welcome!

Email to: [bowspritz@portjeffersonyachtclub.com](mailto:bowspritz@portjeffersonyachtclub.com)

Port Jefferson Yacht Club

PO Box 138

Port Jefferson, NY 11777

[info@portjeffersonyachtclub.com](mailto:info@portjeffersonyachtclub.com)

[portjeffersonyachtclub.com](http://portjeffersonyachtclub.com)