

FOUR WINDS



WindJammers Sailing Club Newsletter

CEDAR CREEK MARINA

105 Harbor Inn Road Bayville, New Jersey 08721

FEBRUARY 1989

A MESSAGE FROM VAL!

Dear Windjammers,

As my term of commodore has quietly come to an end, I would like to take this opportunity to thank everyone who volunteered their time and energy. A special thank you to those who carried out the job or jobs that they volunteered for.

Many thanks to my wife Martina for all her stamping, sealing, sorting, mailing, phoning, and running here and there for me and the Windjammers Sailing Club.

A special thank you to all those who participated and supported the club sponsored functions. Without your participation there can be no seminars, races, picnics and parties. The only reward a chairperson can ask for their efforts, is to have members show up.

I hope all 97 paid members, about 180 people, had fun and learned something that will help them enjoy the sport of sailing.

It has been an honor to be your commodore and I thank you all for your assistance. Hopefully even more members will join in and enjoy the fun! Please continue to support Dick VanDoren our 1989 commodore. He too needs our support to keep the Windjammers active.

Sincerely yours,

Val Bernhardt

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**MEMBERSHIP
AND
VOLUNTEER FORMS
INSIDE THIS
EDITION!**

COMMODORES REPORT - January 1989

John Leonhard and I initiated our 1989 agenda with the December, 1988 Newsletter with Holiday Greetings followed by a letter to the Cedar Creek Management providing 1989 Honorary Membership and an invitation to participate in the 1989 program.

We had an Executive Meeting at my home in Newtown, Pa. on January 15, 1989 to review the agenda and other subjects. Those in attendance consisted of past commodores - Val Bernhardt, Bill Jarvis, Bill Ciunowicy, Walt Borig and Don Rock as well as John Leonhard, Vice Commodore; Larry Conforti, Treasurer; John Heimbuch, Legal Counsel; and Tom Wright, Cruise Chairman.

The subjects covered were a) Incorporation Status Review - John Heimbuch, b) Financial Report - Larry Conforti, c) Membership - Dick VanDoren, d) Race Program - Val Bernhardt, e) Cruising Program - Tom Wright, f) Social Events - John Leonhard, g) Calendar and other subjects - Dick VanDoren.

I am very appreciative of the guidance and support provided by these men. We covered a lot of ground in a four hour meeting. I intended to listen to the past experience and current views of this committee to insure that we continue to grow and enjoy our common interests in sailing.

We were particularly pleased with John Heimbuch's report citing that the primary benefit of Incorporation is the limiting of liability to members when they are functioning on behalf of the Club.

In addition, Larry Conforti provided a detailed financial report which indicates that the various expenses reported were reasonable and were less than our income. This report is available for review by the membership on request. The committee received copies and approved the records as presented and recommended that we continue our budget efforts in a similar fashion for 1989. Larry was congratulated for the outstanding and professional job which he did maintaining our accounts. It was agreed however to double the amount paid to our legal counsel in the 1989 budget. John Heimbuch reminded us that his work was free in 1988 and this would not provide much more income in 1989, but he would accept the honor and generosity of the club's executive committee.

The committee was also very helpful in the review of the other subjects presented and the various committee chairmen are contacting the membership for support. We agreed to continue the same dues for active and associate members as last year. We need your response as soon as possible (see application form enclosed). We agreed that we will encourage participation of all members in our activities with particular emphasis on working assignments. Please indicate those areas of our planned activities which are of interest to you and those in which you would be willing to help.

The seminar program was a great success in 1988. Bill Jarvis agreed to help organize this years program. Please contact Bill with your suggestions or offers to conduct a seminar in which you are particularly interested. Perhaps you know of someone outside of our club who is willing to share their particular knowledge with us.

We realized during the meeting that the club has been in existence for twenty years since it was started at Rocknaks Yacht Basin with Gordon Staples as Commodore in 1969. He is deceased but Walt Borig and Don Rock were members then. We agreed that this Anniversary should receive some special recognition in our activities this year.

