

# FOUR WINDS



INDJAMMERS SAILING CLUB



NEWSLETTER

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

## FROM THE COMMODORE

No, we aren't planning a 4th of July Party in December, but it's not too early to plan your July 4th outing to Atlantic City. Reservations for Harrah's Marina must be made on February 1st. Many Windjammers have made this cruise in the past, and we would like to make it a club activity for 1991.

Last year's cost was only \$35 a night, with a three night minimum, which is very reasonable considering all the facilities for the hotel guest are open to the marina guest.

It's never a problem to cancel a reservation, but it's always a problem to add a reservation. If you're interested in joining your fellow Windjammers for an enjoyable cruise to Atlantic City contact Cruise Chairman Bill Martin (609) 726-1392 before January 15th with your boat name and length. No money is required in advance.

(continued one page 2)

As 1990 comes to a close, we reflect back on the many changes of the year. The most significant one being the home of the Windjammers is now on an even keel with Tom Wright at the helm of Cedar Creek Sailing Center. Tom has given us continued use of the Club House. Thanks to the Painting Party, the Club house now has the Windjammer's colors. A new roof for 1991 is planned. Let's all wish Tom the best. Tom has aggressive plans for the Marina in 1991, and he will keep you informed.

The warm weather we have had this Fall made up for the cold Spring that started the season. The Club year ended with the installation of Officers held at the Yardley Country Club. Bob Wexler is now the Vice Commodore and myself as Commodore.

Thanks goes to Olwen Jarvis for keeping our history alive these past years. She has volunteered for the Racing Chairmans position, previously held by Bob Wexler. Janet Wexler will assist Olwen as Co-chairman. This has now left a void in the Club's Historian function. Please contact me if any of you out there are interested. Walt Rapchinski has volunteered for the Dock Party Chairman, previously held by Tom Dalton. Tom has held this position for two years with us all enjoying the dock activities. Job, well done, Tom! Let's all give Walt Rapchinski the support he will need to continue the activities.

Bob Wexler and I have set Sunday, January 20th, 10:30AM, at the WJ clubhouse as the date, time, and place for the Club's Chairman/Executive Committee Meeting. Following this meeting at 1PM will be the Racing Committee Meeting. We may even set up a TV for the die hard football fans. Dates for all of the club's events for the year will be set at these meetings.

Again, HAPPY HOLIDAYS everyone, and Lee and I look forward to a great 1991 sailing season.  
Pat Zagaria, Commodore





## Sailing Shorts

### JANUARY, FEBRUARY & MARCH EVENTS

- Jan 20      **Chairman/Exctve. Meeting**  
WJ Clubhouse 10:30 AM
- Jan 20      **Race Committee Meeting**  
WJ Clubhouse 1:00 PM
- March 16   **St. Patrick's Day Party**  
WJ Clubhouse time to be  
announced in the next  
issue

Before January 20th, please give your comments of what you would like to see the club do, or not do, for 1991 to any of the club officers or committee chairman. We have been losing members for the last two years and participation is down from previous years. What should be done to reverse the trend?

Anyone who has an interest in the Windjammers' racing program are welcome to the Race Committee Meeting.

After an absence of one year, we'll be having our St. Patrick's day covered dish party. See the next issue of *FourWinds* for the details.



Bill would also like volunteers for group leaders for the trip, both the ocean and inland waterway routes to Atlantic City. You will not get another notice so sign up today and don't be disappointed later.

**Look for the next issue of FOUR WINDS on February 15, 1991.**

The Coast Guard Station at Barnegat received a report of pirates on the Bay. But upon further investigation it was only Bittersweet tossing green cans of Rolling Rock Beer aboard Piccolo, not hand grenades as was first reported. It seems Piccolo ran short of the precious brew during a Toms River Yacht Club Race.

Chuck Hamilton and Bill (the mayor) Ciunowicz have been busy at work preparing a well researched future article for *FourWinds*. Chuck has purchased a dozen marine and household cleaning products in an attempt to remove the stains on *Gentle Persuasion's* waterline. So far elbow grease looks like its going to be the hands down winner.

The "mayor" reports that repairs to *Obsessions* are almost complete, and Bill and Dot are looking forward to spending some quality time on their boat next year. We missed you guys.

