

Four *winds*

Spring 2025

WINDJAMMERS SAILING CLUB
CEDAR CREEK SAILING CENTER
BAYVILLE, NJ

Commodore's Letter

Nancy Onffroy

Welcome to the 2025 Sailing Season!

I am pleased to be your Commodore for 2025, and want to let you know of the many things happening at the Windjammers Sailing Club for the 2025 season.

Phil and I were down at the marina this past weekend and it was buzzing with many people working on their boats trying to get them ready to go in. This means that the 2025 Sailing Season is ready to be kicked off. Congrats to Patrick Capriotti. I believe that Patrick's boat was the first to go in the water this year.



On January 25, the Windjammer's Sailing Club hosted their annual Winter Meeting (Luncheon) at the Captain's Inn. Everyone enjoyed catching up with their sailing friends and told each other how they could not wait until spring arrives and the boats could finally go back in the water. One important piece of business at this meeting was the official announcement of the new Officers and Committee Chairs for 2025. I am very pleased to announce that we have four club members who have stepped up this year to hold positions in the Club. They are: John Germann, Secretary; Sheldon Green, Treasurer; and Luci Benn and Gail Mindlin, Co-Party Coordinators. Please let me know if you might also be willing to get involved as one of our Officers or Committee Chairs for the upcoming FY 2026.

WJSC Planning Session

We held a 2025 Planning meeting with our new team on March 1st to review FY'2024 and to plan 2025. Here are some of the things from the meeting: Jeanette Kozak, who has been our Windjammer Club Treasurer for the last 22 years, gave her last annual review of the finances of the club. The Club surprised her by presenting her with a large bouquet of flowers to thank her for her many years of service to the club. Joe DiGaetano, our Cruising Director, rolled out a range of trips and multiple activities this year. There is a two-week Chesapeake Bay cruise planned in late June with a one-week option of just going as far as Cape May and back. Also in early August, the club is planning an Atlantic Highlands to New York cruise with an overnight planned at a Brooklyn marina. This is a perfect trip for someone who has not seen the Statue of Liberty up close from the water.

Many Windjammers really enjoy spending holiday weekends anchored at Meyers Hole with their Windjammer friends. Last year we had 10 boats anchored for the holiday weekends. The plan is for WJSC to celebrate Memorial Day and Labor Day Weekends at anchor at Meyers Hole. Also planned are appetizers and beverages on the beach at sun down, with bonfires on the beach at night which is my favorite thing to do. A big thank you is due to Al Morris for bringing firewood and his great fire building skills. The view of "Old Barney" is spectacular from this anchorage, especially after dark. Be aware that you do not have to go by boat to experience the "party on the beach". You can easily drive by car to LBI, and after a short walk, join the Windjammers partying on the beach.



Commodore's Letter (Continued)

Here are some of our party events for the first half of the season:

Wine and Cheese Party

Our very first party of the season, will be held at the marina on May 17th, hosted by Jim McGovern and Richard Barker. Come and bring a bottle of wine and an appetizer to share. It is a great time to catch up with all your Windjammer friends and make plans together for the summer.

Annual Chicken and Ribs Dinner

This event will be held at the John C Bartlett Pavillon at Berkeley Park on June 7th. Catering will be by Blue Collar Catering who has catered for us many times. I understand their fried chicken is wonderful. Many Windjammers come to the park by boat, anchor, and dinghy in to the dinner. Coming by car is also a good option. The venue is one of my favorites as the water view from the Pavilion is spectacular.

Breakfast on the Dock

We plan to host two events this year, one on Sunday, June 1st, hosted by Sheldon and Robin Green and the second on Sunday, August 10th, hosted by Richard Barker. More information will be released when it gets closer.

We have additional parties and events scheduled for later in the summer and in to fall. You can view the entire schedule below.

Additional Business Discussions from our Planning Meeting:

The Treasurer presented the annual accounting review for the past 2024 year. Unfortunately, the club lost money (\$683 for FY'2024) and has lost money several years in a row. So, in an effort to try to be fiscally responsible, we have made several club changes:

- We will have only one fully catered event this year which is the Chicken and Ribs. In the past years, we have had at least two catered events per year, some years even three.
- Only one event a year will be held at the John C Bartlett Pavilion. To rent this venue it costs us \$165. This year we have only rented it for the Chicken and Ribs on June 7th.
- We have changed our Annual Winter Dinner to an Annual Winter Luncheon. This dramatically lowers the price.
- The Party Committee met this week and has put a new rule in place this year. Come to a dinner event empty handed: the charge will be \$10.

