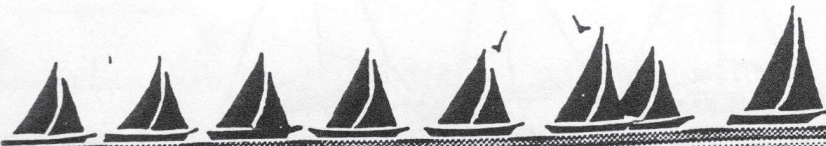


FOUR WINDS



INDJAMMERS SAILING CLUB



NEWSLETTER

CEDAR CREEK MARINA • 105 Harbor Inn Road • Bayville, New Jersey 08721 • August 1990

NEW MANAGEMENT AT CEDAR CREEK MARINA

Tom Wright is temporarily managing Cedar Creek Marina. Tom is negotiating with the owners of CCM (Bird Construction Company) to lease the marina with an option to buy. Tom says that leasing the marina will give him more control over running the marina. Also the owners are interested in selling both the marina and the property across Harbor Inn Road. A lease with an option to buy looks like a good arrangement for both Tom and Bird Construction. As of August 14 negotiations are proceeding and both parties are close to an agreement.

Tom says that his plans include providing much more maintenance and service to the boat owners. Many of us who keep our boats or visit CCM have already noticed that the cleanliness of the heads and showers has improved. Grass has recently been planted for a much needed sail folding area.

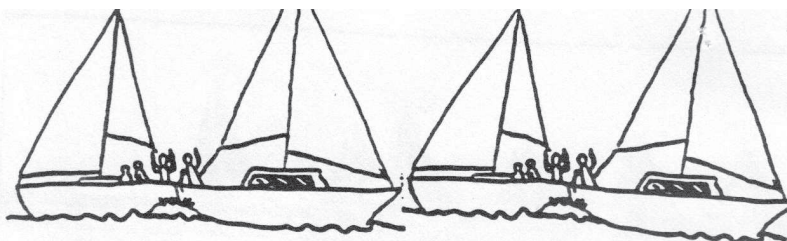
Wow!!! Cruise Chairman Bill Martin has put together an extensive cruising program for us Windjammers. He has some great ideas, Bill now needs some participants. Pat Dalton said the Fourth of July dinner and fireworks cruise was terrific; it sounds like we should make this an annual event. For September Bill has planned two local overnight cruises. If you haven't tried anchoring overnight give one of these two cruises a try. And, for those who aren't planning to go to the Annapolis Boat Show, how about the Atlantic City Cruise to the Trump Castle.

Even though the weather did not co-operate, the July 14th Christmas dock party was a great success thanks to the efforts of cohost Chuck and Carol Hamilton. The weather kept us from decorating the boats, but there was plenty of yule time spirts & cheer to be shared among the 30 participants. Arguably this had to be best covered dish meal we have ever had, with lots of great and varied choices. Nautical grab bag gifts were exchanged; there were wine glasses, coffee mugs, stationary, rigging knives and an assortment of other gifts. Two naked mermaid fenders were anonymously donated as door prizes. Chuck made the winners promise to display whatever they won.

Vice Commodore Pat Zagaria has searched high and low for the best possible price for our club burgees. In prior years the flags were donated, consequently the price was only nominal. Pat says the flags will sell for \$20 which is below the Club's cost and should be available by Pig Roast Saturday. We only ordered 25 so get your order in early.

And lastly all the Windjammers and slipholders at Cedar Creek Marina want to extend our best wishes for success to Tom Wright and his first mate Dottie. It's a business gamble to manage the marina. Boat owners can be a demanding lot. But with boat owners and marina owners working together with Tommy, we'll have the best sailboat marina on the bay.

LC



Sailing Shorts

AUGUST & SEPTEMBER EVENTS

- Aug 25 **Third Series Race**
Captains Meeting 10 AM
- Sept 1, 2, 3 **Round The Island Cruise**
To be announced
- Sept 8 **Ladies Helmsperson Race**
Captains Meeting 10 AM
- Sept 8 **Cookout Dock Party**
5:30 PM at CCM
- Sept 15 **Fourth Series Race**
Captains Meeting 10 AM
- Sept 15 **Fall Pig Roast**
CCM Cocktails at 5:30 PM
- Sept 22 **Best of the Rest Race**
Captains Meeting 10 AM
at Cedar Creek Marina
- Sept 29 & 30 **Cruise to Silver Bay**
Noon Departure from CCM

After a pause of activity from the middle to July to the end of August the Windjammers calendar heats up with a vengeance in September. We'll need a computerized datebook to keep track of the activities.