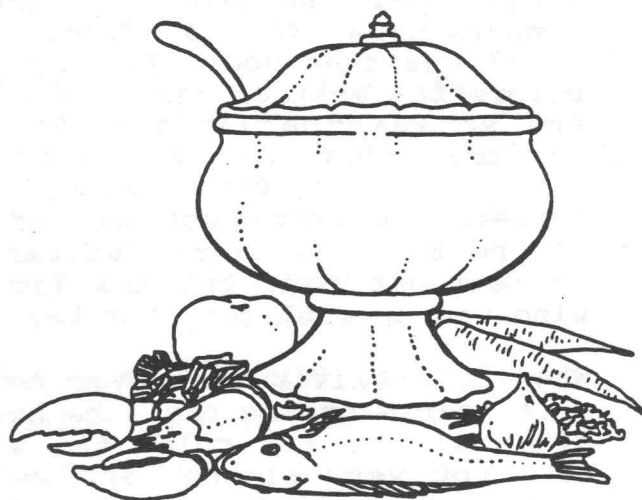
That nameless boat in the Sailing Center garage is non other than *White Wave*. Val Bernhardt has stripped the deck gear and rubrail off his and Martina's Catalina getting her ready for a new paint job. Go for red, Val.

Do you have any used but still useable boating gear or equipment that's just taking up room in your basement? Starting with the February issue, *FourWinds* will carry a Marine Flee Market section. Send a description of the item along with your asking price two weeks before the publication date to: Larry Conforti, 388 North Post Road, Princeton Junction, NJ, 08550.



# WINDJAMMERS, SAILING CLUB OR GOURMET CLUB?

Well how about both! There is very little question that we as a group love sailing, and most are very good at it. But it has also been said that we as a group love food, and some of the best food is the creation of our own members. We share the love and knowledge of sailing, so why not share the love and knowledge of those creations?



For several years now, a group of us have said we should put a Windjammer Cookbook together. Now several years later that group is saying the same thing. So we decided to solicit your help in doing just that!

Our plan is to coordinate the recipes you submit and to create a Windjammer Cookbook which we hope will be available in the Spring of 1991. The effort will be wasted, however, if we only receive a handful of recipes. If every member would submit at least one recipe in the categories following: Hors d'oeuvres, entree, and dessert, we would have a pretty good cookbook. Of course the more in any category the better. We thought it would be helpful if the recipes indicated whether it was best prepared ahead of time; prepared aboard; stovetop; grill; or oven (since some of us do not have ovens); so we are requesting that each submission contain the following information as a header to the recipe:

**CATEGORY:** (hors d'oeuvres, entree, dessert)  
**METHOD OF PREPARATION:** (prepared ahead, prepared aboard, stovetop, grill, oven)  
**RECIPE TITLE:** (fisherman stew)  
**SUBMITTED BY:** (your name)

Following these headers please provide the list of ingredients and then the instructions for preparing the dish.

*This can be a great cook book!*

Please submit your recipe by  
January 31, 1991 to:

Pat Carlson  
58 Robin Drive  
Skillman, New Jersey 08558

If you have any questions, please call me (609) 921-2646; or Ester Borig (215) 783-0382; Pat Dalton (201) 725-4852; Olwen Jarvis (215) 968-2616; or Janet Wexler (215) 866-1833.

We hope you will all participate. We encourage you to submit at least one recipe in each category, but we would welcome as many as you will share.  
Pat Carlson



# THE LAST HURRAH, THE FROSTBITE RACE

Would you believe 70 degree temperatures for a frost bite race? Neither would I. The week before the weather was in the 70's and so was the first weekend in November, but for the October 27th, Frost Bite Race, the temperature never got out of the of the 50's. A three sweater day on Barnegat Bay, but the lack of wind was unusual for October.

When Bill Jarvis went over the 12 mile course groans could be heard. After all it was cold, the winds were not very strong, and we had several boats with PHRF handicaps of 200+ who wanted to finish before dark. The course was shortened to 10 miles and everyone was happy. Boats left the dock for Tice's Shoal, shortly after the thermoses of coffee and hot chocolate were loaded aboard.

Except for being a little chilly in the shade of the big genoas, it was a gorgeous brilliant day on the bay. The absence of other boats, especially those without sails, was a real plus, and we all had the feeling of being a little adventurous extending the sailing season just one more weekend.

Several of the Tall Oaks Yacht Club members joined us; therefore it was an exciting start, as seven of the eight boats decided to start at the starboard end of the starting line. The start of the race saw the winds blowing in the eight to ten knot range, and then uncharacteristically lighten as the race progressed. The first leg, a beat to buoy 64, had wind shifts of 30 degrees. The boats that stayed in the middle, and avoided getting to the layline early, took the lead at the first mark.

