

Four *winds*

Fall 2025

WINDJAMMERS SAILING CLUB
CEDAR CREEK SAILING CENTER
BAYVILLE, NJ

Commodore's Letter

Nancy Onffroy

Unfortunately, the leaves are now off the trees, and the wind seems to increase daily as the temperatures fall. Most of the boats are pulled out of the water and are now resting on land. This means we have to accept that winter is nearing, and the Windjammer Sailing Club's 2025 sailing season is coming to an end.

SAVE THE DATE: The next Windjammer event will be our Annual Winter Buffet Luncheon which will be held on Saturday, February 7th at the Captain's Inn in Forked River. At this event, we will install our new officers and chairpersons, give out the sailing awards, and watch the slide show of all our sailing adventures from 2025. (Please bring your sailing pictures to the luncheon on a SD drive and give them to Richard Barker for inclusion in the slide show.) As the date gets closer, Richard will send out additional information. Oh, by the way, we are expecting several surprise guests to attend this Luncheon. More on this later.



DREDGING: As owners of a deep draft sailboat on Cedar Creek, we spent many years timing the tides for water deep enough to get our boat out of the slip. However, I have wonderful news to report. In mid-November, Phil and I witnessed a large dredge working on clearing Cedar Creek Channel and they were within 100 feet of the stern of our boat, Perfect Fit. For years we hoped and prayed that Cedar Creek would be dredged and it is finally happening. We are overjoyed! No more timing the tides. We can come and go as we please in Cedar Creek. Life is Good!!

As Commodore, I want to give a big THANK YOU to our Windjammers Alan Morris and Joe DiGaetano for all the years of their pushing multiple government organizations for the dredging to take place. They kept up communication with the NJ DOT, the Coast Guard, the Ocean County Commissioners, the Bayville Council, and the Contractor, who was finally awarded the bid to do the actual dredging. This dredging project will be discussed in more detail by Alan Morris in this newsletter.

WINDJAMMERS SAILING ON FACEBOOK: I want to remind everyone that the Windjammers have a Facebook account and our club members are very active posting pictures and giving us sailing updates. Let us know if you are having problems finding it and we will get you help.

DOCK PARTIES: Thank you to all who hosted dock parties this year. I appreciate your help. We had strong attendance and enjoyed lots of good food and fun. Please help us this year by volunteering to host one of our dock party events.

Wine and Cheese Party: This is always the first event of the season and was hosted by the McGovern's and Richard Barker. We had a big turnout for this event. It is always wonderful to catch up with all your sailing friends and sharing wine, while eating cheese, only makes it better.

Chicken and Ribs: This event was held outside at the John C Bartlett Pavillon at Berkeley Park. This was the only catered event this year and once again Blue Collar Caterers provided a great spread. I was told that the fried chicken was great. Everyone always enjoys the view of the bay from this venue. We had an unusual weather event that was spectacular and memorable at the end of this dinner. We had a rain storm which ended in a huge vibrant rainbow all across the bay with one end of the rainbow



Commodore's Letter (continued)

starting right in front of us. Too bad there isn't really a pot of gold at the end of the rainbow because the end was right in front of us.

Trivia Contest: We tried something different this year by hosting a BBQ followed by a trivia contest which was loads of fun. Because of the strong interest in this event, we plan to have another one next year. This year we had a surprise Happy Birthday celebration during this event. Happy Birthday Josh!

Breakfasts on the Dock: We had two successful Breakfast Dock parties this year. Thank you to Robin and Sheldon Green for hosting the first breakfast. And Richard Barker for hosting the second. Because of the strong attendance and success of the breakfast parties, we will discuss adding a third breakfast for next year.

Meyer's Hole Weekends: All three big summer weekends (Memorial Day, Fourth of July, and Labor Day) had strong Windjammer participations with multiple beach parties, stand up paddle boards with other beach "toys" and the best part is the fires on the beach w/appetizers at night. At one point we had 10 Windjammer boats enjoying this beautiful anchorage. Be aware you don't have to come by boat, you can drop into the Meyers Hole events by car. We can give you an address to put into your GPS to find us.

