

FOUR WINDS



WindJammers Sailing Club Newsletter

CEDAR CREEK MARINA

105 Harbor Inn Road Bayville, New Jersey 08721

SEPTEMBER 1989

Executive Committee Meeting

A meeting of the Windjammers Executive Committee consisting of present officers and active past commodores was held Sunday, July 9, 1989 to review the status of Cedar Creek Marina development and the future plans of the owners. Of particular concern was the possible impact on the club and its members should the owners elect to sell the marina. Various options were discussed including various purchase ownership plans available to the Club or individual members.

A follow-up meeting with Al Stork later that day indicated that such a sale was not imminent; that future realistic offers would be considered but that the owners preferred that Cedar Creek Marina be maintained as a Sailboat Marina and that the present managers (Bob and Donna) be retained.

The committee expressed their interest in helping secure necessary toilet, shower, and office facilities on the creek side of the property. We were assured that this would be done as soon as possible when the permits for the new buildings are approved across the road. It is understood that this is expected this month. In the meantime, the temporary outside showers are being completed.

Dick VanDorn, Commodore

COMMODORES REPORT - Sept. 1989

Summer finally arrived and Wedding Bells have rung for Bob and Donna providing the Cedar Creek Marina with a memorable event against a unique background of tall masts, clanging halyards and noisy sailors. Congratulations!

Monica and Doug Jones as well as Daphne Reed and Paul Hanson deserve thanks for both the Wine and Cheese and the "have it your way" cook-out dock parties. They were both refreshing and very warm sociable gatherings after the days sailing.

The Racing season has brought excitement and a lot of participation. The committee has done an excellent job organizing the events to be challenging for every one.

Vacations are underway. Some have already taken interesting trips. We hope you will share them with us in the newsletter. Please contact Walt Nelson our Editor in Chief. Joan and I were impacted directly by the Delaware and Newport Oil spills when our cruise ship was delayed leaving Philadelphia and forced to cancel the Newport stop. We saw first hand the terrible impact this pollution has on our environment. We did enjoy the rest of the trip through Cape Cod Canal to Nova Scotia, Prince Edward Island and through the St. Lawrence Seaway. We hope that you are all enjoying your vacations and the summer.

Dick VanDoren

RACING SAGA

A sunny, warm day with a moderate breeze was more than any of us about to embark on a series of practice races could have hoped for. Today would be Lunasea's first time out of Cedar Creek this season. And, since we did not take delivery of her until the end of September, we had no idea how she would perform in racing conditions.

Besides the weather, the format of the races were ideal. Two to three races on a short triangle course, with the more experienced racers crewing for the rest of us. Names were drawn with the following results: Val Bernhardt drew Wind Sprint II; Chuck Hamilton, Freestyle; Bill Jarvis, Lunasea; Olwen Jarvis, Tara; and Don Rock, Bittersweet.

Bill arrived aboard Lunasea ten minutes later and after surveying the rigging we hurriedly tightened the shrouds and installed the backstay adjuster from my previous boat. Rounding out the crew were Paul and Ken. Paul crewed three races last year and this was going to be Ken's first race. Gloria also came along to confirm that she never wanted to race again.

We spent so much time with the rigging at the dock, we had little time to practice once we spotted Catling, the committee boat for the day. Before I understood what Bill was saying about our starting strategy the gun sounded and we found ourselves just behind Wind Sprint II. And all during the first leg neither of us gained or fell behind.

We had a little better mark rounding and took the lead. What exhilaration, this was the first time I had ever been leading the fleet. Val on Wind Sprint II kept yelling about my proper course as I luffed them when they tried to pass us to windward. I'll have to read those rules again.

During the down wind leg Bill was showing Paul and Ken how to set the whisker pole, but nothing seemed to work and we took the pole down. Racing is partially luck and we were about to get our share at the next mark rounding. Before the mark we were overtaken by a Sabre 34 with Wind Sprint II close behind. The Sabre went into "irons" after the rounding which not only allowed us to regain the lead but forced Wind Sprint II to make a very wide rounding.