The next leg to buoy 65 was a very broad reach, many boats put up whisker poles, only to take them

## Race Results

<u>Boat Name</u>	<u>Adj Time</u>
1. Piccolo	111.251
2. Escapade	127.358
3. Wright Wind	129.279
4. Lunasea	133.804
5. Tranquil	134.025
6. Wind Sprint	137.589
7. Wendy Sea	139.422
8. Laurentide	147.827
9. Will o the Wind	153.797

down, and then put the pole back up in a 10 minute sequence. Those of us who were a little more laid back, ate lunch and exchanged pleasantries with the crew of the boats sailing in close proximity.

Half way to 64, boats started hitting holes (areas of no wind) and the race really started to slow. But it did make for some tactical maneuvering. The crew of Lunasea, which was on starboard tack, was in a crossing situation with Escapade. Steve Zuzic, Escapade's skipper, hailed that he was dead in the water and had no steerage. This sent Lunasea's crew down below frantically looking for the rule book. But being a Windjammers race a collusion was avoided and both boats went on to finish the race.

Piccolo was about to round the third mark at Tice's Shoal when, Race Chairman, Bob Wexler notified all the participants by radio that the race would end at Tice's eliminating the last two legs of the race, so the boats with the higher handicaps could get back to their marina before dark.

Congratulations to Piccolo for winning the Frost Bite Race for the third straight year, and to all those who participated. It was a great day on the bay and the Halloween Party was yet to come.  
Larry Conforti



# WINDJAMMER DOCK PARTIES REVISITED

Now that our sailing season has ended for this year I would like to take the time to express my thanks and give recognition to the Club members who were kind enough to host one of the five Dock Parties this past season.

Janet Wexler and Olwen Jarvis hosted the May Hotdog Party.

Tom and Barbara Fragasso hosted the June Pizza Party.

Chuck and Carol Hamilton hosted the Christmas in July Party.

Walt and Esther Borig hosted the September Cookout.

Ed and Connie Rohler hosted the Halloween Party.

Luckily we were blessed with good weather for each party, and I think everyone who attended had a great time thanks to the time and effort of these nice people who contributed to this club activity.

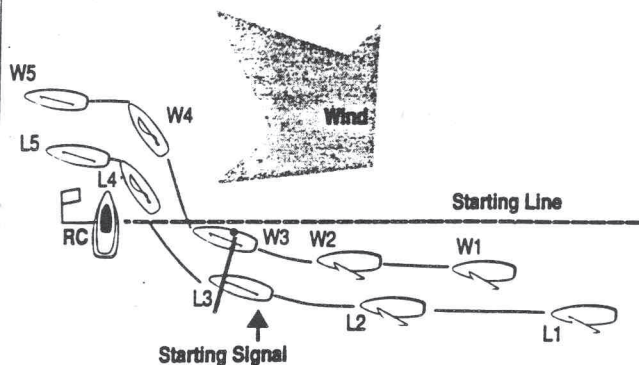
My personal thanks to those volunteers who helped make the Dock Party program a success.

Tom Dalton

## RULES QUIZ

By Dave Perry

Yachts L and W, both 18' long, are approaching the "leeward end" of the starting line, which is a 16' powerboat. When W is three lengths from the end of the line, L establishes an overlap to leeward from clear astern. There are six seconds to go before the starting signal. L slowly luffs and W keeps clear. As L reaches close-hauled, W hails "Mast Abeam" just as the starting signal goes off. L is a boat length from the powerboat and will not clear it sailing close-hauled. She luffs head-to-wind, shooting up and around the powerboat, and then bears away to a close-hauled course. W keeps clear throughout, and protests L for luffing above close-hauled following the hail of "Mast Abeam." How would you decide this? For answer, see "USYRU Briefs."



