

FOUR WINDS



WindJammers Sailing Club Newsletter

CEDAR CREEK MARINA

105 Harbor Inn Road Bayville, New Jersey 08721

NOVEMBER 1989

WSC Fall Banquet Set

The Grand Finale of our '89 Sailing Season, the Annual Banquet, will be held on Saturday, November 11, at the Yardley Country Club.

Cocktails at 6, dinner at 7:30. The cost is \$22.00 per person.

The Yardley setting is ideal for club affairs and this return visit promises to be a highlight event, thanks to hard-working Bill Miner and his arrangement committee.

We're hoping for a maximum turnout of members and guests, and urge you to consider inviting some non-member friends to this pre-holiday event.

Please mail in the reservation form ASAP, but no later than November 3.

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Welcome New Members!

Jerry and Helga Finsen of Mt. Holly dock their Gemini 31 "Nereid" at Mariner's Marina.

Steve Zuzic of Waretown calls Tall Oaks Marina in Forked River home port for his Catalina 30 "Escapade".

A warm welcome to the Windjammers Sailing Club. We hope to see and meet you at many of the planned activities of the club.

COMMODORE'S REPORT - November 1989

The summer season is over. Vacations are cherished memories and children are back in school. The Windjammers have enjoyed many events together in spite of the very rainy August and September. We were blessed by the absence of hurricanes although the damage done by Hugo to the Caribbean Islands and South Carolina is sobering.

Many volunteers have worked to make our Racing Season interesting under the leadership of Val Bernhardt. The frostbite race held on October 28, 1989 followed by the halloween party and covered dish dinner chaired by Max and Esther Gaertner has concluded the season. Congratulations to all who have received trophies for their racing skills.

The Dock Parties under Tom Dalton were a hit. Certainly Leon and Pauline Wlaylo as well Larry Conforti and Gloria Lieberman are to be commended for the creative parties in August.

The Fall Pig Roast was excellent under the direction of Al and Melissa Sacco. Thanks to Cedar Creek Marina for the use of the apartment and the garage in the face of inclement weather. Particular thanks to Val and Tom Wright for the hard work needed to buy materials and build our new tables.

The Fall Dinner should be nice this year. Fewer speeches and more entertainment are planned thanks to John Leonhard and Bill and Carla Miners.

The Twentieth Anniversary of the Club was particularly nice to reflect upon, and the efforts of Olwen Jarvis, Don Rock and Al Carlson were appreciated in the commemoration of this milestone.

Finally, it has been a pleasure and honor for Joan and I to have served the Club this year. We hope that you will visit us at Sailing Associates Marina on the Sassafras in Georgetown, Md. (301) 275-8171. Transients are welcome. We will also keep in touch through our many friends and the mailing list. Keep a watch for the Dutch Wind.

1989 Windjammers Racing Season

Our racing season started out with a well attended, "Cruising Boats Only", two race series around a triangular course. Two short 3.8 mile races were held to give the 12 participating yachts the experience of starting. This race was open to any Windjammer except Gentle Persuasion, Piccolo, Tara, and White Wave.

On board some of the participating yachts were the skippers from the above mentioned boats. Their purpose was to explain and demonstrate racing tactics, tuning, trim, and rules and when they are applied.

The feedback from the skippers was very favorable, and all agreed that it was time well spent. It did effect the enthusiasm of skippers and crew alike! Bittersweet, who recorded a 7th and 8th place in the two races, went on in the summer series to finish first in series with a 7th, 2nd, and two firsts. We all know it was Janet who made the turnaround when her racing blood started boiling!

The summer series consisted of four races with the best three out of four counting toward a trophy. Each boat had to race three races to qualify. Awards were given down to 5th place.

The participation was good, with 11 members and one non-member taking part in the cruising class series. The racing or Gung Ho! class had 8 boats participate. The race committee would like to see more Windjammers race, and is always open to suggestions that will encourage new participants.

Two of our members raced their boats in the Tri-Sail Regatta which was sailed in the ocean off of Manasquan Inlet. It turned out to be three glorious days of club racing officiated by Manasquan Yacht Club, Metedeconk Yacht Club, and Bay Head Yacht Club. Even though only two boats represented the Windjammers in this three race series, the crews were made up of 10 members. Piccolo placed 5th, 1st, and 12th for a 3rd in Cruising Class I for the series. White Wave placed 1, 2, and 3rd and 2nd in cruising class II for the series. This has been the best Regatta in our area over the last 10 years.