If you do not yet own a WJSC T-shirt, hat, sweatshirt, burgee etc. now is the time to buy some swag. Fly your Windjammer Burgee!! We will be selling these at all our events. We do have some inventory already at the marina and we are able to get products made quickly if we do not have your size in stock. We have an order form on our WJSC web site. Be sure to check it out here: [Store](#)

My biggest hope for this year is that Cedar Creek finally gets dredged and we will no longer have to worry about the tides. And for the first time in years, I truly believe that this is the year that it will happen. YEAH!
Happy Sailing Season!!

Nancy Onffroy

WJSC Commodore 2025



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2025 Windjammers Committee Members

Flag Officers



Nancy Onffroy
Commodore



Richard Barker
Vice Commodore



Jim McGovern
Past Commodore



John Germann
Secretary



Sheldon Green
Treasurer

Committee Chairs



Joe DiGaetano
Cruising



Luci Benn/ Gail Mindlin
Dock Parties



Robin & Sheldon
Fundraising



Al Morris
Seminars



Rose Morris
Supplies



Bernard Creache
Membership



Mark Zavanelli
Racing



Frank Schaffer
Newsletter



Elizabeth Schaffer
Historian



Frank Schaffer
Website



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Windjammers Sailing Club 2025 Calendar of Events

- May 17, 2025 5:00 pm: [Wine and Cheese Party](#)
- May 24, 2025 10:00 am: [Cruise to Myers Hole](#)
- May 30, 2025 6:00 pm: [Friday Night Race Series- Race 1](#)
- June 1, 2025 8:30 am: [Breakfast on the Dock](#)
- June 6, 2025 6:00 pm: [Friday Night Race Series- Race 2](#)
- June 7, 2025 5:00 pm: [Chicken and Ribs](#)
- June 8, 2025: [Ocean Adventure](#)
- June 13, 2025 6:00 pm: [Friday Night Race Series- Race 3](#)
- June 20, 2025: [Cape May Cruise \(One Week\)](#)
- June 20, 2025: [Cruise to Chesapeake \(Two Week\)](#)
- June 20, 2025 6:00 pm: [Friday Night Race Series- Race 4](#)
- June 27, 2025 6:00 pm: [Friday Night Race Series- Race 5](#)
- July 12, 2025 10:00 am: [Mid Summer Fun Race](#)
- July 12, 2025 5:00 pm: [Docktails](#)
- July 19, 2025 12:00 pm: [Raft Up](#)
- July 20, 2025 4:00 pm: [Sunfish \(or Keelboat/Car\) Cruise to MJ's](#)
- July 26, 2025 5:30 pm: [Burgers, Dogs, and Trivia Night](#)
- August 1, 2025: [Highlands Trip to Highlands/Brooklyn \(3 Day Cruise\)](#)
- August 10, 2025 8:30 am: [Bagels on the Dock](#)
- August 16, 2025: [Tice's Shoal- Fire on the Beach](#)
- August 23, 2025 5:30 pm: [Pot Luck Dinner](#)
- August 30, 2025 3:00 pm: [Myers Hole Weekend](#)
- September 20, 2025 10:00 am: [Tall Oaks Challenge Race & Post Race Party](#)
- September 27, 2025 10:00 am: [Toms River- Water Street \(Weekend Cruise\)](#)
- October 4, 2025 5:00 pm: [Chili Cook-Off](#)
- October 11, 2025 10:00 am: [Frostbite Race](#)

Check our Facebook page for any updates or changes [Windjammers Facebook](#)





Windjammer 2024 Winter Dinner

Jim McGovern

On January 25th, the Windjammers held their Annual Winter Dinner meeting at the Captain's Inn. We had a private room where we were able to set up a slide projector to show photos of all our club's sailing adventures from the 2024 sailing season. A big thank you to Richard Barker for coordinating the slide show. After dinner we began the meeting by recognizing the achievements of the past officers and committee chair people, as well as the members of the club with a series of annual awards. The club is over 50 years old and many of the awards go back to the original years of the club. The following officers were acknowledged and thanked for their service to the club: Nancy Onffroy, Vice Commodore, Julie Creache, Secretary, and Jeanette Kozak, Treasurer.



