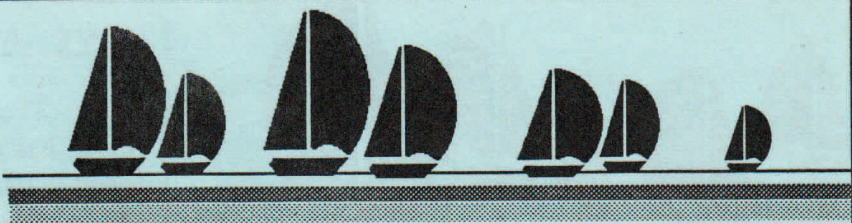


# FOUR WINDS



## WindJammers Sailing Club Newsletter

WINDJAMMERS SAILING CLUB 105 Harbor Inn Road Bayville, New Jersey 08721

April 1990

### From the Editor-

#### GETTING INVOLVED!

The sailing psyche springs from many sources, and wanders to many destinations.

We're all somewhere on that meandering course.

A commonality we can all use to enrich our sailing experience is sharing.

Sharing joys, sharing fears, sharing news, sharing knowledge. Beginners and old salts!

Following this suggestion leads to "people involvement" with like-minded friends and acquaintances in our sailing fraternity, the Windjammers.

In truth, I believe, this to be a worthy fulfillment of the meaning of our sailing club.

What better way to share than to get involved?

An easy and natural entrée is to volunteer to assist the committee of your choice. And believe me, every committee Chairperson would glow with appreciation at your offer to help run the activities of our club.

### COMMODORE'S REPORT - April 1990

*The off-again/on-again winter seemed extremely long this year. Now it's over and time to think of other things like boat shows, catalogs, supplies and new widget lists. It is also time to foster a determination to get an early start on our boats this spring.*

*To all new members particularly, I extend a cordial welcome to the 1990 Windjammers' sailing season. Both Vice-Commodore Pat and I plan to meet and greet you personally as soon as possible. Do join in the activities and enjoy this coming sailing season to the fullest, and of course, a warm welcome back to all of our members.*

*The committees are busy finalizing plans for an interesting summer including several new events. A hearty thanks to all the people who have participated in the pre-season planning.*

*We still need a Cruise Chairperson who would coordinate our cruise activities this season and I would sincerely welcome a phone call from a volunteer for that position.*

*At our Spring Dinner at the Captains Inn I'll call on our committee Chairpersons to let you in on our program of events for the season ahead. Both Joan and I are looking forward to meeting you all there on April 21. Happy Sailing!*

#### SPRING DINNER

*Have you made your Spring Dinner Reservations? Close-to-deadline reservations to the April 21 Spring Dinner at the Captains Inn can be called in to Chairman Pat Zagaria at (201) 423-4647.*





## The Racing Season-1990

For the serious and the not-so-serious race-minded sailors, Bob Wexler and his committee people have drawn a series of events that should provide ample opportunity to have a memorable racing season this year.

The season starts with a Racing Rules Seminar on May 5th to familiarize all with basic round-the-bouy racing rules and the mystery of handicapping. Listen carefully!

Following a warm-up race on May 19 there is a four race award series scheduled June through September. Each race will be divided into two experience level groups i.e. Racing and Cruising.

In addition, there's a Ladies Helmsperson Race and a Best-of-the-Rest (previous non-winners) scheduled in September.

The season finale is the Frostbite Race late in October.

Bob emphasizes that sailors with all levels of racing experience are welcome to join in the fun including finding a place with an experienced racing crew. For any newcomers to racing who might wish to learn, finding a crewing position on a more experienced boat just may be the way to begin.

*More detailed racing information will follow.*

## 78 in '90

Windjammers Sailing Club has "adopted" channel 78 for communicating on Barnegat Bay and adjacent waters. This will include aid and assistance messages, race-day information, rendezvous items, etc.

And remember to keep the Cedar Creek Marina phone number aboard to make it easier to relay a message.

## SAVE 50% ON BOAT/US MEMBERSHIP

The Boat Owners Association of the United States has made available a special membership discount to the Windjammers Sailing Club.

Their services include discount boating gear, group rate marine insurance, towing reimbursement, boating books, publications, boat financing, travel, charter service, boating equipment reports, consumer protection, credit cards, sale and charter exchange, and marine centers. In addition they maintain a very effective lobby in Washington to speak out on issues affecting boats and boating. Windjammer Sailing Club members may take advantage of the Group Accord to secure a \$17.00 annual membership at a discount rate of \$8.50.