The annual Fall Pig Roast has traditionally been the best attended WJ activity. Vice Commodore Pat Zagaria promises that this years Pig Roast will be extra special. We'll settle for nice weather for a change!

The cruisers have two and the racers of the club have three activities planned for the September. The Helmsladies Race is new this year; four boats are already signed up hopefully more will follow. Don't miss the cookout afterwards to find out which couples are still speaking.

Hickory Dickory Dock Bill Jarvis, the Boat Doctor, has rewritten this nursery rhyme. During the first week of July, Bill and his bosuns chair were up the mast of Wammes Waggel III three different days, Lunaseas's mast saw two trips by Bill, and Fifty-fifty and Tica only need one trip apiece. Bill we all thank you one, two, or three times.

The order form said 155%, the sail bag said 155%, and two calls to the Annapolis sailmaker confirmed that indeed Bob Wexler had purchased a 155% genoa. But, Bob knew something wasn't right. After extending his genoa track an additional four feet, the big sail still wouldn't trim properly. The tape measure showed this was indeed a big sail, 177%. The sailmaker made Bittersweet another sail which was delivered in early August. Any one want to buy two four foot sections of track?



Three ladies, have already taken Captain Judy Swank's Women's Sailing Seminar Pat Dalton, Paula Liland, and Dee Burrowes. Besides learning

such seamanship maneuvers as the "quick stop", navigation, and anchoring without engines, the ladies reported that they had a great time. For information on future seminars contact Judy at (201) 583-8413.

Piccolo has just returned from the Ericson Regatta held on Block Island. Olwen reports that Piccolo won the Ericson Cup and was runner-up this year for the Lewmar Trophy. Another example of Windjammers success beyond the borders of Barnegat Bay.

Who was that frog man?. It was Tom Wright with scuba gear changing Wright Wind's prop.

The Second Series Race

by Larry Conforti

When Race Chairman Bob Wexler entered the WJ clubhouse and announced that the day's races were canceled, half the people in the room cheered and the other half jeered. Then with a sheepish grin, he said that he was only kidding. Bob should be glad only note books were thrown at him.

The rain held off until the race was over; the winds were moderate and steady; and the course was challenging with a downwind start, two beats and two reaches. As far as the participants were concerned, it was a great day for racing.

Pat Carlson, Gloria Lieberman, along with Joy, a friend of Laura Carlson, were aboard *Yacht C*, which was again Committee Boat. This was Pat's and Gloria's third and final tour of duty. Ladies you deserve our loudest HIP-HIP for a job well done. For the next couple of races, Sandy and Jim Hardy have volunteered to be the Race Committee aboard their boat *Renee LaBeth*. Jim and Sandy could use a extra hand or two with the flags and stop watch.

Again the cruising class only had three participants. The catamaran *Catling* had a good day finishing first on unadjusted time. *Escapade* was the winning monohull after handicap, followed closely by *Wind Sprint II*.

The racing class was again extremely competitive with all six boats finishing within 10 minutes on adjusted time. *Tara* was back to its winning ways, followed by *Lunasea*, *Wright Wind*, *Bittersweet*, *Gentle Persuasion*, and *Will O' The Wind*.

All six boats still have a chance to win the racing class series. *Tara* is in the lead with 2.25

points (low points win), but *Don Rock* usually runs hard aground once a year, so *Tara* is still catchable. *Lunasea* and *Wright Wind* both have six points, followed closely behind by *Will O' The Wind* with 6.25. Since each boat is scored based on the best three out of four races, *Will O' The Wind* has an edge for second place; they can drop their recent 6th place finish. *Bittersweet* and *Gentle Persuasion* are still both in contention with 10 points each.

The cruising class is up for grabs. *Escapade* is the only monohull to race both races. *Wind Sprint II* and *Freestyle* are the other contenders.

With its uncrowded starting line, and short handed crews, the Windjammers cruising class is a great program to introduce yourself to sailboat racing. Most of us don't look at racing as hard core competition, but as a fun way to spend time with friends, and learn about sail trim and maneuvering in tight quarters.