Docktails: Gina McGovern hosted a new concept for a party for the WJSC. Every boat that participated provided a special drink and appetizers. We ended up bringing all the food and drinks to share at one spot in the marina where a big WJSC party was held. To say that this party was well attended is an understatement. Great fun was had by all.

Pot Luck Dinner: The Germann's hosted our Pot Luck Dinner where the club members bring something to share for dinner and/or dessert. The worry always is that we will end up with everyone bringing the same dish - that never happens - and we had a real smorgasbord of food to choose from. It was delicious.

Tall Oaks Post Race Party: Frank and Elizabeth Schaffer hosted this event where we invited the Tall Oaks Club to join us for an after race party. Elizabeth and Frank delivered a wonderful BBQ which was enjoyed by the large groups of attendees.

Chili Contest: The Benn's hosted the Annual Chili Party. Multiple chilis were submitted for consideration for the contest and everyone voted for the winning chili. And the winning chili was made by Ben Morris and Cara Finkel. This is the second year that they have won the chili contest. They will definitely be the one to beat next year!

WINDJAMMERS SWAG: Richard Barker ordered a bunch of WJSC T-shirts, Sweatshirts hats and burgees. We now have them in stock in many sizes and will bring them to sell at the Annual Winter Luncheon. Please support your club by purchasing some gear.

2026 WJSC PLANNING MEETING: Richard Barker (our new incoming Commodore) will be announcing when we will have our 2026 WJSC planning meeting. It is usually held on a Saturday in the early spring. Even if you will not hold a position in 2026, but you are interested in learning more on how we plan out the upcoming year, you are invited to attend our Planning Meeting for the 2026 Sailing Season.

I have truly enjoyed being your Commodore this year and at the February 7th Annual Luncheon Buffet, I will officially hand over the reins to our incoming Commodore Richard Barker who will then announce his new team for 2026.



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Dredging Update

Alan Morris



Greetings Windjammers!

As many of you have observed, the dredging of Cedar Creek is well underway.

The inbound pass will have been finished as you read this newsletter with a completion date of Feb 2026.

The dredging will allow the deep draft boats to come and go without being tide restricted.

You can access updates as well as a final overview of the project on Facebook. [NJDOTdredging](#).

This has been quite an exhausting, time-consuming venture in moving this project along.

Thank you all who took part in encouraging me to press on.
Looking forward to a great 2026 season of 24/7 access to the bay.





Return of the Sunfish

Joe DiGaetano

A growing group of Windjammers set out on Cedar Creek this season in their Sunfish. On days with light wind, they became masters of subtlety, coaxing speed from whispers of wind, practicing balance and trim with the same precision they bring to their larger keelboats. The Sunfish offered them a playful counterpoint to the discipline of big-boat sailing: simple rigging, immediate feedback, and the unfiltered joy of being close to the water.

On those days when the afternoon thermals kicked in and the creek erupted with heavy wind, everything changed. Suddenly the Sunfish transformed into thrilling rides, demanding quick reactions and strong hiking legs. The Windjammers embraced the challenge, carving through whitecaps, hiked out, planing down gusts, and returning to the docks soaked, grinning, and already reliving the best moments of the day.

What made their summer special was the way both worlds fed each other. The finesse learned on the Sunfish sharpened their instincts on the keelboats, while the teamwork and strategy of big-boat sailing deepened their appreciation for the Sunfish's simplicity. Together, the two experiences created a season filled with camaraderie, skill-building, and unforgettable afternoons on the water proving that whether under a towering mast or a tiny lateen sail, the joy of sailing is universal.