*When Boat/US bills you for \$17.00, or you apply for membership, write on the bill as follows:*

**Group Accord Rate - \$8.50  
Windjammer Sailing Club  
105 Harbor Inn Rd.  
Bayville, N.J. 08721**

Send in your check for \$8.50. Thereafter, you should be billed \$8.50 annually.

---

## Reserve NOW - Beach Haven Y.C.

Now is the time to reserve your slip for **May 26th**. Please call John Leonard at 215-295-4350 if you plan to join the fleet sailing to Beach Haven on our first cruise of the season.

Our congenial, cooperative hosts at B.H.Y.C. need to know our numbers well in advance to arrange to clear slips for us. Please call the commodore (acting cruise chairman) soon!

---

## FCC LICENSE CONTACT

The new procedure to obtain a shop radio station license application for a new, modified or renewal license, is to call the FCC at:

**Private Radio Bureau  
Consumer Assistance Staff  
(717) 337-1212  
Gettysburg, Pa.**



## NEW RACE HANDICAP PLAN PROPOSED

The *time-on-time* concept is relatively simple: Instead of calculating allowances strictly on the length of the race course (time-on-distance, or sec/mile handicap x length of course in miles), time allowances are figured using a "correction factor" that is applied to a boat's elapsed time for the race (see table). Tests of this system seem to be producing more equitable handicapping in races where the following factors come into account:

1. If there is an abundance of upwind work or adverse current in a race, the actual distance boats sail can be considerably longer than the measured course length. With time on distance scoring, big and small boats are essentially racing boat-for-boat (unhandicapped) over that extra distance, giving an obvious advantage to bigger boats. *Time-on-time* increases the time allowance to smaller (slower) boats.

2. In light weather, tall masted boats often catch more of the higher and stronger wind gradients. *Time-on-time* gives more time to slower rated boats because their elapsed times are higher.

3. In windy downwind races, smaller boats often have the advantage because they tend to outsail their handicaps more easily under these conditions. *Time-on-time* gives slower rated boats less time because their elapsed times are shorter.

4. Because course length is no longer a determining factor with *time-on-time*, results are not affected by inaccurate course lengths. Competitors can calculate how they did at the finish without even knowing the course length.

5. When a race is sailed in a dying breeze, the relative time it takes smaller boats to travel the final stages of the course increases dramatically compared to the bigger boats who have already finished. *Time-on-time* compensates for this.

6. Races in low wind speeds where time taken to complete the course is longer, smaller boats are given a greater time allowance.

The *time-on-time* approach is not entirely with-

out its trade-offs. The system fails if the entire fleet completely stops moving. In that case, handicap allowances increase over time without a change in position between boats. This rarely happens in our area, fortunately, and if it did it would probably result in the race being abandoned.

To get corrected results simply multiply each individual's elapsed time by the appropriate correction factor. The shortest corrected time wins.

As you might expect, where this method has been tried, there has been some grumbling among owners of larger boats who have been concerned because smaller boats will correct out to top places more often than with time-on-distance. Many objective handicappers, as well as owners of smaller boats, tend to view the same development as "more equitable handicapping".

Another concern in the initial trials was that skippers did not know how much time they had to give a competitor until they completed the race, however in the table I've provided an extra set of figures "seconds per hour". This is used in much the same way as the existing P.H.R.F. rating, except that it relates to time not distance.

To figure how much allowance you must give, or how much you will receive at any point during a race, simply take the difference in the seconds per mile between your boat and the competitor you are interested in, and multiply it by the time elapsed in fractions of an hour. The boat with the smaller "seconds per hour" receives the allowance; the boat with the higher "seconds per hour" gives it.

As an example, let's suppose that 40 minutes into a race the leading boat, with a P.H.R.F. rating of 135 rounds a mark and sees that the following boat, that he knows has a P.H.R.F. of 186 is three minutes behind. Who is in the lead?

The difference in the seconds per mile is 629 (3512-3243) so the low handicap boat owes the slower boat 269 seconds or 4 minutes 29 seconds per hour. since they are 40 minutes into the race the leading boat at this time owes  $40/60$  or  $2/3$  of 269 i.e. 177.5 seconds. The two boats are therefore neck and neck, separated by less than a boat length!