The next Race is August 25th. We hope to see a few more boats on the starting line.

Windjammers at TRI-SAIL

Two boats represented the Windjammers at the annual TRI-SAIL ocean racing series off of Manasquan Inlet. The WW team left *White Wave* behind at the dock and sailed *Wright Wind*. *Piccolo* was the other entry; Bob & Janet Wexler joined the *Piccolo/Tara* team for three days of Ocean Racing.

Each boat was in a separate cruising class. Janet reports that both boats did extremely well. *Piccolo* took a second on the blustery Friday race and a first on the howling Saturday race.

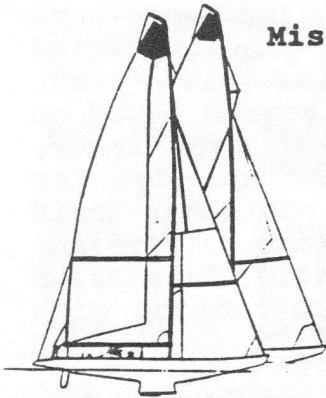
continued on page 10

THE



PELICAN

12 METRE REGATTA



THE ST. MAARTEN 12 METRE REGATTA

Missed Tri-Sail Regatta.

When Gloria and I compared our work calendars to determine where our slow periods overlapped, it became apparent that only the 10 days surrounding the last weekend in July would be possible for both of us to take a vacation.

Since separate vacations were out of the question, we booked our vacation to St. Maarten, where we have a time share apartment. Maybe next year I'll be at the three day ocean racing regatta, that is, if one of us changes jobs.

After arriving at our apartment at Pelican Resort & Casino, I went to the balcony to survey the harbor at Simpson's Bay. Immediately my eyes were drawn from the cruising boats with their extensive layers of canvas awnings and windmills for electricity to two boats that were moored close together. These two boats looked like racing yachts, each was about 70 feet long with triple spreader rigs, and from my vantage point there was no cabin house on the boats flat deck. But, what really got my heart pounding were the three racing buoys that were attached to the stern of the navy blue boat. The waterfront activities desk had already closed for the day, so I had to wait until the next morning to find out, if there was any racing going on, and where I could go to watch the races.

I found out that yes indeed these were racing yachts. They were 12 meter boats that raced for the Louis Vitton Cup (challenger for

the American 's Cup) in 1987 off the coast of Fremantle Australia.

The navy hull was *True North* and the red hull was *Canada II*. Not only was I going to be able to watch a match race, I was going to crew on one of these 12 meter boats. I signed up for the Pelican Resort Regatta which was going to be held in 5 days. I would have signed up for earlier races, but I knew once I went racing I would want to do the same every day. All of a sudden lying on the beach wasn't my first choice, even though most of the beaches are topless.

Three strikes but not out.

Tuesday arrived with clear blue skies and about 12 knots of wind. What a great day to go sailing. Since I am partial to blue hulled boats, I was glad to be assigned to *True North*. Each boat sailed with a professional crew of three with up to 16 guests each. On this day there were only nine guests on each boat for a total of 12. Guests with "some" sailing experience were divided evenly among the two boats. Myself along with John, who has crewed on a Catalina 30, were assigned to *True North*. *Canada II* had three guests aboard with "some" sailing experience. Strike one for *True North*.

All 24 of us loaded onto the rubber dink for the short trip to the moored 12 meter yachts. On the way out Colin, the Program Director, gave us a short history of the boats. He did mention that *Canada II* was about a boat length per mile faster. Strike two for *True North*.

The *True North* crew was dropped off first, and of course we hurled appropriate insults at the departing *Canada II* crew, just to let them know this was going to be

Dereck dove the last half of the last leg, and *Canada II* started a tacking duel. We were in a race! *True North*, on starboard tack was headed within a quarter mile of the finish line. This forced us to tack onto port and than back onto starboard. One slip up here and the race was over. Tacking these big boat in close quarters really got the grinders adrenalin going, and our tacks were very near perfect. We crossed the finish line two boat lengths ahead of *Canada II*.

The next night we all reveled in our victory at the Pelican Beach Party; drank champagne from the Pelican version of the America's Cup; and were given pictures of ourselves in action.

What a difference a day makes.