Pre Storm Dock Line Inspection

Richard Barker



A few weeks ago, we had a storm with some rain, but very high winds out of the east lasting for two days and nights. East is our most vulnerable point because waves come through the funnel that is Cedar Creek directly into our marina. The exaggerated wave activity, in addition to very high tides, has caused dock line issues for many boats during these infrequent storms, resulting in potential and actual damage to the specific boat and the neighboring boat. During that storm, I noticed a boat with a separated dock line, not chafed at either end, but snapped in the middle because it was too small. In the time it took to get Tom to help pull it back into its slip and retie it, lines broke on two more boats only a few slips away. During a storm a few seasons ago one boat broke three lines! It can be very difficult, and dangerous, to board a heaving boat to retie dock lines during a storm. So, a few suggestions:

1. Make sure your dock lines are of sufficient size to last through the occasional high wind episode.
2. Add chafe protection where necessary.
3. Consider adding additional lines before potential storms.
4. Tie your lines high on pilings so they allow vertical movement when the tide gets very high.
5. When practical, have the loop of the dock line on the boat so you can adjust the length from the dock. It may be worth the effort to flip them end for end from your normal arrangement, because, again, boarding a heaving boat may be impossible.

Tying dock lines to pilings is the preferred method, but it is acceptable to tie lines to dock cleats only when the cleats and the wood/aluminum of the dock are in good condition, as they are at Cedar Creek. Cleats have been known to pull out of wooden docks, or break, if not properly sized or maintained, so inspect carefully when traveling.

Also, when traveling, if you land on a floating dock, do not tie to the pilings, use only the cleats. Ask for assistance if you are not sure how best to secure your boat.



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Winter Luncheon - Feb 7 1PM - (Save The Date!)

Save the date for our annual Buffet Luncheon, followed by the installment of officers and chairpersons, the Sailing awards, a Slideshow, and of course one or two sailing yarns... It's always a great event. It will be held at the Captains Inn in Forked River



Dock Parties *Luci Benn*

2025 was an exciting year with many successful social events! We kicked off with our annual Wine & Cheese party and ended with the Chili Cook-off. Congrats to **Ben** and **Cara** for being the 2x winning champions.



Thanks to all the members who volunteered to host an event this season and all the Windjammers who attended the events. You made each one a fun, social, and memorable time. A special shout-out to **Gina** and **Jim** for introducing a new dock event this year, **Dock-tails!** This was an extremely well attended and engaging night, even though we dodged some not so friendly rain clouds.

The truth is, though, without volunteers like you, these events would not be possible. Therefore, we are encouraging all Windjammers to get involved in one of these social activities for the 2026 season, so we can keep these traditions and memories flowing.

So, hoist your sails and meet the challenge. Volunteer to host/team up for an event. I'm looking forward to a short winter and lots of sailing in the newly dredged Cedar Creek, and of course, a quick spring ahead with lots of social events to come!





Tall Oaks Challenge

Mark Zavenelli

On September 20 we held our annual Tall Oaks Challenge Race. This is a club versus club race between the Windjammers and Tall Oaks which we have held each year going back decades.



This year featured a typically windy day of 15-20 knots, and the racers completed a 6 mile course. This race lived up to the tradition between the two clubs. It was so close that no one had any idea which club had won until the results were announced. As with all PHRF races, boats are scored on their adjusted time based on handicaps.

Every mark rounding, as well as the finish, saw boats maneuvering for position. Four boats finished the race for the Windjammers, while Tall Oaks had three. Line honors and 1st place on adjusted time went to our own Elenora, skippered by Bob Fahey with Ron Minchin and John Germann as crew. Tall Oaks took 2nd, 3rd and 5th place on adjusted time, while the Windjammers had 1st, 4th and 6th. The finish positions are summed, so Tall Oaks won the race 10 to 11.



Boats 2, 3, and 4 were separated by only 6 seconds. 3rd and 4th, which if swapped would have changed the outcome, were separated by only 2 seconds. All finishers were separated by only 4 minutes in a race that lasted nearly 1.5 hrs! It was excitement start to finish.

Thanks to the Tall Oaks race committee and all the participants for a great event. I'm already looking forward to next year's racing season. The Tall Oaks Challenge will be on the calendar again for next September, and I'd like to start thinking about what racing events would be fun for next year.



Pat's Punchlines



Just a day out of port
The captain is standing
on the deck when the
lookout calls down "Sir!
There's an enemy ship on the horizon!"

The captain turns to his cabin boy and
shouts "Bring me my red shirt!"