Walt Spratford Award: This award is presented to the club member who best exemplifies the ideas of the club through devotion of time and energy. The winner gets a silver bowl that has been handed down to the winners for years. This person has been involved with windjammers for many years and continues to be an ambassador for the club. This past season they led an effort to improve the picnic area by installing fresh stones and cleaning up the area and created a memorial garden to remember windjammer members who have passed on. This person is the OG of the windjammers!

Winner of the Walt Spratford Award – Richard Barker



Charles and Ruth Rocknak Award: This award is presented to the club members who have done the most to advance in sailing skills and seamanship. These two individuals worked tirelessly all season on their boat, Argo, a Hunter 25. In addition, they also worked on their parents' boat all season. Finally in the fall, they were able to take their boat out for the first time and spend a weekend out on the water.

Winner of the Charles and Ruth Rocknak Award: Shaun McGinn and Tara Tarrant

The Dillion Dock Meter Award (is a wooden box containing a bell): The legend is that this award is presented to the club member who hits the dock with enough force to cause the bell to ring. Fortunately, no one hit the dock hard enough (or admitted to it) this year to win the award!

The Running Aground Award: This award is presented to the club members who have the most spectacular grounding. The couple that won the award this year describe the situation that led to their grounding: "We were heading back to the marina after a weekend at Meyers hole. It was cloudy, but the sun was poking through here and there with intermittent sun showers. There was a nice ten knot south wind. We were in the Oyster Creek channel heading toward the BI marker. Richard was 10 minutes ahead of us. We were motor sailing due to the south wind and were flying along at 7+ knots. Anita was at the helm. We had EDM music playing, and I was dancing in the rain in the cockpit. Anita asks me "do we need to go all the way to the BI marker before we turn north? I asked if we were through the last set of cans, and she said she thought so. I took a quick look at the chart plotter which showed we had just passed the last set of cans. (My chart plotter had not been updated in a while). After looking at the chart plotter I told Anita to give it another five minutes and then she could turn north. Five minutes later, she made the turn. A few minutes after that there was a little bump, followed by another couple bumps in quick succession and Anita says, "what's that?" I responded, 'the bottom!' at about which time we plowed a nice trench, still motoring with the sails up.



Windjammer 2024 Winter Dinner (Continued)

I was completely bewildered. I double checked the chart plotter which showed we had passed the last set of cans but when I looked around, I saw another set between us and the BI marker. We tried to get free but were hard ground and called Sea Tow. Richard came back to help but ended up just taking pictures. The moral of the story is to keep your chart plotter updated and double check with your eyes.

Winner of the Running Aground Award: John Germann and Anita Caputo

WJSC Racing Award: This award is presented to the person who most helped the WJSC Racing Team this past year. The winner of this award is new to racing. He encouraged his son to join the Windjammers last fall just to be a true member of the Foolish Heart Racing Team. He spent his time this winter honing strategies to improve his racing performance. This is exactly what we need, members who are new to racing, getting excited about the upcoming racing season

Winner of the Racing Award: Al Morris

Turkey Award: Awarded to the most humorous sailing faux pas of the year. This couple pulled their dinghy up onto the beach at Meyers Hole just after sunset for a campfire at a Windjammer event in October. Around 2130, someone scanned a flashlight around to check on the dinghies. "How many people brought their dinghy to the beach?" Four people raised their hands. "I only see three dinghies here" As the tide came in, one couple's dinghy had silently slipped away into the darkness. Search crews looked for the tender late into the night. The Coast Guard and Sea Tow were both notified of the ghost dinghy, but it was nowhere to be found. Finally, the next morning, the dinghy was in the marsh grass on the southwest corner of Island Beach State Park, approximately 2.5 NM from the beach at Meyer's Hole. Moral of this story, use an anchor to secure your dinghy on the beach, especially at night!

Winner of the Turkey Award: Jim and Gina McGovern





Block Island- 2024

Jim McGovern

On Friday, July 12, three boats—*Foolish Heart*, *Galena*, and *Hannah*—gathered at Meyers Hole before setting off on a two-week trip to Block Island. The weather delayed our start, with rain and fog lingering, but by 17:30, we navigated through Barnegat Inlet. The inlet was calm, but just beyond it, we encountered three- to five-foot waves and dense fog. Fortunately, radar-equipped boats helped guide us safely.