Olwin Jarvis has agreed to serve as our club Historian again in 1989. Please contact her if you have any photos, stories or other memorabilia to share with us about those early days. We believe this heritage is of interest to all members including new members to indicate the type of people and attitudes which cause us to enjoy the sea and sailing. If you have information on previous members, and in particular, past commodores, we would like to invite them to visit us and to share in our activities.

Finally, the committee recommended that we meet with Cedar Creek Marina management to discuss the impact of the N.J. Coastal Development building moratorium upon the marina for 1989. This is discussed elsewhere in this newsletter.

Thank you executive committee, for your excellent advice and support.

Dick VanDoren

● ABOUT CEDAR CREEK MARINA ●

CEDAR CREEK MARINA FACILITIES UPDATE:

Based upon the recommendations of the WSC Executive Committee, your Commodore and immediate past Commodore, Val Bernhardt met with Domenick Crowe and Al Stork, the owners of Cedar Creek Marina and Bob Laureigh, Marina Manager on January 21, 1989 to discuss the impact of the N.J. State Moratorium for Coastal Development on their plans.

We were advised that effective January 1, 1989 this moratorium has become a Law and they must now get state approval. This delay is not going to allow them to proceed as originally planned for some extended time although they are actively meeting with various state officials to secure help and direction.

We recommended that interim refurbishment of the present facilities be provided to improve conditions. The majority of the club members have been very patient, trying to understand the various commercial and political problems delaying the construction of the new marina office and bathroom facilities but that the extended period of delay was causing special hardships.

Most members cherish their special time on their boats and in the marina to escape the trials and tribulations of their jobs and other problems and they look forward to entertaining guests in a comfortable environment. It has not been pleasant to have crowded and occasionally non-working facilities i.e. showers and toilets.

The Cedar Creek Management agreed that they would authorize Bob to improve the facilities and add additional showers (outside) similar to the facilities at Rocknaks. This work will be done by April, 1989. They indicated that this is an expense that they had hoped to avoid by having new replacement facilities next to the marina, but that as boaters themselves, they know and appreciate the need for adequate facilities when you dock.

We also discussed and clarified the arrangements required when outside service is desired by the owner. Bob and the owners agree that they would prefer Cedar Creek Marina to perform service. However, they recognize that owners may prefer to do their own

work or have a neighbor or friend assist or engage a contractor who is qualified to do the task. Bob admits that there are certain tasks which he prefers not to handle or may be too busy to schedule when the owner requires the work done.

The Marina does have an obligation to assure that any workman has the owners' permission to do the work and that the work will be done without damage to the yard facilities or to other nearby boats. In some cases, it may be desirable to pull the boat and store it in a safe work area or if necessary, take it to another location to perform the work safely. In any case, the work should be done by a qualified contractor with proper workman's compensation and liability insurance coverage. The work must be planned in advance and scheduled with the Marina.

Should the members know of particular qualified contractors that they recommend and they want to notify the other members of their capabilities, we will be glad to list them in the Newsletter. In addition, should they need assistance in introductions and approvals with Cedar Creek Marina, we will be glad to assist.

Dick VanDoren & Val Bernhardt



CRUISING CORNER

Fellow Members:

I have been approached by our Commodore, Dick VanDoren, and have been nominated as your Cruising Chairman for the 1989 sailing season. Since I am one of the newest members of the Windjammers Sailing Club, I would appreciate any input on the following ideas I have in mind for the Club this year so that we may have a large participation.

IDEA #1:

On a long weekend, one cruise could consist of sailing the first day to Barnegat Lighthouse and staying overnight. The second day, we could group up and have a discussion on going out through Barnegat Inlet. This would give all of the Skippers that may be a little leery of the Inlet a chance to ask questions and then follow a lead through the Inlet. Next we would sail up to Manasquan Inlet, and once again we could group before entering the Inlet. Discussions are open as to a place to raft up for the night. On the third day, we could sail back to Cedar Creek.

IDEA #2:

A cruise down to Atlantic City.

The possibilities are endless. I need your input to make them possible. If anyone is interested in assisting me in these adventures, please contact me:

Tom Wright
92 Bayview Blvd.
Bayville, N.J. 08721
(201) 269-0329

Looking forward to sailing with you!