After the cabin boy brings him the red
shirt and he puts it on, the two
ships close to fighting range and fight
all day, with many heroics on both
sides, but with the captain and his red
shirt standing alive and victorious as
the other ship sinks behind them in the
sunset light.

Later that night the cabin boy is curious
and asks the captain why he needed his
red shirt, and the captain replies "Well,
with my red shirt on, none of the men
would see me bleeding if I was
wounded, and so they would not lose
heart and continue to fight on to
victory!"

The cabin boy thinks that's pretty
clever and goes to bed for the night.

The next day, the captain is standing on
the deck as they sail along when the
lookout shouts down "Sir! Twenty
enemy ships on the horizon!"

And the captain turns to his cabin boy
and says "Bring me my brown pants!"



How To Properly Anchor a Sailboat

John Germann

Anchoring is one of the most essential skills for any sailor, whether you're spending a peaceful night in a protected cove, waiting out a storm, or leaving the boat to go ashore. Proper anchoring technique can mean the difference between a restful night and dragging into danger. Here's what you need to know to anchor safely and confidently.



Know your anchor's strengths and weaknesses

Plow/CQR Anchor The plow anchor features a curved, shovel-like design that digs into the seabed. It works well in sand, mud, and clay, and resets itself fairly well if the boat swings. However, it's less effective in rocky or weedy bottoms and can be bulky to store on deck.

Bruce/Claw Anchor With its distinctive claw shape and no moving parts, the Bruce anchor is reliable and sets quickly in most conditions. It performs well in sand, mud, and rock, though it may not penetrate as deeply as other designs and can be challenging to break free from heavy clay.

Danforth/Fluke Anchor This lightweight, flat design is popular for its excellent holding power in sand and mud relative to its weight. It's easy to store and perfect for smaller boats. The downside? It struggles in rocky or grassy bottoms and doesn't reset well if the boat swings significantly.

Rocna/Manson Supreme Anchor These modern, roll-bar designs set quickly and hold exceptionally well in nearly all bottom types. They reset reliably when the boat swings, making them a favorite among cruisers. The trade-off is their higher cost and heavier weight.

Determining Scope

Scope is the ratio of anchor rode (line and chain) deployed to the depth of water. Proper scope is critical for anchoring success.

The general rule is **5:1** for a lunch hook in normal conditions and **7:1** in stronger wind or if leaving the boat unattended. **7:1 scope** for an overnight in normal conditions, and **7:1 to 10:1** for an overnight if stronger winds are expected. Always measure from the bow roller to the seabed, not the waterline. Also account for the tide. The scope should be based on the water depth at high tide, not the amount under the boat when actually anchoring.

In storm conditions or overnight anchoring, err on the side of more scope. The more horizontal the pull on the anchor, the better it sets and holds. Too little scope creates an upward pull that can break the anchor free.



How To Properly Anchor a Sailboat (Continued)

The Importance of Chain

Chain is the unsung hero of anchoring. While many cruisers use all-chain rode, others combine chain with rope. Here's why chain matters:

Weight and Catenary: Chain's weight creates a natural curve (catenary) that absorbs shock loads and keeps the pull on the anchor horizontal. Even 20-30 feet of chain between the anchor and rope rode dramatically improves holding.

Abrasion Resistance: Chain won't chafe through on coral, rocks, or sharp debris on the bottom—a critical advantage rope alone can't provide.

Better Set: The added weight helps the anchor dig in more effectively.

Setting the Anchor

Proper technique ensures your anchor digs in rather than dragging:

1. **Approach slowly** into the wind or current and stop where you want the anchor to rest on the bottom.
2. **Lower the anchor** (never throw it) until it touches bottom.
3. **Back down slowly** while paying out rode to the desired scope. Let the chain lay out along the bottom.
4. **Apply reverse thrust** at 1,500-2,000 RPM for 30-60 seconds. You should feel the boat stop firmly as the anchor bites.
5. **Check for dragging** by taking bearings on shore objects or using GPS anchor alarm. Watch for 5-10 minutes to ensure you're not moving.
6. **Mark your rode** at the bow to monitor any lengthening, which signals dragging.
7. **Note a landmark** in reference to your boat's position which you can use to visually determine if you are dragging.