By 21:00, the fog began to lift, making for a smooth overnight passage as we motor-sailed 142 nautical miles to Block Island. Upon arrival, *Into the Mystic* joined us, and a few days later, *Mystique* and *Island Breeze* followed, though not without challenges.

As *Mystique* and *Island Breeze* neared Montauk, they encountered rough seas. *Mystique* experienced engine failure, transmission issues, a rogue wave, and an onboard injury that required Coast Guard assistance. Despite these setbacks, the crew persevered and made it safely to Block Island.

The crews of *Foolish Heart*, *Galena*, *Hannah*, and *Into the Mystic* spent five nights moored at Block Island, taking in its many attractions. We had visits by the Bakery Boat, dined at The Oar, explored the island by moped, and hiked down the Mohegan Bluffs. Some also took dinghy trips to see the seals in the inlet and along the beaches.

On Friday, July 19, we sailed across Gardiners Bay to Greenport, NY, for two nights, then continued to Shelter Island before stopping at Old Saybrook, Connecticut, for another two nights. Saybrook Point Marina provided excellent accommodations, including a restaurant, pools, spas, and an upscale hotel.



Continuing our journey, we spent a night in Milford, Connecticut, then had favorable sailing on the Long Island Sound before reaching Oyster Bay, NY. While there, we saw one of Billy Joel's homes and *Knickerbocker*, a 118-foot luxury sailing yacht owned by James Dolan, owner of the New York Knicks.

On July 25, we secured moorings at City Island Yacht Club and departed early to navigate the East River during flood tide. Passing through multiple bridges and the strong currents of Hell Gate, we made good time through Manhattan. By late morning, we reached the Statue of Liberty before continuing under the Verrazzano Bridge. With favorable conditions, we decided to round Sandy Hook and head for home.

As the sun set, we successfully reentered Barnegat Inlet, anchoring at Meyers Hole for the night before returning to Cedar Creek Marina the next morning.

The trip was a mix of smooth sailing and unexpected challenges, but overall, it was a rewarding journey with great destinations and memorable experiences.





Block Island- 2024 (Supplemental)

It's not always smooth sailing

Frank Schaffer

As we left Barnegat inlet we were concerned. The fog was heavier than we expected. Visibility was only a couple of hundred yards as we were lifted over the large swell at the mouth of the inlet. Our companion boat, *Mystique*, had a very experienced crew on board. Mike Bandera had made the trip a handful of times, and Richard Barker is rumored to have made the journey no less than 712 times*. It was the first crossing for Mike's friend Debbie. Elizabeth and I have also done the excursion multiple times, so we had a pretty good idea of what we were facing... we thought...



As we entered the ocean, the swells calmed a bit, but they were still 3-5ft. *Mystique* came in and out view in the thick fog. With the very limited visibility we had to be on careful watch. Neither *Mystique*, nor our vessel, *Island Breeze*, have radar. As a sailor with over 25 years of experience, and an ocean crossing under my belt, I've sailed in many conditions including steep seas and gale force winds. I can say with certainty, fog scares me, and I can safely say it scares Elizabeth too. Obviously, a lot of this fear comes from the absence of the sense of sight, but additionally it stems from the careless nature of other mariners in these conditions. After a couple of hours the fog abated, but the swells and wind increased.

Throughout the afternoon and into the night the wind continued to howl. Seas were following at 4-6ft and the winds were steady at 18-20 kts with gusts to 25. It was quite uncomfortable. All of us were feeling a little queasy, some more than others. Now typically on these crossings to Block you might get some unsettled conditions for a period, but it's only the unlucky ones who get it for the entire 30 hours. Guess which ones we were...

Mystique started having engine problems which is never a good thing, but is a real nightmare in these conditions. The boat would stall and then after a minute or two would start again. Richard knew it was fuel related, but was not able to diagnose and fix the problem. Fortunately, each time it stalled he was able to restart it quickly.

As we neared Block we got to experience a beautiful sunrise, but the seas were still unsettled. The wave period had increased but so had the height. The direction also changed, so we were now taking these waves on the beam. *Mystique* was about 2 miles ahead of us when we heard a call on Ch. 16.

Pan-Pan, Pan-Pan, Pan-Pan. We heard it very clearly—it was a boat very near us. Elizabeth said, "Wasn't that Mike's voice?" We heard them make several more calls trying to reach the Coast Guard. It was clear to us now that it was *Mystique*, but we had no idea what had happened. When we tried to call Richard, he picked up the phone and told us he couldn't talk right now. It was around then that the Coast Guard finally responded. "We've had an accident" we heard Richard say.