The "Best of the Rest" race was to have been run on Sept. 9 but the weather did not cooperate. As we all know Saturday morning started out cloudy & windy with heavy rains. Those that showed up to race felt that the "Best of the Rest" should be postponed until Sept. 30. Since bad weather never deterred Piccolo and White Wave a challenge was made and accepted. Crew being readily available from the "Best of the Rest" that showed up, we soon found the two boats starting at marker 64.

It was one of the best rainy day races that I have ever raced. It started with apparent winds between 22 and 26 knots out of the east. We had purposely made a reaching

course to eliminate tacking in heavy air. The course was from marker 64(s) to 61(s) to 65(s) and finish at 64F(s) with the first to finish to take the time difference between the two boats.

The first leg was a close haul reach and the faster Piccolo had overtaken White Wave before the first mark. Piccolo rounded marker 61 on its port upon which White Wave immediately raised the flag, they shouted "What the hell are you protesting?". The crew aboard White Wave was kind enough to relate to Piccolo that they passed the mark on the wrong side, and continued to pass the mark on the starboard side. Piccolo, not wanting to be disqualified so early in the race turned around and rerounded the mark, now about one eighth of a mile behind White Wave.

It should be noted that the race committee was making up the rules as the course was being sailed. By the time the two boats reached marker 66, yes that's right 66, both boats had sailed further than we originally set the course, Piccolo had passed White Wave and had about one half mile or more lead. Before they crossed again, the crew on board White Wave put the protest flag back up to see if we could get Piccolo's attention. We did and when asked again "What the hell did we do wrong this time" the crew aboard White Wave explained that they had told them about their first mistake, but were going to keep this one until the end of the race.

There was no foul, mistake or infringement of the rules but the crew aboard White Wave thought it would keep the crew on Piccolo on their toes! Throughout the race both boats had a lot of fun, learned some heavy weather tactics, and enhanced many friendships.

The "Best of the Rest" took place on September 30 with 8 boats participating. This was the second time this season the skippers from the more experienced boats were asked to crew on board the less experienced boats. Larry Conforti, who ran the race, did an excellent job in arranging the course for the day, and the starting sequence. Larry will have a report on the day's race and the outcome.

On October 28, the Third Annual "Frost Bite Race" and Halloween Party was held. Light winds and mild temperatures greeted the captains and crews who participated. The race belonged to Piccolo, but the day belonged to all those who shared in the magic of a warm sail on placid waters. Results below:

1. Piccolo
2. Lunasea
3. Wammes-Waggle
4. Escapade
5. Goose - 1
6. Catlin
7. Freestyle
8. Wind-Sprint II

deodorant on rug. Joan will kill me. Left cove at 8:30 am. Docked at Schaffers Canal House for gas, ice and beer. Departed 9:30 am. Bright, sunny, warm day. Must wait until we leave canal to hoist sails (regulations). Left canal at 10:00 am and unfurled jib. Rounded Old Town Point with 20-30 knot winds. John Leonhard at helm. Gunwales in water, 40 degree heel. David sailed down the bay after Elk River. Arrived at Sassafra River at 12:45 pm. Sailed most of the way up the river to Georgetown. RK practiced life boat drill in dingy. Got good pictures. Arrived at Sailing Associates Marina at 2:45 pm. Joan was pacing on the dock. I estimated 2:00 pm arrival and we were late. Must do better next time! The crew helped dock and clean up. Packed the car and ate at Schaeffers. Fried shrimp special. All you can eat. Everyone was ready for bed when we delivered them home (ready for showers too). Thanks guys!

Joan & Dick VanDoren

Chesapeake Cruising Postscript

Taking a cruise such as we did to the Chesapeake requires planning and preparation and there are usually other sailors who will share their experiences to make the trip easier. Beyond food, fuel and maintenance supplies, clothing should be planned for the range of weather conditions.

A copy of Eldridge is essential to calculate tides, currents, sun and moon conditions and other valuable information on weather channels, Coast Guard Stations, etc. I made copies of all pages pertinent to the trip and outlined or marked the days and times of interest. Review your plan with someone else as a cross-check. It is very easy to read the wrong line or add and subtract the wrong numbers.