A properly set anchor shouldn't budge. If it drags during your test, pull it up and try again—don't trust a questionable set. When anchoring is done right, you'll sleep soundly knowing your boat will be in the same spot come morning.



The only thing that should be on the rocks is your sundowner!



Windjammers Summer Cruise 2025: Two Weeks on the Water

Jim McGovern

On Saturday, June 21, *Foolish Heart*, *Into the Mystic*, *Hannah*, and *Galena* slipped out of Barnegat Inlet and pointed their bows south for a two-week adventure to the Chesapeake Bay. After an easy day of sailing and motoring, we pulled into Cape May and settled into Utsch's Marina for a two-day stay. There we met up with the crews of *Perfect Fit* and *Lorelei*, who had made the trip separately. Together we kicked off the cruise with a fantastic dinner at the Cape May Winery.



Cape May delivered everything we hoped for—sunny beach days, great food, and plenty of charm. On Monday (6/23), we cast off and rounded the tip of Cape May, beginning our 50-NM run up the Delaware Bay and Delaware River toward the C&D Canal. The only thing missing was wind—but the heat more than made up for it. We powered north through a sweltering early-season heat wave, with real-feel temperatures soaring over 100 degrees for three straight days. Before long, many of us were sailing in bathing suits just to stay cool.



After hours of watching the Salem Nuclear Power Plant inch past our beam, we finally entered the C&D Canal and stopped for the night at Summit North Marina. At sunrise the next morning, we headed for Great Oak Landing Marina on Fairlee Creek—an arrival none of us will soon forget. The channel was poorly marked, it was low tide, and the entrance was tricky enough that several boats touched bottom and needed a tow. The final approach required a sharp right turn and full throttle to punch through the strong outgoing current. But once inside, we settled in for two well-earned nights of rest.

From there, we continued on to our main destination: St. Michaels, Maryland. We arrived late in the afternoon and tied up stern-to along adjacent slips—four Windjammer boats all in a row. With the marina restaurant and bar just steps away (and live music floating across the docks), it was the perfect spot to enjoy this historic waterfront town. Named one of USA Today's "Best Small Coastal Towns," St. Michaels offers everything from charming streets to the outstanding Chesapeake Bay Maritime Museum. Three nights flew by in this postcard-perfect harbor.



When it was time to move on, *Hannah* and *Into the Mystic* headed to Herrington Harbor South to enjoy the pools and resort-style amenities, while *Foolish Heart* and *Galena* cruised north to Eastport, next to Annapolis. Both groups enjoyed fresh seafood, especially the legendary crab cakes at the Boatyard Bar & Grill.

The plan was to reunite and anchor overnight at Still Pond Bay, but afternoon forecasts warned of severe thunderstorms and 35-mph winds. After a round of VHF conversations, we made the smart call to seek shelter instead of risking a sleepless night dragging anchors. Great Oak Landing was able to take all four boats again, and this time we navigated the Fairlee Creek entrance with much more confidence.



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Windjammers Summer Cruise 2025 (Continued)

We tied up just before the storm unleashed heavy rain and strong gusts that rocked the docks. Once the weather cleared, we cooled off in the marina's large pool. With the restaurant closed mid-week, we found one local spot that delivered food and even caught an Uber into Chestertown for a relaxing evening out.

On July 2, we departed Great Oak Landing for the final time and cruised north to Chesapeake City. Two boats anchored near the Coast Guard Station, while two secured slips at Schaefer's Canal House—just in time for another outstanding seafood dinner. At first light the following morning, we began our trek home. Early-morning fog hugged the canal as we made our way through the C&D and back down the Delaware River and Bay toward Cape May.



We spent the Fourth of July in Cape May, celebrating with a spectacular fireworks display on the beach. On Saturday, July 5, we made our final run—68 NM up the coast to Cedar Creek Marina. Along the way, we experienced an unforgettable sight: thousands of cow-nosed rays gliding just beneath the surface. Their wingtips occasionally broke the water, creating shimmering ripples across the water. Sailing through massive schools of these graceful creatures was a highlight of the entire journey.