We later found out that *Mystique* got hit with what was described as a 7-8-foot wave on their starboard beam. Debbie, who was resting in the cockpit after a grueling couple of hours at the helm, got knocked off the seat and hit her neck on the companionway entrance. She was in excruciating pain. They tried not to move her too much while they worked with the Coast Guard to effect rescue. Following the Coast Guards instructions Richard started heading toward Montauk. The Coast Guard met them and, given the sea state, Debbie's condition, and the fact that the engine was running fine, decided to wait until they reached the mouth of the inlet before towing them into Montauk.

Fortunately, Debbie only suffered severe bruising (although I'm sure she didn't feel fortunate at that moment). After getting discharged from the hospital, she and Mike took a painful ride home, and after several weeks of recuperation she felt much better, and is now fully recovered. Since he could do no more to help, Richard went on to Block Island where we reunited.



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It's not always smooth sailing (continued)

The engine continued to plague Richard on the return trip home. When we got settled in Atlantic Highlands, Ron Minchin, And Rob Wagner came to see if they could help. The problem turned out to be a bad fuel pump. They were able to put in a temporary pump that worked perfectly and allowed Mystique to have a smooth sail home.

So, it happens... We do this sailing thing because to some extent we seek adventure and, on this trip, we certainly got it. It's not always smooth sailing but when you plan properly you minimize the risks.

When you see Debbie give her your best, and when you see Richard ask him what it's like to have your boat stall in the middle of Hell Gate!

**Number is certified in the Windjammers book of records*

The freedom of the sea lures men, yet freedom does not come free. Its cost is the loss of the security of life on land. When a storm is brewing, the sailor cannot simply park his ship and walk away from it. He cannot hide within stone walls until the whole thing blows over. There is no freedom from nature, the power that binds even the dead together. Sailors are exposed to nature's beauty and her ugliness more intensely than men ashore-

(Steven Callahan from the novel *Adrift*)





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Racing

Mark Zavenelli

I'm excited for another season of racing this year! Please reach out to me at racing@windjammersailing.com or my personal email with any questions or suggestions.

We'll start off with our Friday night race series on May 30. We generally plan to start these races at 6:30 pm (depending on captain's schedules) using a pursuit format. It's possible to jump on a boat as crew last minute, so please don't hesitate to join in if you're available!

Then in mid-July (tentatively the 12th) we'll host a Saturday Race which will be a traditional start. This will be a good chance to practice for our main event of the season, the Tall Oaks Challenge. On September 20 we'll try to wrest the Challenge Cup back from Tall Oaks after their close victory last year. We're hosting our Fall Dinner after the race this year so all will be invited to celebrate.

Speaking of Tall Oaks, we have again been invited to participate in their Saturday Race Series. These are traditional start, round the mark races with a committee boat. This series starts on Saturday June 7 with their Shake Down Race. Visit toyc.org for more info or send me a message and I'll be happy to provide details.

Let's get racing!



Pat's Punchlines

A sailor and a pirate walk into a bar. They sit down and start swapping sea stories.



The sailor notices the pirate has a peg leg, a hook for a hand, and an eye patch. Curious, he asks, **"So, how'd you end up with the peg leg?"**

The pirate takes a deep swig of his rum and says, **"Arrr, a rogue wave swept me overboard, and before me crew could haul me back in, a shark took me leg!"**

The sailor nods and asks, **"Wow! What about the hook?"**

The pirate grins. **"Arrr, we were in a fierce battle, cutlasses clashing! Lost me hand to a swordsman, but I took him down with me other hand!"**

The sailor is amazed. **"And the eye patch?"**

The pirate sighs. **"Arrr, a seagull pooped in me eye."**

The sailor looks confused. **"Wait... you lost your eye from a little bird poop?"**

The pirate shakes his head. **"Nay... it was the first day with me hook."**



6 ESSENTIAL KNOTS EVERY SAILOR SHOULD KNOW

John Germann

If you don't know many knots, these are the six knots that you should absolutely learn. They are probably the most used and the most useful knots and with these six knots in your skill set you will be able to handle most situations (at least until you get back to the dock and can get assistance). This is not intended to be an exhaustive list of every useful knot, there are many useful knots such as the rolling hitch, the round turn and two half hitches, and the anchor bend to name a few. If you already know those knots then this article is probably not for you, but if you don't then read on.

