

# FOUR WINDS



## WindJammers Sailing Club Newsletter

CEDAR CREEK MARINA

105 Harbor Inn Road Bayville, New Jersey 08721

JUNE 1989

### RECIPROCAL YACHT CLUB PRIVILEGES

The Windjammers Sailing Club has received invitations to share the privileges of the club house and anchorages from several Yacht Clubs for the 1989 season. We have reciprocated with invitations from our club. Bob and Donna have agreed to accept transients if dock space is available at the Cedar Creek Marina or to pick-up guests from other anchorages in the creek. Please extend a welcome to any visitors from these clubs and exercise consideration and prudent behavior when visiting their clubs. Invitations from Keyport Yacht Club, Manasquan River Yacht Club, Metedeconk River Yacht Club, and the Harlem Yacht Club, City Island, N.Y. will be posted on the bulletin board at Cedar Creek Marina. We have also extended an invitation to the Newport Yacht Club and Marina located in New York Harbor at Jersey City, N.J.

R.V.D.

### RACE DATE CHANGE

Please note that the Third Race and Reception previously scheduled for Saturday, June 24, has been moved to Sunday, June 25 (same times). Bob and Donna's wedding will be held at the Marina on Saturday, June 24.

### COMMODORES REPORT - JUNE 1989

*The Memorial Day weekend was a dramatic but enjoyable kick-off for the summer sailing activities, assuming your boat is commissioned. The Beach Haven Cruise was well organized, thanks to Tom Wright, and everyone had a good time.*

*Other activities for the month included an interesting seminar on Celestial Navigation, thanks to Don Launer, and an excellent pizza party hosted by Cliff and Nancy Simpson. And of course, Val Bernhardt and his race committee deserve praise for the innovative approach to get new and less experienced racers started using more experienced crew members to provide guidance and tips.*

*The 20th Anniversary Committee is hard at work preparing commemorative events for the season. The Spring Picnic was a success and we were thankful for the sunshine. The people planning vacation cruises are making their arrangements. So lets get on with the season. Be careful and have fun.*

Dick VanDoren

### WINE AND CHEESE DOCK PARTY!

SATURDAY, JUNE 17

5:00 PM

CEDAR CREEK MARINA

**COME JOIN US!**

HOSTS - Doug and Monica Jones



**A HARROWING EXPERIENCE ON  
BARNEGAT BAY.  
WIND METER: 52 KNOTS**

It was Saturday of the Memorial Day weekend. We had not planned on making the Beach Haven cruise because our daughter and her fiance were to come sailing with us.

After checking the weather report which reported scattered showers with a chance of thunderstorms in the late afternoon, we left Cedar Creek around 11:00 a.m. and motored to the bay to see what the weather looked like. As we passed Berkley Park one shower could be seen in the Seaside Heights area and another one near the Barnegat Light. Since the wind was from the south-southeast we felt the shower near Barnegat Light would pass well to the east of us and the one near Seaside Heights was of no concern since they appeared to be moving generally north.

After raising the main and setting 110 degrees in the genoa we sailed in light winds toward Tices Shoal and after passing marker 64 noticed another area of shower activity over Sunrise Beach, but it also appeared to be moving north toward Cedar Creek. In a short period of time this shower appeared to be getting uglier by the minute. It was now over the Cedar Creek area, had blackened with visible lighting and loud claps of thunder. We felt our best plan was to power toward Tices Shoal then tack toward Forked River to avoid what was beginning to look like a nasty squall line. Since we were only making 2-3 knots I cranked the diesel up and increased our speed to 6 knots. About this time it looked like the squall line was moving southeast instead of north. The wind suddenly shifted 180 degrees swinging the boom to the other side and backwinded the genoa. I immediately reduced throttle, swung Wind Sprint into the wind and told my crew to roll up the Genoa. I gave the wheel to Pat and dropped the main.

By now the wind had picked up to about 20 knots and I could see a wall of rain advancing toward us. The main had fallen most of the way, and I yelled to Pat to keep it into the wind until I got the main wrapped. By the time I got up on the cabin the wind had now picked up to about 30-40 knots and the rain had reduced the visibility to about 50 feet.

Pat was having a hard time keeping Wind Sprint pointed into the wind and I knew we were drifting back toward Tices Shoal in shallow water. I finally made my way around the mast hanging on for dear life, with

lighting flashing around us, and was able to get one cord around the main. My daughter's fiance was standing in the cockpit trying to wrap another tie around the end of the main. I managed to get another tie around the middle of the main and proceeded to crawl off the cabin toward the cockpit. I noticed then that my crew had put on life preservers. The swells were now 5-6 feet and the wind and rain had increased in intensity. A sudden gust threw me against the life lines and by grabbing the jib winch was able to crawl into the cockpit. I took the wheel from Pat and jammed the throttle forward as I swung to a heading of 340 degrees which I knew would take us back toward open water and the mainland. A quick glance at the apparent wind indicator showed 52 knots. We ran with three quarter throttle at an angle to the wind and swells for the next 15-20 minutes. It was then we noticed the wind and rain was less intense and visibility had increased. We could see the houses at the entrance to Sunrise Beach and a short while later picked up marker 64A and proceeded north to Cedar Creek. Although it was still raining the storm had moved south and we could breath a little easier now.