Sincerely, Tom Wright



MY FIRST COASTAL VOYAGE

by Larry Conforti

Waking at 3:15 A.M. must have had a detrimental effect on my memory. I arrived at Cedar Creek Marina to meet up with Val Bernhardt and Tom Wright at 5:00 A.M. to discover that I had forgotten the cooler. After spending half an hour that morning preparing a gourmet breakfast, lunch and dinner, I left the cooler at home in front of the refrigerator. Thank heavens for an all night WAWA; replacing the case of beer at 5:00 A.M. was another problem.

Tom's secretary, Dawn, drove the three of us to Sea Isle City to sail the Pearson 31 which Gloria and I recently purchased back to Cedar Creek. While Tom and Dawn discussed business for the hour drive down the Parkway, Val and I were whispering "slave driver", slave driver". Dawn had to ask what work was going to be done at a local funeral home. As the three of us reached for a barf bag during Tom's graphic description, we missed Exit 17. Consequently, we made a detour through Avalon.

After storing our gear aboard LUNASEA (yes, now we have two Pearsons with the same name) we abandoned the idea of towing the Boston Whaler behind us. It seems the bottom of the Whaler was a seaweed farm.

Tom took the first turn at the wheel and we were on our way at 7:18 A.M.. The weather promised to be sunny and warm for the end of September, a typical mid-week day. Townsend Inlet proved to be uneventful. This was my first sail outside of Barnegat Bay and I was a little concerned that I could not see land on the starboard side. The breeze was almost non-existent and the ocean was surprisingly calm. At 8:00 A.M. Val asked for his first non-existent beer.

We alternated turns at the wheel. I took my turn at the wheel at 10:15 A.M. when we were abreast of Absecon Island. I hope my in-laws got a picture of us from their Ventnor apartment. Tom checked the LORAN, only 41 more miles to Barnegat light. While I weaved through the fishing boats off Atlantic City, I could not find a floating liquor store. Now I was getting thirsty.

During my turn at the wheel, Tom conducted a little business on his mobile phone and even called Donna at Cedar Creek Marina to order more paint for his Hunter 27. It seems Tom was trying to make his boat unique by installing a convertible top.

At noon I went below to make the best of our WAWA lunch. If only I hadn't forgotten the Coors Real Draft.

Finally the south wind picked up and we set Val's multi-colored spinnaker. We held close to 5 knots for the next two hours. Val was starting to explain how to take down the spinnaker when the pelican hook on the life line he was leaning against opened. Fortunately Val held onto the bottom life line and pulled himself back aboard.

Shortly thereafter we attempted to take the spinnaker down as we were approaching Barnegat Inlet. The sail would not come down on the first five attempts. Apparently the splice on the rope halyard was too fat and became stuck at the top of the mast. The three of us then realized what a difficult time we would have had rescuing Val with the spinnaker flying.

The tide was running out of Barnegat Inlet and we had a serious discussion about waiting until the tide changed as we watched the 10 foot breakers. Tom was confident, so in we went without a drop of water coming in the cockpit. Once we were past "old Barnie" it was time to celebrate, but unfortunately I forgot the

beer.

We then set the spinnaker one more time in the dying wind for the last leg of our journey to Cedar Creek. Arriving back at the dock at 6:45 P.M. our journey had lasted 11 1/2 hours on the water. Thanks to Val and Tom my first coastal voyage was both enjoyable and educational. Next year I'll be ready for the 30 hour trip to Block Island.

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CRUISING THE CARIBBEAN

by Earle & Terry Cooper

After reading Betty's account of her trip to Block, I felt guilty that I haven't outlined some of our trips so that any of you heading to the islands know some of the pitfalls. We have been to the Virgins four times and are going back this year for 16 days.

What I'd like to talk about was our 15 day trip to the Grenedines. All of our trips have been thru the Moorings and I really can't say enough about them. They are probably the most expensive but I have never had to wait for a boat or had one that was in bad condition. On our trip to the Grenedines and our next trip we are chartering their Beneteau 51 which is an excellent boat for three or four couples.