Cleat hitch:

A cleat hitch is used to secure dock lines to a cleat and will quickly and easily release even when under load.



Bowline:

A bowline is used to create a strong fixed loop in a line which will not slide, close or come apart under tension and can be quickly and easily undone even after the line has been subject to a load. Used to attach a line to an eye or create a loop in a line to throw over a piling etc.

NOTE: a bowline may come undone if the line is subject to repeated loading and unloading (ie a flogging line).

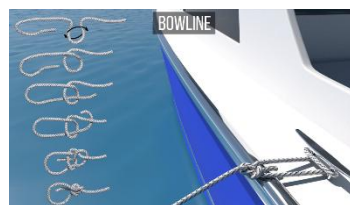
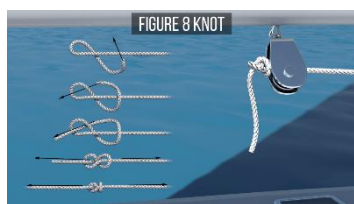


Figure 8 knot:

A figure 8 knot is a stopper knot used tied at the end of a line or sheet to prevent the sheet from running through the block or other retaining device.



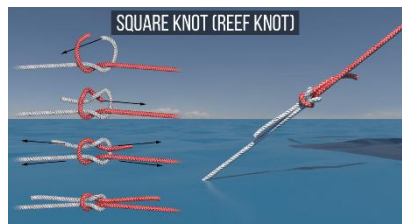
Clove hitch:

A clove hitch is used to temporarily tie a line around a piling or rail (ie. temporarily tying up to a piling or tying fenders on a rail).



Square knot:

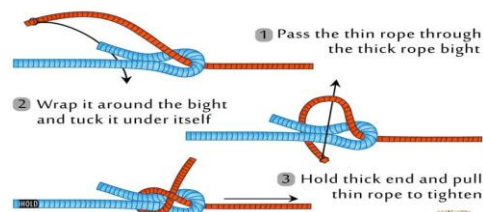
Used to join two lines of the same diameter and material.



Sheetbend:

Similar to a square knot but used to join two lines of a different diameter or different materials.

Sheet Bend Step By Step





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Cruising 2025

Joe DiGaetano

The 2025 cruising season will have something for everyone. There will be lots of events. Pick a few or attend them all.

The first event will be a cruise to Myer's Hole by the Barnegat Lighthouse over the Memorial Day weekend. Anchor out and take your dinghy to town, paddleboard, or just enjoy the day. Join fellow Windjammers in the evening for a fire on the beach.

Just remember your dinghy anchor to avoid a game of hide and seek if your dinghy goes missing. We will do an ocean sail on Sunday for those who want to experience the infamous Barnegat Inlet and coastal sailing. This can provide some confidence for longer trips.



Our first coastal cruise will be in June. Two groups will head out to Cape May. One group will spend a week there, while the other will stay for an evening before heading to the Chesapeake Bay for a two-week cruise. Destinations will include Lewes Delaware, Chesapeake City, Annapolis, Saint Michaels, Chesapeake Beach, and Fairlee Creek. I can almost guarantee some dolphins on the Delaware Bay and crabs on the Eastern Shore. Our Sunfish group is growing, with five being the latest count. We will have a number of afternoon sails and the first Sunfish cruise, although I feel there may be some who turn it into a race. The destination will be MJ's Waterfront restaurant in Bayville where we can beach our fish and enjoy some good food, drink, and music. There is room for bigger boats to anchor or join us by car.

We will do a three-day coastal cruise at the beginning of August to the Highlands where we can grab some moorings and enjoy an evening view of New York City. Perhaps we could tempt Alan and Phil to pull out their guitars. The highlands have a nice town, nice places to eat, and a beautiful yacht club we can visit.

A weekend cruise to Tom's River is planned for September. We will anchor out in Windy Cove and dinghy over to the Water Street Bar and Grill to enjoy a meal on their patio. I have experienced some great sunsets in Windy Cove and hope to repeat the experience.

Be sure to check the Windjammer Facebook page often. Weather permitting, we would like to do a raft up and oceanside fire on Island Beach State Park. This is sure to be a summer filled with great memories.