Navigation Charts should be current, however. There may be changes covered under "notices to mariners" or check the Coast Guard in the area if there are questions while underway. The Maryland Department of Resources also publishes an excellent Chartbook and Guide for The Chesapeake and its tributaries. Write to Tidewater Administration of Maryland Department of Natural Resources, Tawes Office Bldg., Annapolis, Maryland 21401.

The Waterway Guide also publishes a useful book with a lot of local knowledge included to make the trip easier and more enjoyable. The Northern Edition covers N.J. Coast and North plus Delaware Bay to the C&D Canal, Chesapeake and South. I also made copies of the pages of interest and underlined key cautions for review underway.

We also picked up a "Guide to Cruising the Chesapeake Bay" published by Chesapeake Bay Maga-

zine. This has detailed sketches of various ports, rivers and anchorages to help you visualize the actual scenery and provide local knowledge.

Finally, make sure your compass is correct. There are checks which can be made using landmarks and running reciprocal courses. Plot your planned magnetic headings on the charts allowing for annual deviation and notices for local disturbances. Cross check against visual landmarks where possible (buoys, towers, buildings chimneys).

We love our LORAN as a final check. Gives SOG, time to arrival, headings, etc. This really makes the trip easier, especially over long distances.

Your VHF radio is essential. Monitor channel 16, but also keep a close watch on weather. Atlantic City is WX-2, the Philadelphia WX-3 in the Delaware Bay also Lewes, Delaware on WX-1. Finally Baltimore on WX-2 in the Chesapeake.

The radio telephone operators for the area are Atlantic City - Channel 26, then Wilmington - Channel 28, Lewes Delaware - Channel 27 and in the Chesapeake-Baltimore Channel 25 & 26. Note the new calling numbers for reaching the marine operator from land. Also note that your radio link charges can only be charged to your radio telephone MIN number when calling from ship to shore. The land portion must be collect or to your home or credit card.

We certainly recommend any of the Coast Guard Auxiliary courses or US Power Squadron courses as first time or refresher courses in seamanship and navigation. Get a friend to go with you and plan your next trip for 1990 together.

Dick VanDoren
Commodore

The Best of the Rest Race

Just as Fairy Tales always start out with "once upon a time" nautical stories always start with the weather. And, this race report will not break with this long standing tradition.

September 30th was the rescheduled date for the Best of the Rest Race; the temperature was near 70 degrees with a 10-12 knot wind out of the north. The weather was a great improvement over the cold and rain of Pig Roast Saturday. The Best of the Rest Race was conceived to give skippers and crews one last chance to experience the thrill of victory before the Windjammers 1989 racing season ended.

Eight boats participated in the rescheduled race: Catling, Freestyle, Lions Pride, Lunasea, Obsession, Wind Sprint II, Will of the Wind, and Wright Wind. Even though the race was open to racing class boats, only Will of the

DUTCH WIND'S TRIP TO THE CHESAPEAKE

The preparations for the trip were very thorough. Captain Dick Van Doren had studied the charts and the tide and current tables to optimize the schedule and had made arrangements for slips as well as prepared the vessel prior to the trip. A volunteer crew consisting of John Leonhard, a friend, Dick Kausbac, and my son, David were given instructions on gear to take. Their wives were given detailed itineraries and ports of call as well as marine radio and coast guard stations to call in an emergency.

My first mate, Joan, handled the food preparations. We picked up the crew Friday evening, Sept. 29, 1989 and brought them to Cedar Creek, Joan stored the supplies, provided a suggested daily menu and departed for home leaving the "boys" to settled down for rest for the trip. Arlene Handrac accompanied her. After a nightcap and a few thousand words, we bedded down. The sky was clear, moon was bright and it was cool. The weather was forecasted for clear Saturday and possible showers Sunday. What happened to the perfect four days forecasted the day before?

September 30, 1989 - Saturday.

Departed Cedar Creek 7:35 am. Cool light wind, high stratus clouds. Very low tide due to new moon. Arrived at Barnegat Inlet 10:18 am. Nearing ebb (11:22 am). Departed under power, light traffic and then headed 220 degrees magnetic south under sail. Moderate wind from stern and some swells. Late afternoon wind dropped to 6 to 8 knots from NE. Arrived AC inlet and called Farley State Marina on channel 65 to get slip assignment. Docked at 4:30 pm. (Slip H-29, \$30/night). Nice floating docks but tight for my boat. Nice facilities since Trump took over. Tried to eat at Trump Castle but all restaurants except buffet booked for hotel guests. Dolly Parton was on stage. We took a cab for an excellent dinner at Showboat. Stocked up ice and beer and hit the sack (except for Dick K. who tried to win big at blackjack).