The day after the Pelican Regatta, *True North's* windward lower diagonal shroud separated from the mast. The mast snapped just above the gooseneck, and 80 feet of mast went bottom fishing. The top of the mast dug into the sandy bottom and snapped again 60 feet below the mast head. The hydraulic vang kept the boom out of the cockpit, and no one was the slightest bit injured. Lisa, Gampo and Dereck can handle the big as well as the little emergencies.

Do you want to join the fun?

I have more information on the 12 meters in St Maarten if anyone is interested. Also, Gloria and I have been going to St. Maarten for the last 8 years and we love the island. If a sailing club can put together two teams of 12 sailors, Colin and Company will arrange a week long regatta racing their two 12 meters, and weather permitting fly the shoots. Any one interested?

Larry Conforti

RECIPE



Craig Borig prepared a **CRAB DIP** appetizer that was the hit of our recent Atlantic City Cruise. It not only tasted great, but was also easy to prepare and the ingredients store very easily on a boat.

CRAB DIP

8 oz cream cheese
1 bottle of Chili Sauce
12 Oz of Fresh Crab Meat
Parsley

Spread the cream cheese over the bottom of a 10 inch diagonal dish, or pie plate. Spread first the chili sauce then the crab meat over the cream cheese. Sprinkle the top with parsley and serve with crackers.

Thanks Craig

Windjammers at TRI-SAIL Continued

Going into Sundays race *Piccolo* was tied with a *Pearson 39* for top class honors. Sunday's light winds were not *Piccolo's* favorite and she took second place for the series.

Wright Wind also did very well finishing third in her class. Congratulations to both boats and crew. You did yourself and club proud.

Manoverboard

by Pat Zagaria

A seminar on Man Overboard Rescue Techniques was given by Bill Jarvis in the clubhouse, Sunday morning, June 24th. Approximately 15 club members attended. The latter part of the morning was devoted to an in the water drill on Bill's boat Piccolo with Walt Borig and his crew observing from their boat Tica.

The exciting part of the drill for me was the actual man overboard drill itself. I volunteered to be the "man overboard" since Tom Wright, who originally volunteered had to leave for vacation earlier than planned.

We departed about 10:30 AM on Piccolo with ten of us aboard, and Walt Borig and his crew following on his boat Tica, to the drill site Southwest of buoy 64. Under full sail doing about 6.5 knots, heeling 20 degrees, I secured my life preserver and jumped overboard off the port side. Before I Hit the water I heard "MAN OVERBOARD."

It was an uncomfortable feeling at first seeing the boat move rapidly away from me as I hit the water. The water was not cold, but I was glad this was only a drill and not the real thing. Imagine yourself, or your partner, accidentally falling overboard and seeing your boat sailing away from you. UGH!

Bill began rescue procedures and started circling me beginning with a port tack with the "Life

Sling" in tow. As the rescue boat circled me, the line towing the sling crossed me, and I then grabbed the line and donned the "Life Sling." Bill began pulling me towards the boat, and since I weigh 184 lbs, I could feel the pressure thru the water as the boat was still in motion. I tried to climb aboard when Bill had me alongside the portside hull, but found this impossible.

Bill then clipped the main halyard to the ring on the "Life Sling," and winched me up and over the life line and then lowered me down onto the deck. A loud cheer came from the crew for the successful drill.

The seminar and drill prompted me to equip my boat, Swept Away II, with two harnesses, one for Lee my First Mate, and the other for myself. They are two different colors, so that we don't have to readjust them when needed. As was stated during the seminar, you should avoid falling overboard in the first place. We also purchased 3/8" line to run fore and aft to attach the harnesses when moving about the boat.

Most of the time we sail alone and, and this is a low cost type of insurance. We had an occasion to use the harness going through the inlet at Atlantic City. When Lee lowered the mainsail, she attached the harness to the traveler, and this made her feel at ease in the rough waters of the inlet.

Thanks Bill for the experience and to those of you who participated.

See the following page for Bill's comments

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COMMENTS FROM BILL JARVIS

Certainly the first priority is to stay on board, and the steps taken by Pat and Lee are the right things to do. The next are to help ensure your own recovery. Wear your life preserver in any weather condition in which you feel in any way insecure, and at any time you are alone at night. Next, to assist in locating you I strongly recommend that each foul weather jacket (since you are likely to be wearing one) be equipped with a whistle and a strobe light. These two items can be purchased for less than \$30, and I would consider that very cheap life insurance.