Anyway, day one we flew into St. Lucia, were taxied to Marigot Bay, stayed overnight in a cute cottage, loaded up the next morning and headed to the north end of the island, Rodney Bay for our first night. Perhaps I should digress a little. The Moorings suggest a 7 day north trip to Martinique and St Lucia and a 10 day south trip to just shy of Grenada. We expected in 15 days to see it all. Being a nudist at heart, I wanted to head north to Martinique's nude beaches and set the tone for our trip; however, unless you can speak French stay away from Martinique, they hate Americans and make the beautiful island miserable.

The Moorings advertises their trip to the Grenedines as a more challenging open water sailing and it sure was. We unfortunately hit the Christmas Winds which meant 40-50 mph winds morning, noon, and night. Between Martinique and St. Lucia there were 28 miles of open water, the wind was approximately 20-25 mph. It was a good long reach. You have to enter customs at Fort de France which is in the middle of the island. There were many purported shops for the ladies, which my wife painstakingly had laid out, however in one hour they were begging to leave. P.S. I was busy watching a nice little French Girl shower up on the stern of her boat. For the one and only time we took off at night (not allowed in the contract) and motored across the harbor to Grand Anse Sariat where we dined out. Day 4 we went to the Club Med at St. Anne, again the French got us, so we moved off to Marin, a nice snug harbor.

Day 5 we set off back to Marigot Bay in St. Lucia to get our refrigeration fixed, add water, and a safe harbor. The next day was to be a very long 57 mile sail to Bequia bypassing St. Vincent (not a good place to visit) by now the winds were up to 40 mph+. I had everything out on a broad reach and we were moving just shy of 12 knots hour after hour. It was beautiful! Near the end of St. Vincent we encountered a baby whale about 45 feet long. He or she came across out bow and down our port side rolling over to look us over, as we were all diving for our cameras. None of us were fast enough. It was exciting because it was only ten feet away. We then started across Bequia channel which is only 9 miles across but what a ride.

With all our sail out it was almost impossible to control the boat, I finally gave up and shortened the genny in about 50 mph winds. We finally made it into Bequia at 4 pm after 11 hours of an outstanding sail.

At Bequia we finally ran across what takes getting used to, the boat people. First it's a boy or man in a 12 foot rowboat that can out run a speedboat. They want to assist you in finding an anchorage, help with the dingy motor, ice, supplies, tours, watching your dingy, etc.. You name it they do it for a very cheap price. Then come the jewelry salespeople, fish sales, young kids singing. Very colorful yet sometimes annoying. You have to be firm with them or they will never leave you alone. The harbor, restaurants etc. were great so we decided to stay another day. Don't miss Max's lobster pizza.

Day 8 we took on the ocean, about 25 foot swells and made our way out to the very wealthy island of Mistique. We anchored in a really beautiful cove, went ashore and had lunch at Basail's, another don't miss. Since we couldn't stay the night because of the roll we sailed the island to see if Rachel Welch would invite us to stay the night but no luck so we took off to the island of Cannouan a very unpopulated but nice anchorage. Day 9 it was off to the Tabago Cays, there are two huge horseshoe reefs and several small islands. If there is a paradise this was it. Unfortunately because of the wind, the current was close to two knots and very difficult to snorkel. We stayed till late afternoon then moved to the protected harbor on Mayreau which was close by.

Day 10 was off to Palm Island which was very beautiful until a cruise ship anchored and took over the beach. We had our fresh lobster lunch with mustard sauce naturally, and then moved on to Petite St. Vincent. Had dinner at PSV resort, another must.

Day 11 we went to Union Island to clear customs and take on water and supplies and at this point chickened out on going to Granada so after emptying the yacht club bar we returned to Petite St. Vincent for some more snorkeling. The following day we headed back stopping at Salt Whistle Bay on Mayreau an absolute must.

Day 12 was when the fun started, we headed back to Bequia close hauled into 50 mph winds. We made it but it was a very rough trip. My idea of a fun sail is to lay on the foredeck au natural with a beer close by, on this trip you could not leave the cockpit, only myself and one other crew member could hold on the wheel. Anyway we made it back to Bequia where we were welcomed back by our adopted boat boy Winston. The rest of the crew slept soundly while I worried about the next day's sail.