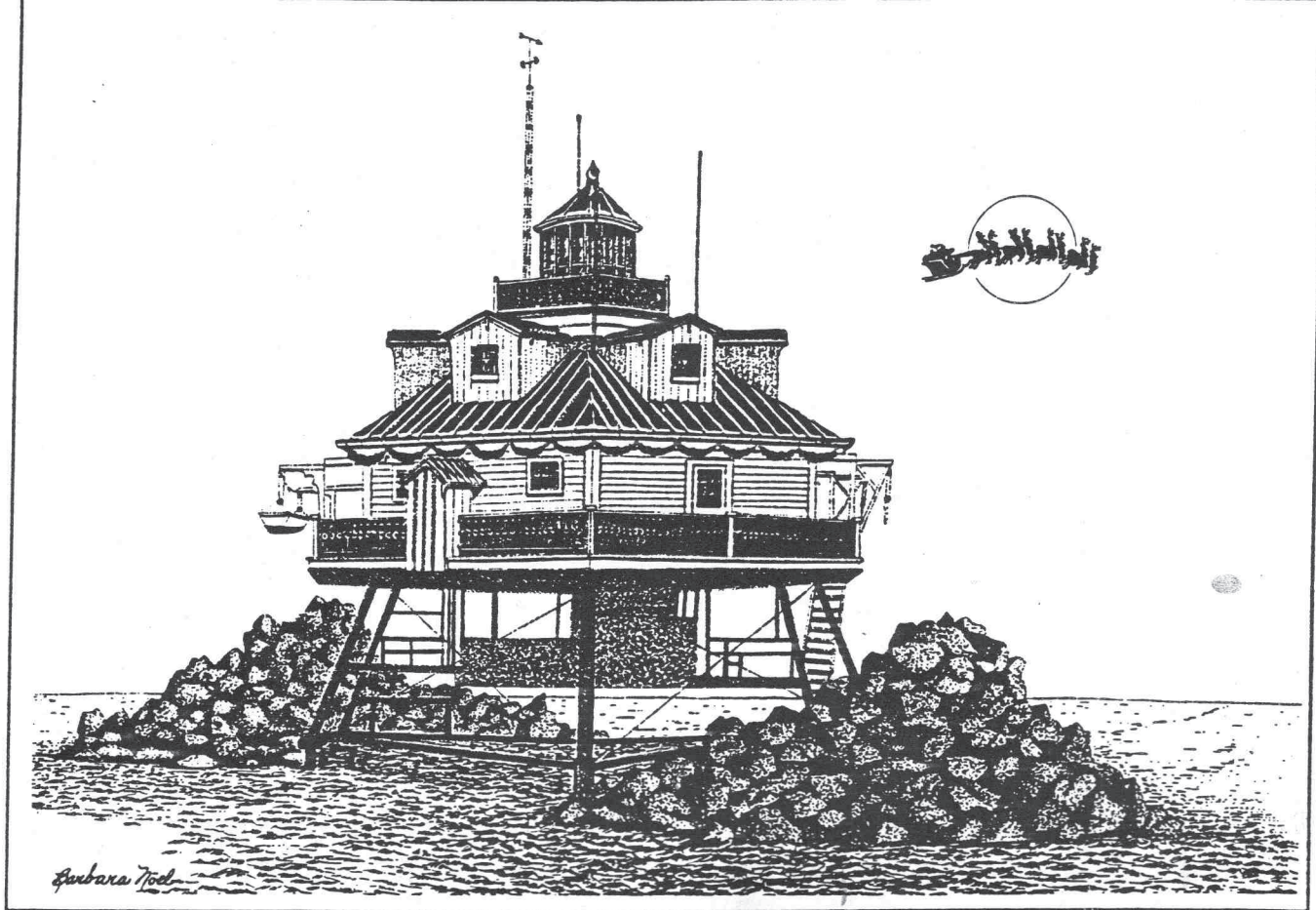
## TRIM TIPS

### Don't Fight Your Furling Gear

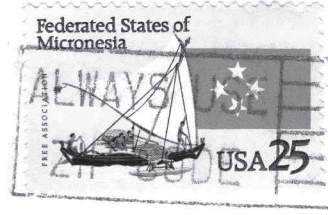
When unfurling your genoa, do it on a beam reach (the wind at 90 degrees to the boat) so the wind can assist you; the sail will not flog itself to death on the mast and spreaders. Furl the sail the same way. The sail will be easier to furl and will furl with fewer wrinkles.



**Rules Quiz answer:** Neither yacht is penalized. The 16' powerboat ranks as both a "mark" and an "obstruction" to the 18' yachts (See Part I, Definitions), i.e., it does not cease to be an obstruction when it is used as a mark. Rule 42.1(a) now clearly requires outside/windward yachts to give inside/leeward yachts room at obstructions, even when the obstructions are also starting marks surrounded by navigable water. Rule 42.1 overrides rule 40 in this situation, entitling L to sail as high as head-to-wind in order to pass the obstruction/mark, regardless of whether W has attained mast abeam. In order to be entitled to room, L had to establish her overlap while W was more than two lengths from the powerboat; and W had to be physically able to give L room (rule 42.3). L satisfied both these conditions.



**WindJammers Sailing Club**  
**Cedar Creek Marina**  
**105 Harbor Inn Road**  
**Bayville, N.J. 08721**



*Holiday Greetings*