Next I would suggest that each of you, in your own boat, practice the "quick stop" manoeuvre used to stop from sailing away from the man overboard and then to circle him. This technique simply involves turning the rudder to move the bow through the wind and then leaving it in that position, no adjustment of the sails is made. First the boat heads up into the wind, and then the jib backs and pushes the bow through the wind. As the turn continues the jib will fill again as the boat gybes and starts to head into the wind again. While this sounds a little wild it has proven to be the quickest way to stop the boat in the immediate vicinity of the man overboard.

Remember that just a head above the water is a very tiny object and is very easy to lose sight of. The faster you can stop the boat the nearer you will be and the easier it will be to keep the man overboard in sight so to make a recovery.

Funds Statement For the Six Months Ended June 30, 1990

Incoming Funds General:	1990
Membership Dues	\$1,220.50
Sponsored Events(schedule attached)	2,244.00
Burgees/Plaques	0.00
Savings Account Interest	<u>72.34</u>
Total General Funds	<u>3,536.84</u>
Incoming Racing Fees:	
Race Fees	101.00
Race Committee 50/50(net)	<u>151.00</u>
Total Racing Fees	<u>252.00</u>
Total Funds Received	<u>\$3,788.84</u>
Outgoing General Funds:	
Sponsored Events(schedule attached)	2,253.26
General Expenses(schedule attached)	<u>461.74</u>
General Funds Disbursed	<u>2,714.48</u>
Outgoing Racing Funds:	
Racing Expenses(scheduled attached)	<u>98.36</u>
Total Expenses	<u>2,812.84</u>
Current Period Change in Fund Balance	976.00
Fund Balance January 1,	<u>2,699.88</u>
Current Fund Balance June 30,	<u><u>\$3,675.88</u></u>



ATLANTIC CITY CRUISE

by Larry Conforti

Lights, Cameras, Action!

After spending three nights in Atlantic City, eight Windjammer skippers and mates were enjoying a meal of pasta with sausage and peppers. After the meal in the WJ Club House we all watched Pat and Lee Zagarias's home video of the trip. "Here comes *Piccolo*, there goes *Piccolo*."

Pat Carlson, our group organizer, kept us all organized. Two weeks before the trip, Pat sent out a detailed six page itinerary along with meal assignments (half the boats were going on to Silver Bay). The planning really paid off, 17 people for cocktails and dinners takes a lot of organization, even at home.

Saturday at 5:30 AM we had the mandatory meeting to determine if we were going to go out Barnegat Inlet, or take the ICW through the Brigatine Wild Life Preserve. We talked about ebb tides, flood tides, slack water, east winds, and west winds. Look for Walt Borig's accompanying article on Barnegat Inlet. And as in previous trips we were split into three even groups "Outside", "Inside", and "it doesn't matter". Yet, we always take the ocean route.

Barnegate Inlet was uneventful, but OH! those rolling seas, up and down, up and down, up and down. Need I say more. Janet Wexler, a registered nurse, put together a list of do's and don't to help prevent sea sickness.

Piccolo, with its superior speed, and *Tica*, with its practical sailors, arrived at Harrah's an hour before the rest of us. *Bittersweet*, *Fifty-Fifty*, *Lunasea*, *Swept Away*, and *Yacht C* all followed "one tack" Don Rock, aboard *Tara*, 16 miles out to sea. Eleven hours after departing Cedar Creek we were all glad to be on

solid ground. Since Craig Borig was on hand to take our dock lines, Harrah's dock boys weren't needed. But we still missed the dock girls of prior years.

Sunday was a glorious day. The boat doctor, Bill Jarvis, was at work early going up the mast of both *Lunasea* and *Fifty-Fifty*. In the afternoon, 17 of us, with life jackets in hand, boarded *Piccolo* for a ride to the Flying Cloud restaurant in Gardner's Basin. This is a great place for both food and a seafaring atmosphere. On the way back Captain Bill "buzzed" the Coast Guard station. And, sure enough, *Piccolo* was in for a safety inspection once we were back at Harrah's. The officers were very polite, they just never saw 17 people on a sailboat before.

Monday evening we found a great Italian restaurant on the third floor of Ocean One. Ocean One is a pier in the shape of a cruise ship, accross from Caesar's Casino. Besides restaurants and a food hall, it has many interesting shops, most of which are open until midnight.