Day 13's trip to St. Vincent's Cumberland Bay was an experience I'll never forget. The waves were about 30 feet with a chop in all directions. I had a double reef in the main and a very small section of the genny out and we were sailing at 13.2 knots. THEN we got hit with a squall. Finally after what seemed an eternity we entered the lee of St. Vincent island. When we got out of Cumberland Bay the volcano blocked all of the wind, this was the first time on our entire trip that the boat did not move an inch under anchor. This island has black sand beaches just like Hawaii, but the people were a little hostile.

Day 14 we set out across 23 more miles of rough sea toward St. Lucia. The trip was rough but not as bad as the 9 mile Bequia crossing. Finally the majestic Pitons appeared to guide us in Soufriere Bay where we dined out at the Hummingbird another must but watch out for the natives. This bay is 600+ feet deep, to anchor you drop an anchor with 150 feet of scope from the stern when you are about 50 feet from the beach. When it catches your bow it's about on the beach. Then a boat boy will tie your bow line to a palm tree.

Be prepared to do some real bartering, these guys are out of this world.

Day 15 we took off early and got into Marigot Bay (home base) at 8:30, checked in then spent the day learning how to fall off a windsurfer while getting drunker and drunker. We flew home the next day.

Four of us loved the trip, the other couple might never go sailing again. If any of you would like to be bored with videos and pictures about this trip or the Virgins please don't hesitate to give us a call at 693-0267 during the summer!

SEMINARS, SEMINARS, SEMINARS !!!

This year we are planning to hold seminars regularly during the pre-season. These early seminars will be on Saturday evenings. Later we will switch to Friday evenings. Bill Jarvis will coordinate the seminar schedule. We would like to hear from you about topics that you would like to have presented in a seminar. Also, please let him know of any subject you would be prepared to present during an evening seminar. Suggested topics: knots, reading tide tables, coastal navigation, celestial navigation, racing rules, sail trim, balancing your helm, swinging a compass, planning a cruise, man overboard recovery techniques - evening followed by 'on water' demonstration and practice, trouble shooting your electrical system, etc.

NEWSLETTER NOTES

We regret to advise the membership that Carla Miners has requested to be reassigned from the duties as Newsletter Editor and Publisher to assume a smaller role as feature writer and contributor. Her business has required more time than in the past which interferes with the publication of a regular newsletter.

The Club has benefitted from her very special, professional contribution. She took charge of this assignment when the members were being scattered to the "Four Winds" by the sale of Rocknacks marina and helped us provide a continuity and pride in our Club no longer possible by bulletin boards and word of mouth. Many thanks to you Carla and of course your article contributions have given us this model newsletter. We hope you will continue to guide and assist us.

In the meantime, Walt Rapchinski has agreed to assume the responsibility as publisher. We will require interested members to assist as contributors and writers and of course the editing function is essential. Particular subjects covered in the past were a. The Boat Doctor, b. Race Reporter, c. News from Barnegat Bay Marinas, d. Cooking Aboard, e. TellTales, f. Cruising Notes, etc.. Please call Walt (609) 397-1299 or myself (215) 968-5062 if you can help continue this valuable communication effort.

PLEASE VOLUNTEER!

Any gossip out there that the membership would love to read? Give me a call! Anonymity guaranteed!

● SPECIAL NOTICE ●

The race chairman has received nine responses, 2 new members, to the appeal for volunteers for race committee! Your Input Is Requested! Call Val - (201) 458-7719

Some 1989 season possibilities! 360 or 720 turns to remove penalties during race which will prevent disqualification! Four series races, cruising and racing class, two cruising boat only races with racing class skippers and crew crewing for cruising class! A "best of the rest" race at end of season! (no first place during season) How about a night race? Do you have any ideas? **Lets hear them!**

Windjammers Sailing Club, Inc. Funds Statement For the Year Ending December 31, 1988

Incoming Funds General:

Membership dues -----	\$1,765.00
Sponsored Events -----	5,862.00
Burgees -----	130.00
Savings Account Interest -----	86.11
Total -----	\$7,843.11

Incoming Racing Fees:

Race Fees -----	\$207.00
Race Committee 50/50 (net) -----	564.00
Total Racing Fees -----	\$771.00