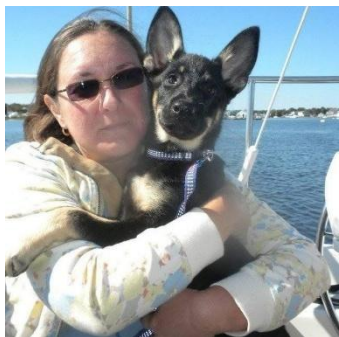
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The Historian's Corner

Elizabeth Schaffer



I am excited to embark on another season of Windjammer sailing! My personal history with the club includes serving as Commodore in 2015 and Dock Party Chair, multiple times. We started sailing when our daughters, Emily, and Claire, were in elementary school. I remember the "old salts" of the club at that time and I was surprised this morning when I realized, that Captain Frank and I are now the old timers! For those of you interested, here is a brief history of the Windjammers, which I edited from our website. You can read more if you would like at <https://windjammersailing.com/about/> under "History". Photos of days gone by are also documented for your historical reference. Newsletters going all the way back to 1989 can also be read on our website.

The Windjammers Sailing Club started in the 1960's at Rocknak Yacht Basin. Sailors began to race and throw parties, which required some sort of organization. In 1969 Gordon Stables was elected as the first Commodore of the club. The club events evolved with time into some of the events we still hold today. In 1986 Rocknak's was sold and the Windjammers needed to find a new home. Bird Construction purchased Cedar Creek marina, which was a run-down powerboat marina. Bird Construction promised renovating it and ensuring that at least 25 sailboats would rent slips.



Tom Wright (far right) with former Windjammers from left: Olwen Jarvis, Danny Crook, Don Rock, Bill Jarvis

In 1990 Tom Wright and his business partner Liz Barto, purchased the marina and added a store and clubhouse. When Frank and I joined, we had the privilege of an indoor air conditioned clubhouse, with coffee and bagels provided each weekend by CCSC. In 1988 the Windjammers Sailing Club, became incorporated as a non-profit social club. In 2018 the clubhouse and store were taken over by the Sailmaker/rigging shop, located above the far side bathrooms.

The club has changed over the years, and emphasis on races, parties, juniors, and cruising, have all adjusted to meet the needs of current members. We are all very lucky to be part of a club with a great history and we look forward to making many more sailing memories going forward.



The Clubhouse



Spring/De-winterization Checklist

John Germann

With the sailing season approaching its time to get started on Spring maintenance and inspections. The following is a checklist to make sure your boat is ready, safe and reliable when launched.

- If lead acid batteries, check/ top off batteries with distilled water.
- Check, clean and tighten electrical connections, especially terminals of battery cables.
- Open and close all seacocks to ensure smooth operation and proper function.
- Inspect raw water intake strainer to ensure not cracked, clogged or leaking.
- Inspect all hoses to ensure good condition, no leaks, and snugly fitted with double clamps.
- Replace raw water impeller if more than one year old.
- Replace fuel filter if not done in Fall.
- Change engine oil if not done in Fall.
- Inspect and replace sacrificial zincs/anodes as necessary.
- Inspect engine belts for wear and proper tension.
- Check both electric bilge pump and manual bilge pump for proper operation.
- Visually inspect all standing rigging for signs of damage, wear and or corrosion, paying particular attention to swages, and turnbuckles. Additionally, to the extent possible, run a rag over the standing rigging looking for fishhooks. Fishhooks are individual strands which have broken and curled outward. The presence of fishhooks indicates that the shroud is failing and must be replaced.
- Inspect chain plates for signs of leakage or corrosion.
- Check tension of standing rigging and tune as necessary.
- Inspect all running rigging (sheets and halyards) for chafe.
- Check flares (expiration date).
- Check fire extinguishers (for charge and or corrosion).
- Check life vests, if inflatable, and service as required.

Now is also the time to purchase spare replacement parts, particularly if you will be engaging in any coastal cruising. At a minimum, a spare fuel filter, raw water impeller and belts, as well as extra oil and antifreeze, should be carried on the boat, as these are common failure points which can be easily remedied with the spare parts on hand, even while underway.

Fair Winds.

Windjammer's Swag

New Easier Ordering

There is now a page on our website to order Windjammers clothing. The prices are much more reasonable as we have changed suppliers, and are now sourcing the gear locally. Take a look at the new convenient order form on the website where you can order burgees, t-shirts, sweatshirts, and more. Standard items are listed, but we can get (almost) whatever you would like, upon request. Please go here: [Swag](#)

Or see Richard Barker on the dock

Show your support by flying our colors!