Many adjectives could be used to describe the trip back to Cedar Creek, but boring isn't one of them. The winds were coming from their typical southerly direction, starting light, but then building to about 15 knots. We were all wing and wing. *Piccolo* even had its spinnaker up for a while to add a bit of colour to the seascape. We were all surfing down the waves, and most of us had never seen our knot meters reading 8 knots before.

All good rides come to and end; this end was spelled **BARNEGAT**. We were a little early at the inlet but the wind was building so *Piccolo* led us in. Except for being windy there was, again, no problem with the inlet.

A short while later we would be reliving our cruise on video, up and down; up and down; up and down.

MOTION SICKNESS

by Janet Wexler

Other measures which can aide in prevention:

This is the cruising season and many of us will embark on voyages which may take us into the ocean. Some of us have already experienced the unpleasant effects of the rolling and pitching of our boats as we make our passages to faraway destinations.

The cause of motion sickness is somewhat complex and is directly related to the confusing signals of excessive motion being picked up by the inner ear, and being transmitted to the brain center responsible for our equilibrium. Two senses, sight and touch, also play an important role here.

Motion sickness is the most likely reason for the nausea experienced during travel, and recognition of early signs and symptoms may help prevent progression. The onset of sleepiness, yawning, and fatigue should alert the traveler to the fact he is starting to experience early signs of motion sickness. If the motion continues and preventative measures not taken, symptoms will progress to nausea, vomiting, pallor, clammy skin, and sometimes blurred vision. Anxiety, fear, and extreme fatigue can lower the threshold for the onset of motion sickness, but we all know none of these ever occur while sailing.

Some people are more susceptible to motion sickness, but no one is immune to developing it. Prevention is usually the best policy, and treatment is most effective when taken one to two hours before exposure. There are many drugs available on the market today, which can be used by susceptible individuals. It is best to check with your doctor prior to taking any medication.

Never sail on an empty stomach. Foods high in carbohydrates and starch are preferred. Stay away from fatty foods. Maintain adequate hydration by drinking small amounts of fluids hourly.

Keep your eyes on the horizon. Try not to spend extended time down below in the cabin.

Stay away from persons who are already sick. This may sound cruel, but if you are trying to console someone who is hanging over the lifelines, you may be joining them.

If you start to experience motion sickness, lie down, close your eyes and remain still. A cool damp cloth over the forehead usually provides some comfort. If you have not reached the stage of vomiting, medication taken at this time may still be effective in relieving symptoms.

Although the symptoms of motion sickness are very unpleasant, your prognosis for a complete recovery is excellent. Symptoms usually subside within minutes after motion has stopped and very seldom last more than a few hours.

I hope this information is helpful to those still planning trips for the season. Happy Sailing everyone!



NAVIGATING BARNEGAT INLET

by Walt Borig



Over the years Barnegat Inlet has been known as one of the worse inlets on the New Jersey coast. At the present time construction work is being done on the south jetty of the inlet which will be completed in another year or two. This change is suppose to make the inlet easier to navigate; however the inlet can be safely navigated if several guide lines are followed.

It is important to calculate when slack current occurs at the inlet. This can be done by using the time differences table for Barnegat Inlet as shown on page 146 of **Eldridge Tide and Pilot Book** and the current table for Delaware Bay Entrance shown on page 126.

For Saturday September 1, 1990 (Labor Day Weekend Round the Island Cruise) calculations show that slack current with ebb beginning occurs at 7:56 AM. Therefore, providing weather conditions permit, it would be OK to go out the inlet approximately 1/2 hour before slack and within 1.5 to 2 hours after slack water or between 7:30 and 9:30 to 10 AM. The closer to slack water or 7:56 AM, the better. This span of time could vary depending on the size of your boats engine and the "guts" of the skipper.

When navigating the inlet, either in or out, it is desirable to have slack water or a small current in the direction you are going.

Although the swells can be rather large even with light winds, they can be very steep with East or Northeast winds. Checking over the radio about the inlet conditions may be helpful but then you would be relying on someone else's judgement. When calculating slack current be sure to use the current tables and not high or low tides at the inlet, since they do not occur at the same time.

Navigating Barnegat Inlet in order to enjoy the fun of ocean sailing can be safe as long as the proper precautions are taken.