Total Funds Received

\$8,614.00

Outgoing General Funds:

Sponsored Events -----	\$5,618.42
General Expenses -----	1,920.75
General Funds Disbursed -----	\$7,539.17

Outgoing Racing Funds:

Racing Expenses -----	\$539.96
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Total Expenses

\$8,079.13

Current Period Change in Fund Balance ----- \$534.98

Fund Balance, January 1, 1988 ----- \$1,815.91

Current Fund Balance December 31, 1988 ----- \$2,350.89

CLASSIFIED ADVERTISING

FOR SALE - SNOW GOOSE

32' SABRE 1984 Dsl, harken frl sys, D/F, K/M, VHF, CNG Range, Dgr/awning, ckpt cushions, Edson table, h/c pres water, hldg tank/y valve, Keel/CB, tri-cabin, **\$73,000.**

LOA-----	32'2"
LWL-----	26'2"
BEAM-----	10'4"
DRAFT-----	3'8"/7'0"
DISPLACEMENT -----	10,000 LBS
BALLAST-----	4,000 LBS
SAIL AREA-----	481 SQ FT
HEADROOM-----	6'2"

Weaterbeke 21 Diesel, 50 amp alternator, 110 V shore power/50' cable, Elec Bilge Pump, 20 gal alum fuel tank, 55 gal fresh water, Shower, Screens for all openings, Swim Ladder, Burgee Halyard, Double Bow Cleats, Winch and Sail Covers, Teak Bowsprit/anchor roller, 2 Perko Oil Lamps, Ulmer Sails, 135% Jib/Sunshield, Mainsail with 2reefs, Jiffy Furling, Main halyard led aft, Windex, Lewmar Self-tailing Winches.

DOCUMENTED.

Bob and Bunnie Wright
411 Fourth St. Surf City, NJ 08008
(609) 494-2162

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VOLUNTEERS - 1989 SEASON
WINDJAMMERS SAILING CLUB
CEDAR CREEK MARINA 105 HARBOR INN ROAD
BAYVILLE, NEW JERSEY 08721

OFFICERS

COMMODORE - Dick VanDoren (215) 968-5062
VICE COMMODORE - John Leonhard (215) 295-4350
TREASURER - Larry Conforti (609) 799-2441
PAST COMMODORE 1988 - Val Bernhardt (201) 458-7719

COMMITTEES

RACE CHAIRMAN - Val Bernhardt
RACE COMMITTEE _____
EQUIPMENT, APPLICATIONS, RULES, INSTRUCTIONS _____
TROPHIES - Betty McDonald
COMMITTEE BOATS _____
SEMINARS - Bill Jarvis - Chairman
FUND RAISING - Walt Nelson
CRUISE CHAIRMAN - Tom Wright
CRUISE COMMITTEE _____
CRUISE SEMINAR _____
HISTORIAN - Olwen Jarvis
NEWSLETTER - Walt Rapchinski
MEMBERSHIP - Joan VanDoren
SUNSHINE - Pat Dalton
LEGAL COUNSEL - John F. Heimbuch
DOCK AND HARBOR MASTER - Robert Laureigh
HOSPITALITY - Donna Lucia
SPRING PICNIC - (June 10) CHAIRMAN _____
ASSISTANTS _____
FALL PIG ROAST, (Sept. 16) CHAIRMAN _____
ASSISTANTS _____
SPRING DINNER, (April 15) CHAIRMAN _____
ASSISTANTS _____
FALL DINNER, (Nov. 11) CHAIRMAN - Walt and Ester Borig
ASSISTANTS _____
DOCK PARTIES, CHAIRMAN _____
ASSISTANTS FOR:
 IRISH DINNER (March 18) _____
 PIZZA PARTY (May 13) _____
 TBA (June 10) _____
 DOCK PARTY (June 24) _____
 COOK OUT (Sunday, July 9) _____
 HOT DOG PARTY (Sunday, August 27) _____
 HALLOWEEN PARTY (October 28) _____
OTHER SUGGESTIONS _____

(Please sign-up for any committee of interest and enclose this form with membership application.)