The next leg, a beat back to the committee boat was our best of the race. Gloria was adjusting the backstay and Bill was explaining both the basic and finer points of sail trim to Paul and Ken. After tacking at the layline we arrived at the finish line 3 minutes ahead of Wind Sprint II. After "high fives" all around, I went below to make sandwiches before anyone had any ideas about throwing me overboard. What a surprise when over the radio I heard that the next race was about to begin. I didn't need to eat anyway.

Bill again positioned us for a good start. Even though we were slightly behind Affinity at the start we were windward of the fleet and everyone had to wait for us to tack onto port and head for the first mark. During the first two legs everything was working; we even got the whisker pole up without any problems. At the second rounding mark we had a comfortable lead. It figures that the best leg of the first race would be our worst for the second race.

The wind had picked up, and even with a reef in the main, the traveler down, and the genoa leads aft, we still had the rail buried most of the time. Later that evening I heard my steering described as being between a centipede and a sidewinder snake. Because of my poor driving we needed to tack onto starboard to reach the finish line. By this time we had lost most of our lead and it was a race between us and a Sabre for line honors. The port tack Sabre did not

quite have enough room to cross us and we both went into our best evasive maneuvers. As fate would have it, when we were doing our water ballet, Wind Sprint II streaked toward the committee boat, finishing first.

We also had a fitting ending to the race, with Bill and Olwen holding hands as we crossed the finish line. Did I mention that Olwen was aboard Tara? Each of us was exhausted, but before we headed for home, we buzzed the committee boat to give them our applause for a job well done.

Larry Conforti

20th ANNIVERSARY FOLLOW-UP

The club appreciates the effort of our committee to celebrate our anniversary by organizing a series of commemorative events. The introduction of our past commodores at our Spring Picnic was particularly nice since it both recognized their service but also provided an occasion to renew friendships and to make new friends.

Thanks to Olwen Jarvis, Don Rock and Al Carlson for the thought and the time to locate and invite our past leaders. We hope that they and the others who could not attend will join us for other future events. We should also thank Henry Schweber for his excellent photographic record of the Spring Picnic and the past commodores "Rogues Gallery". Olwen Jarvis and Bill Cinnowicz are getting prints for display in a suitable place (No dart throwing - Please!)

I have also added the past commodores addresses to our membership and newsletter mailing list to help us stay in touch. Their present addresses are enclosed for your reference.

Please contact the committee if you have any momentous, stories or other interesting observations of past events which will help us continue this renewal of the clubs long history of friends with an interest in sailing.

Dick VanDoren

RENDEZVOUS

Diana and Bill Ashworth (Lions Pride) gathered with 80 other Sabre owners and their crews in June for the "89" Sabre three day rendezvous at St. Michaels, Maryland.

Double-reefed mains and number-three jibs flew during Saturday's blustery racing. (see Sept. SAILING magazine, pgs 78-79. A double page color photo of Lions Pride footing along with Bill at the helm and Diana on the high rail.) Race results? Bill?

W. Nelson

FCC RULES FOR USE OF VHF TRANSMITTER

1. ALWAYS use your FCC call sign at beginning and end of communication.
2. Maintain radio watch on CH 16. CH 16 is for emergencies and calling only.
3. Switch to working channel for your message.
Non-commercial vessel use:
CH 9, 68, 69, 71, 78, for ship to ship and ship to shore.
CH 72 for ship to ship only.
4. Use low power as much as possible. If everyone uses high power, no one will be able to communicate.
5. Never use profanity or transmit false distress calls on the radio.

CRUISING THE FOURTH

The local radio station along with the National Weather Service promised fantastic weather for the July 4th. weekend and an unofficial Windjammers cruise to Harrah's Marina. Six boats: Piccolo, Gentle Persuasion, Tara, Bittersweet, Yacht C and Lunasea left from Cedar Creek and took the ocean route. At about the same time, 2nd Symphony and Wind Dancer left from Forked River and followed the inland waterway to Atlantic City.

We timed our arrival at Barnegat Light just at slack water; I could tell because of the endless parade of powerboats that were also going through the inlet. While Piccolo was looking for building breezes close to shore, Don Rock aboard Tara led the rest of us out to sea. Don had an aversion to 'tacking'; consequently, to avoid the shoals off of Brigantine with just one tack, we headed eastward until French was clearly heard over the radio.