October 1, 1989 - Sunday

Departed dock at 7:30 am. Partly cloudy and cool. David drove inlet. Tide is flooding (Ebb was 5:36 am). Inlet is rough with some good rollers. Headed south approx 2 to 3 miles offshore. Winds 15 to 20 knots from N.E. Following seas 3 to 5 ft. swells and occasional breaking waves. Used headsail only. Made Townsend Inlet (Avalon) by noon and Cape May Canal by 4:30 pm. Low tide starting to flood. Topped off gas and ice and docked at South Jersey East Marina at entrance to canal. (Slip 40, \$30/night). Other transients were friendly and helpful docking. Lots of boaters heading south. Marina primarily has power boats used for deep sea fishing. Floating docks are in fair to poor condition. Showers and bathrooms clean but old and worn. Started to rain. Dick Kaudrac took trip to WaWa "over the bridge" to return two hours later after a walk to the ACME in Cape May. He

must have gotten his directions wrong (remember to check our navigation). RVD cooked soup, salad and sausage stew. RK ate Lasagna. David ate both. Made everyone sit at table, Joan would be pleased. Everyone stayed aboard and told stories (you know how boys are). Heavy rain and wind all night.

October 2, 1989 - Monday

Woke up to continuing heavy rain and wind. Captain elected to delay departure. Everyone went back to sleep. Had a good breakfast, juice, eggs, and muffins. RK cooked, rain stopped, cleaned up and departed marina at 9:30 am. Dingy had 8 inches of water to be bailed out from the rain. Cape May Canal at high tide. Passed under two bridges at 55 foot clearance on chart. Dutch Wind mast at 41 plus antenna. Looked close. Depth varied from 11 feet to 5 feet. How do you go through at low tide? Passed Cape May to Lewes Ferry Piers and departed Canal at 10:15 am. Headed up Delaware Bay under power and sail (jib). 6.8 knots SOG. Some waves 2-4 feet. Using auto pilot. Wind 7.3 knots out of SW. Arrived False Island Point off Fortescue at noon. Everyone was ready for sandwiches. Joan's choice of lunchmeats was excellent. Course is 330 magnetic. Auto pilot working good. Sea is calm with some swells. Raised main. Reached Ship John Light near Colhavsey river at 3:00 pm. Squall came through with rain and 17 - 20 knot winds. Boat SOG is 7 - 8 knots. The current changed against us. Sun is out, SOG is 4 - 5 knots. Near Salem Nuclear power plant we are heading into wind and against current. SOG 3.5 - 4.0 knots. Black storm clouds over bay to the south heading for Cape May. Time for soup and salad. Looks clear ahead.

Getting dark. Cooked veal stew underway. Reached entrance to C and D canal at 8.30 pm. Lights are very confusing. Barges and tugs are everywhere. Monitor channel 13 for traffic in canal. Very strong current against us. SOG 2.5 to 3 knots. Look for red signal with green flashing below for starboard side of canal. White signed on port side. Bright yellow lights light canal banks like a highway. Stay to the shore for minimum current. Sometimes we reached 4.5 knots SOG that way. Gas started to run low on the gauge. Decided to add gas under way from 5 gal. can. Not good practice but the alternatives were also poor if we ran out. Finally reached Engineers Cove at 11:30 pm as fog came in. Couldn't see the Rt. 213 bridge at Chesapeake City. We were down to late night snacks of peanut butter and crackers with the last of the beer. Everyone crashed as soon as we anchored. The Atomic 4 did a good job working hard for 14 hours straight. Too bad the weather had delayed our start causing us to hit current too soon. Also would have been better to anchor and refuel before the canal.

October 3, 1989 - Tuesday

Everyone woke early and refreshed. Had breakfast, checked Atomic 4, and added quart of oil. Hose on head was leaking. Did repair but spilled blue toilet

Wind made it to the starting line.

Many of the skippers and crew of the ineligible boats (a first place or two second place finishes during the regular season made a boat ineligible for this race) crewed for the participants.