Upon returning to Cedar Creek, we were greeted by a cheerful gathering of Windjammers—ready to welcome us home. After two weeks on the water, nothing felt better than a hot shower and solid ground beneath our feet... though many of us were already dreaming about the next adventure.





Where in the World are Don and Jeanette?

Jeanette Kozak

Crossing the Equator at sea marks a well-established and time-honored tradition of a little hazing and a ceremony conducted to boost morale and camaraderie during long days at sea. The earliest mention of any such ceremony can be dated back to 1529 when tough and challenging tasks were required of new cadets who had never “crossed the line” before. In more modern times, ceremonies are performed mostly for the entertainment of cruise ship passengers. King Neptune and Queen Neptuna and their court of mermaids and mermen arrive on board to receive homage and turn passengers from Pollywogs into Shellbacks and thus guarantee safe passage for the remainder of the trip. Don and I had the privilege of this during our trip from Miami all the way down to Antarctica back in January and February of this year. For us, we were required to bow to the king, and kiss a rather disgusting fish.



As for Antarctica, we can make claim to another official title. We are Red Nose sailors. No ceremony was held at that time. We were all too busy watching the amazing wildlife and hoping the ship didn't hit any of the many icebergs in the area.

During the summer, we took a trip that had us up in the Arctic Circle and, yes, we have another claim, Blue Nose Sailer. For that one, they did have a ceremony. Kiss a fish, pour ice cold water over the head, dab of blue on the nose and a shot of blue vodka to drink! I also opted to give King Neptune a kiss, because, hey, why not!



Congratulations Ben and Cara!!

Ben and Cara got engaged on Oct. 13th on Sandia Peak (10,375ft) in Albuquerque New Mexico after the Albuquerque Hot Air Balloon Festival. They followed up by celebrating in Sedona Arizona followed by a music festival in Las Vegas. We wish you guys the best of everything!!





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"Whenever I find myself growing grim about the mouth; whenever it is a damp, drizzly November in my soul, then I account it high time to get to sea as soon as I can. I love to sail forbidden seas and land on barbarous coasts. The ocean's vastness steadies me—it is a way I have of driving off the spleen and regulating the circulation. Almost all men, in their degree, cherish nearly the same feelings toward the ocean with me."

Herman Melville's *Moby-Dick*



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)

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!





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



Easy Baked Cod with Lemon and Garlic

Ingredients

- 1.5 lb Cod fillet pieces, 4-6 pieces
- 1/4 cup chopped fresh parsley leaves

Lemon Sauce

- 5 tbsp fresh lemon juice
- 5 tbsp extra virgin olive oil
- 2 tbsp melted butter
- 5 garlic cloves, minced

For Coating

- 1/3 cup all-purpose flour
- 1 tsp ground coriander
- 3/4 tsp sweet Spanish paprika
- 3/4 tsp ground cumin
- 3/4 tsp salt
- 1/2 tsp black pepper

Directions

- ✓ Preheat oven to 400 degrees F.
- ✓ Mix the lemon juice, olive oil, and melted butter in a shallow bowl (do not add the garlic yet). Set aside.
- ✓ In another shallow bowl, mix the all-purpose flour, spices, salt and pepper. Set next to the lemon sauce.
- ✓ Pat the fish dry. Dip the fish in the lemon sauce then dip it in the flour mixture. Shake off excess flour. Reserve the lemon sauce for later.
- ✓ Heat 2 tbsp olive oil in a cast iron skillet (or an oven-safe pan) over medium-high heat (watch the oil to be sure it is shimmering but not smoking). Add the fish and sear on each side but do not fully cook (about 2 minutes on each side). Remove the skillet from heat.
- ✓ To the remaining lemon sauce, add the minced garlic and mix. Drizzle all over the fish fillets.
- ✓ Bake in the heated oven until the fish flakes easily with a fork (10 minutes should do it, but begin checking earlier). Remove from the heat and sprinkle chopped parsley. Serve immediately.