The Bridges of Ocean County

(Print this pocket size version to keep for reference)

**Bridges of Barnegat Bay, North to South
Call on Channel 13 Using These Names:**

Brielle Railroad Bridge (do not call)

Rt. 35 Bridge (732-899-2992)

Rt. 88 Bridge (732-899-9341)

Rt. 13/Loveland Bridge (732-899-1520)

Mantoloking Bridge (732-477-1430)

Rt. 37/Mathis Bridge (732-929-1606)

Dock Parties

Luci Benn

Greetings Windjammers! Dock Parties have traditionally been a highlight of the Windjammers Club experience, and to continue that tradition, we have planned a great line up for the upcoming sailing season. At our annual meeting, committee members have graciously volunteered to host each event. A special thanks to all those who have volunteered to host.

- May 17 – Wine & Cheese - Gina and Jim
- June 1 - Breakfast on the Dock - Sheldon and Robin
- June 7 - Chicken and Ribs - Jeannette and Don
- July 12 – Docktail's. New this year - Gina and Jim
- July 26 - Trivia Night – BBQ – Nancy & Phil
- August 10 – Breakfast on the Dock - Richard Barker
- August 23 – Pot Luck Dinner – John & Anita
- September 20 – Tall Oaks Post Race Dinner at the Dock – Elizabeth & Frank
- October 4 - Chili Cook Off – Luci and Paul

We look forward to seeing you at these events. Please look for further information from the hosts as we get closer to the scheduled dates and be sure to RSVP so the hosts can properly plan. And as always, feel free to bring an appetizer or dessert to share when attending.

Dredging Update

Alan Morris

We received some good news regarding the dredging of Cedar Creek Channel. I was contacted over the winter from Lee Gashlin, the Bayville Waterway Commissioner. He informed me that permits have been approved and sent to the contractor to begin scheduling the dredging starting July 1st.

There are approximately ten channels to be addressed in Barnegat Bay, with Cedar Creek being the largest, and the only one with any commercial business (marinas, gas dock, etc.). The contractor will set the dredging dates. We do not know currently where we are in the order of the channels to be dredged. That will be available as we get closer to the date. We have been informed that the plan is to have the channel dredged to 10 feet deep and 40 feet wide!

Thank you to all who sent comments, had family and friends sign petitions, and to those who encouraged us to keep pushing forward.

A special thanks to Jim and Joe for their help and support on this very complicated task.

Keep your fingers crossed that all continues to go well.



Newsletter Submissions

Frank Schaffer
Newsletter Chair

Please share your cruising stories, maintenance tips, general sailing news, great boat recipes, boat related classifieds, Barnegat Bay news, etc. I'm also looking for people who are interested in writing regular features – I'd love to hear your ideas! Please send your suggestions and original submissions to:

newsletter@windjammersailing.com



Simple Pan Seared Scallops

Ingredients

- 1 ½ lbs Sea Scallops*
- [salt and pepper](#)
- 1 Tablespoon butter
- 1/2 Tablespoon [olive oil](#)
- Garlic and butter for serving



Directions

Prep Scallops: Pat them dry thoroughly with paper towels. Season with salt and pepper.

Cook: Heat a large skillet over high heat. Add oil and butter. Once hot, add the scallops, spacing them apart so they're not touching. Cook for 2 minutes (without touching them), until a golden crust forms on the bottom.

Reduce heat to medium high. Gently flip to the other side and cook for another 1-2 minutes

Test for Doneness: Scallops cook very quickly, usually in less than 5 minutes, so use the touch test to check for doneness; if they're done; they should feel firm, with a little bit of bounce. Err on the side of undercooking them, as you can always add them back the pan to cook longer, if needed. Keep in mind they will continue to cook a little as they rest.

Garlic Butter Sauce: Remove cooked scallops from the pan. Add 2 tablespoons butter, scraping any browned bits from the bottom of the pan. Add 3-4 cloves garlic, juice from half a lemon, and ¼ cup white wine, chicken or vegetable broth. Cook for 2 minutes.

Serve sauce over scallops. Garnish with fresh chopped parsley, if desired. Store leftover scallops in the fridge for up to 2 days.