Tara's crew was divided among three boats. Don Rock was aboard Wind Sprint II, Bill Jarvis was with Freestyle and Al Carlson crewed for the catamaran Catling.

Val Bernhardt exchanged places with Tom Wright. During the regular season tom crewed on White Wave, and for this race Val was crewing on Tom's new O'Day 30, Wright Wind.

Bittersweet's owners Bob and Janet Wexler, along with helmsman Domenick Vindito all came aboard Lunasea.

George Hinkel skipper of Goose I joined Al Carlson aboard Catling.

Without a committee boat the course was kept simple, buoy 64 was one end of the start/finish line with a close hauled fetch to 61, a broad reach to 66 and then a beat back to 64. You would think that the boat keeping the starting time would have an unfair advantage. But not this day. My calculations for a Vanderbilt start not only got Lunasea to the line 10 seconds late, we round-up right in front of 64. We just missed the 15 foot high starting buoy by a few feet and a quick tack and jibe were needed to get back to the starting line.

It only took a few minutes after the start for everyone to realize this was going to be Catling's race. As Bill Martin said after the race his Catamaran sails like nothing he has sailed before, and it took a two week cruise on Long Island Sound to figure out how to make the boat not only fast, but point as high as most of the monohulled boats.

Myself and crew were happy with our results aboard Lunasea considering our poor start. We were the first monohull across the finish line and were second on adjusted time. I told Bill Martin that we let him finish first, since the first boat across the finish line kept the time of the other finishers. I don't think he believed me.

Freestyle had another great race finishing first on adjusted time. What makes this even more remarkable is that Freestyle ran aground on the first leg and came to a complete stop before Sheryn Rapchinski could crank up their 5 foot centerboard.

I'd like to think that the race was a success. Since there were no obvious favorites, everyone at the starting line believed they had a good chance of winning. Many of the mark roundings were very close, and there might have been some anxieties when three boats rounded the last mark only a few feet apart. These close encounters are what make yacht racing exciting. And most of all, everyone had a great time, not only on the water, but also back at the dock. With beer in hand, many of us were discussing

the shouldas, wouldas, and couldas of the race. Wait until next year!

Speaking of next year, it promises to be an exciting racing season. Several members of the Windjammers were seen making the rounds of the sailmaker booths at the Annapolis Boat Show. Also, many new faces and boats were seen on the race course this year, and we hope this trend continues.

An Editorial Comment: Twice this year the more experienced racing sailors volunteered to crew for those of us who were new to sailboat racing. By sharing their knowledge and experiences, not only will more boats be competitive next year, friendships were made or strengthened. Isn't that what the Windjammers are all about?

The "Best of the Rest" finish on adjusted time was; Freestyle, Lunasea, Wind Sprint II, Will of the Wind, Obsession, Wright Wind, Lions Pride, and Catling sailing with no rating.

VHF Radio Telephone Notice

Bell of Pennsylvania is changing the method of access to our VHF Maritime system. These changes will also apply to Bell Atlantic's other VHF Maritime systems which are listed below.

In the past, customers wishing to place calls to ships via Bell Atlantic's VHF maritime systems would dial the "O" operator and ask for a particular VHF Maritime operator. The customer would give the necessary billing and called party information to the VHF Maritime operator who would then attempt to complete the call.

The attendants for the Bell Atlantic VHF Maritime systems will no longer be accessible by dialing "O". The telephone number for accessing each system is listed below:

Philadelphia, PA	215 568-3399
Wilmington, DE	302 428-6102
Lewes, DE	302 645-5777
Norfolk, VA	804 625-3805
Baltimore, MD	301 539-9915
Cambridge, MD	301 228-8259
Ocean City, MD	301 289-8739
Point Lookout, MD	301 373-9994
Toms River, NJ	201 269-0013
Sandy Hook, NJ	201 787-3970
Beach Haven, NJ	609 361-2198
Atlantic City, NJ	609 345-5913

The calling party must call the appropriate VHF Maritime system at the number listed above for all calls to ships. The call will be answered by an attendant who will attempt to complete the call to the ship. Calls completed to the VHF Maritime systems will be billed as completed calls.

Should you have any questions regarding this matter or no longer require VHF Maritime Service, please call your Special Accounts Representative at one of the following numbers:

Home area codes 215, 717, 814, and 412 call (215) 466-3069. Area Code 412 call (412) 633-4687