After securing Wind Sprint in her slip we talked about what had happened and what we would do differently if a situation like that were thrust on us again. We were lucky no one was injured or lost overboard. I had a few bruises, but Wind Sprint had taken the storm without damage and had gotten us back in good shape.

We changed into dry clothes and made a trip to a local laundromat to dry out our clothing and sneakers. Dinner that evening tasted especially good.

In retrospect we learned an important lesson. If we had begun our sail gathering activities five minutes sooner we would have been in better shape to motor back and would not have had to wrap the main standing on the cabin in high winds and intense rain with lighting present. The decision to start the engine when we did and later to put on life preservers was a good one. I also now have confidence in our ability to work ourselves out of a dangerous situation, and now realize that these storms can change direction quickly and will be conscious of this in the future. Of course I also know that our new Catalina 30 can take a pounding; that diesel engine never missed a beat, thank God. And fortunately I did not loose my pipe!

Tom and Patti Dalton



## MEMORIAL DAY MEMORABLE STORM

Dutch Wind II was caught crossing the Barnegat Bay channel to Loveladies. Had to cut sunshade lines and throw-out anchor to ride out storm. Engine overheated but managed to get to Beach Haven 5 minutes before cocktail party. Spent Sunday working on problem including water pump overhaul. Finally blew out debris from water intake strainer with hose from dock.

Walt Borig and Bill Cinowicz had experience with N.J. Marine Police. Bill cited for not displaying "89" license sticker. Both went aground twice in high winds.

Larry Conforti couldn't get anchor to hold and motored off Beach Haven. Carlsons and Chuck Hamilton anchored ok. Piccolo on way from Ocean City anchored off Atlantic City.

4C's Tony and Joan Colucci were docking in storm. Modified plow anchor and dock.

Tom Dalton caught in the Bay with sails up.

Finally, both John Leonhard and Max had lines around props on Monday. Val and I helped Max tow John in from the creek. Val got caught in the line (foot) - kind of harrowing. Nice end to weekend.

R.D.V.

## **SPRING PICNIC AND A GOOD TIME WAS HAD ...**

Highlighting our annual Spring Picnic on Saturday, June 10, was the return visit of nine (?) past commodores whose terms dated back almost to the founding of the WSC.

Thanks to Olwen Jarvis for making the contacts and to Don Rock for M.C.-ing the tribute-introduction part of the festive occasion.

The bountious Rib and Chicken dinner, plus a downright sinful array of member-provided desserts, helped make the "89" Spring Picnic another successful memory.

Again, a host of volunteer effort made it all possible. Thanks, volunteers!

WPN

## A FAVORITE RECIPE FROM JOAN

### **LAYERED TACO BEAN DIP**

- 2-10 1/2 oz. C. bean dip
  - 1-1 1/4 oz pkg. taco seasoning mix
  - 6 green onions, finely chopped
  - 1 cup mayonnaise or salad dressing
  - 1 cup sour cream
  - 1-4 1/2 oz. C. sliced black olives, drained
- CORN CHIPS**

In a large mixing bowl combine the bean dip and taco mix. Spread mixture on a 10 inch tray or in a 10 inch pie plate. Sprinkle chopped onions over mixture. Blend together mayonnaise and sour cream, spread over onions. Sprinkle sliced olives over top. Chill. Serve with corn chips. Makes 2 1/2 cups dip.

Joan Van Doren

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### **HOW DO YOU SCORE? EXAMINATION ON BOATING KNOWLEDGE TRUE OR FALSE?**

1. You are motoring at night and see a boat ahead which is showing a green light. You have the right of way.
2. In case of collision, the law requires you to stop and render all aid possible.
3. A sailboat has the right of way over all power boats.
4. The best knot for joining lines of unequal size is the bowline.
5. The left side of a boat when facing forward is the port side.
6. The bitter end of an anchor line must be firmly attached to the anchor.
7. Gasoline fumes are heavier than air and may settle in the bilge causing danger of explosion.
8. A boat's draft should always exceed the depth of the water.
9. Your compass indicates 90 degrees. The variation is 15 degrees West. Your true heading is 105 degrees. (Dev. = 0)
10. You are motoring into port and see a buoy with red and white vertical stripes. Avoid going too close since it indicates danger.