*Bill Jarvis*

---



PHRF RATING	TIME FACTOR	SECONDS PER HOUR	PHRF RATING	TIME FACTOR	SECONDS PER HOUR
-30	1.3333	4800	126	0.9901	3564
-27	1.3245	4768	129	0.9852	3547
-24	1.3158	4737	132	0.9804	3529
-21	1.3072	4706	135	0.9756	3512
-18	1.2987	4675	138	0.9709	3495
-15	1.2903	4645	141	0.9662	3478
-12	1.2821	4616	144	0.9615	3461
-9	1.2739	4586	147	0.9569	3445
-6	1.2658	4557	150	0.9524	3429
-3	1.2579	4528	153	0.9479	3412
0	1.2500	4500	156	0.9434	3396
3	1.2422	4472	159	0.9390	3380
6	1.2346	4445	162	0.9346	3365
9	1.2270	4417	165	0.9302	3349
12	1.2195	4390	168	0.9259	3333
15	1.2121	4364	171	0.9217	3318
18	1.2048	4337	174	0.9174	3303
21	1.1976	4311	177	0.9132	3288
24	1.1905	4286	180	0.9091	3273
27	1.1834	4260	183	0.9050	3258
30	1.1765	4235	186	0.9009	3243
33	1.1696	4211	189	0.8969	3229
36	1.1628	4186	192	0.8929	3214
39	1.1561	4162	195	0.8889	3200
42	1.1494	4138	198	0.8850	3186
45	1.1429	4114	201	0.8811	3172
48	1.1364	4091	204	0.8772	3158
51	1.1299	4068	207	0.8734	3144
54	1.1236	4045	210	0.8696	3131
57	1.1173	4022	213	0.8658	3117
60	1.1111	4000	216	0.8621	3104
63	1.1050	3978	219	0.8584	3090
66	1.0989	3956	222	0.8547	3077
69	1.0929	3934	225	0.8511	3064
72	1.0870	3913	228	0.8475	3051
75	1.0811	3892	231	0.8439	3038
78	1.0753	3871	234	0.8403	3025
81	1.0695	3850	237	0.8368	3012
84	1.0638	3830	240	0.8333	3000
87	1.0582	3810	243	0.8299	2988
90	1.0526	3789	246	0.8264	2975
93	1.0471	3770	249	0.8230	2963
96	1.0417	3750	252	0.8197	2951
99	1.0363	3731	255	0.8163	2939
102	1.0309	3711	258	0.8130	2927
105	1.0256	3692	261	0.8097	2915
108	1.0204	3673	264	0.8065	2903
111	1.0152	3655	267	0.8032	2892
114	1.0101	3636	270	0.8000	2880
117	1.0050	3618	273	0.7968	2868
120	1.0000	3600	276	0.7937	2857
123	0.9950	3582	279	0.7905	2846



### **"RIVER QUEEN" Cruise**

July 21st (suggested)

The elegant River Queen, a 65 ft. authentic reproduction of a Mississippi paddle wheel river boat, offers buffet style dinner cruises on the Barnegat.

Those who sailed aboard her last year report "a really good time - a good deal - the music was great - the whole evening was alot of fun".

This is a new event for us and requires a minimum of 25 persons at \$48 per person. The River Queen accomodates up to 150 passengers.

More information and a sign-up sheet will follow. We'll need to get a reading of member interest fairly early in order to schedule this event for Saturday, July 21st.

### **Reminder-1990 Dues Due Now!**

The Windjammers Sailing Club will gladly accept your dues after our 1990 roster is printed. However, if you would like your name and your boat name to appear on the roster please mail your dues to John Leonard 17 Ardsley Rd. Yardley, Pa. 19067. Our roster information is headed to the printer soon! Don't miss out on all the fun. If dues are not received by April 15, 1990 you will be dropped from our active member list.

***Hope to see you all at the Spring Dinner!***

#### **WINDJAMMERS SAILING CLUB 1990 OFFICERS**

Commodore - John Leonhard

Vice Commodore - Pat Zagaria

Treasurer - Larry Conforti

Past Commodore - Dick VanDoren

#### **Committee Chairpersons**

Racing Program - Bob Wexler

Fund Raising - Bill Ciunowitz, Jr.

Cruise Committee - ***Volunteer Needed***

Newsletter Editor - Walter Nelson

Newsletter Publisher - Walter Rapchinski

Membership - John Leonhard

Sunshine - Pat Dalton

Historian - Olwin Jarvis

Legal Counsel - John F. Hienbuch

Dock and Harbor Master - Robert Laureigh

Hospitality - Donna Laureigh

Picnics and Dinners - Pat Zagaria

Dock Parties - Tom Dalton

Club Photographer - ***Volunteer Needed***