Going down to Harrah's we monitored channel 9 and could hear boat after boat without reservations being turned away. But when we arrived six slips in a row were waiting for us along with 3 dock hands to help us deal with the two knot currents. After the ten hour trip some of us were glad to be on terra firma.

Other highlights of the trip: Lunasea hosted the first night cocktail party for 15 before everyone dined aboard Piccolo. At times it was hard to tell if we belonged to a gourmet or sailing club. Olwen promised a 4th of July cookbook.

On the second night caricatures of Albert Einstein and Arnold Swartzeneggeer from the casino entertained us for hours. Party hopping from boat to boat sounds like a great job until you think about their hot costumes and over-sized masks. Next time we will bring lots of straws for Albert and Arnold.

Bob Wexler found ten dollars on the boardwalk, and Laura Carlson and Gloria Lieberman divided up \$75 of slot machine winnings. Maybe that is why Harrah's tried to charge Chuck Hamilton for two martinis delivered to his slip. The casino always wins.

The trip back to Cedar Creek saw the same six boats out at sea. This time the inland route must have been two hours shorter, since we were still a half an hour short of Barnegat Inlet when Irm radioed that they had reached Forked River. Even though the wind was from the south, it was very light. Bill and Olwen put Piccolo on autopilot and went fishing with some success.

We arrived at Barnegat light an hour before slack water, but the weather was very threatening. So it was decision time, fight the currents or wait for a possible storm out at sea. Piccolo and Gentle Persuasion explored the inlet and gave the word that it was passable. The rest of us followed Tara into the inlet like a mother duck. Neptune must have been smiling on us since we only got a few raindrops before we were all tucked into our slips at Cedar Creek Marina.

Larry Conforti

PAST COMMODORES

- 1969 - **Gordon Stables** (deceased)
- 1970 - **Ken Giffault** (deceased)
- 1971 - 72 - **Chuck Wagner** (deceased)
- 1973 - **Ken Duramus** 112 Peak Court, Pine Knolls Shore, Morehead City, N.C. 28557
- 1974 - **Jerry Pidock** Jobstown - Wrightstown Rd. Jobstown, N.J. 08041
- 1975 - **Bill Kruske** 1839 Clayton Rd. Abington, Pa. 19001 (215) 887-4929
- 1976 - **Val Bernhardt** 1652 Harvard Ave. Bricktown, N.J. 08724 (201) 458-7719
- 1977 - **Herb Thornack** 55 Cedar Ave. Maywood, N.J. 07607 (201) 845-7981
- 1978 - **Mike Wertheim** 22 Pratt St. Essex, Ct. 06426 (203) 767-1857
- 1979 - **Dick Crown** P.O. Box 32144 Palm Beach, Fl. 33420 (407) 626-8582
- 1980 - **Andy Tennock** Box 128 Wharf Rd. Whitman, Md. 21676 (301) 745-3535
- 1981 - **Don Rock** K11 Shirley Lane Lawrenceville, N.J. 08648 (609) 896-2659
- 1982 - **Bob Graney** RD 2 Eayrestown Rd. Mt. Holly, N.J. 08060 (609) 267-4293
- 1983 - **Jerry Martinez** 14 Mitchell Terr. Mt. Holly, N.J. 08060 (609) 267-7891
- 1984 - **Walt Borig** 650 Richards Rd. Wayne, Pa. 19087 (215) 783-0382
- 1985 - **Sandy Rice** Meadow Brook Farm 1125 White Church Rd. Gettysburg, Pa. 17325 (717) 334-7423
- 1986 - **Bill Ciunowicz** 136 North Rd. Nutley, N.J. 07110 (201) 667-8974
- 1987 - **Bill Jarvis** 308 Mill Race Lane Newtown, Pa. 18940 (215) 968- 2616
- 1988 - **Val Bernhardt**
- 89 - **Dick VanDoren** 81 Laurel Circle Newtown, Pa. 18940 (215) 968-5062