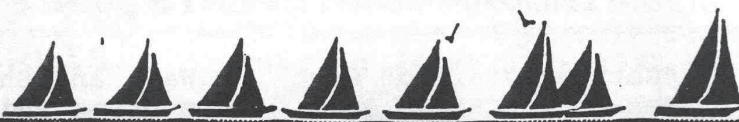


FOUR WINDS



WINDJAMMERS SAILING CLUB



NEWSLETTER

CEDAR CREEK SAILING CENTER • 105 Harbor Inn Road • Bayville, New Jersey 08721 •

April/May 1991

FROM THE COMMODORE

This is the time of year we all look forward to with anticipation, the coming of the sailing season. The bay will be much cleaner now that Barnegat Inlet has been dredged, and more water will be exchanged with the ocean.

This is the Windjammers twenty second year and we want to welcome our new members. Our Committee Chairpersons have exciting programs planned, so be prepared to jump ahead.

We have already had several seminars this season. Thanks to Bill Jarvis on his seminar on "Winch Overhauling and Knot Tying". Also thanks to Larry Conforti for arranging the Sail Trim Seminar by UK Sail representative Rick Applin. The seminars were quite informative, and while attendance was fair to good, we would like more members to take advantage of the seminars and hear from the experts.

Forty-four members and guest attended the Spring Banquet at Oyster Bay Restaurant. And all that attended agreed that a good time was had by all. Some members closed the bar discussing the upcoming sailing season. Thanks to Vice Commodore Bob Wexler for arranging a wonderful evening.

Bill Martin has put together five exiting cruises and from what I've been hearing, quite a few members are signing up. Please note the sign up deadlines where slips have to be reserved. Details are inside this issue of *FOUR WINDS*. Thanks Bill for the exciting Cruising program.

And a double thanks to Walt and Sheryn Rapchinski. Walt has put together the professional looking Membership Roster, and he and Sheryn are Dock Party Chairpersons for 1991. The Dock parties kick off with a Wine & Appetizer Party on May 18th starting at 5 PM.

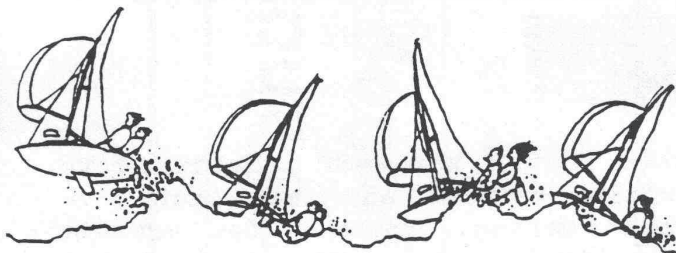
Many of you have requested Bob & Donna's Laureigh's address. I'm sure they would like to keep in touch with their many Windjammer friends. Here it is: 56 Smallwood Road, Hubert, North Carolina 28539.

We have extended "Courtesy Privileges" to other Marinas along Long Island Sound and we are awaiting responses for reciprocal privileges. Membership cards are available for those who wish to use them on your cruises between here and Block Island.

Pat Zagaria, Commodore

WINDJAMMERS EVENTS DURING MAY

- May 18th "Getting Started" Race Seminar, CCSC 10 AM
Followed by a Practice Race.
- May 18th Wine & Appetizers
Dock Party
CCSC Club House 5 PM
- May 25th to Memorial Day Cruise
May 27th to Beach Haven



The Windjammers Racing Program starts with an effort to get more members interested in racing. We are starting with a seminar appropriately entitled "Getting Started". The seminar will cover the basics of boat preparation, crew work, starting, tactics, and the basic racing rules. The seminar is being designed for the new racer and as a refresher for the "old salts". If you have any interest in racing your own boat or in crewing for someone else, don't miss this seminar!

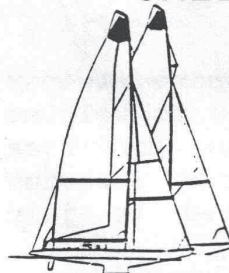
After the seminar, the racing will begin at Tice's Shoal at approximately 1 PM. The Race Committee is forming a separate class of boats 27.5 feet L.O.A. and under. We really want to see this new class take off! As in prior years the more experienced racers will be aboard those boats whose crew are just starting to learn sailboat racing. Weather permitting and Committee Boat willing there will be two short races. These races have always been a lot of fun, and we expect the same this year.

Dock Party Chairpersons Walt and Sheryn Rapchinski have a lot of great plans for 1991. The first is an evening of "Wine & Appetizers". Each member is asked to bring a bottle of their favorite wine and an appetizer.

Walt and Sheryn are our host for the evening and promise a great time for all. Most of the dock parties are scheduled after races, this is done to ensure a reasonable turn out. Dock parties are not part of the racing program, so whether you are racing, cruising the bay, or just polishing your boat come on over to the dock parties and join in the fun.

Cruise Chairman Bill Martin, kicks off 1991 with the traditional Memorial Day Cruise to Beach Haven. This is a great trip to get the winter kinks out of your engine. In past years, a dozen sailboats, leisurely motoring down the ICW, drew quite a crowd along the shore line.

SAILING SHORTS



THE ST. MAARTEN
12 METRE REGATTA

While cruising the Caribbean, Walt and Ester Borig traded in their cruise ship for a day of 12 Metre Racing off St. Martin. Walt and Ester were aboard True North which raced against Canada II. Walt drove and trimmed the running backstay while Ester was one of the four genoa grinders. Who won guys?

Laura Carlson, Al Carlson's daughter, and Lunasea's mainsail trimmer, was awarded the "Most Improved Sailor Trophy" by the Carnegie Sailing Club. Laura finished 3rd in the club's fall series for sunfish and lasers.

Look for the next issue of *Four Winds* on June 7th. Please send any articles or announcements two weeks prior to publishing to: Larry Conforti (Lunasea), 388 North Post Rd, Princeton Junction, NJ 08550

14 BOATS SIGN UP FOR ATLANTIC CITY CRUISE

Fourteen hearty Windjammers and crew have registered for the July 4th Cruise to Harrah's Marina Casino & Hotel. We are currently soliciting volunteers to lead both the inside and outside routes. We'll also try to organize a bowling tournament at the Showboat, lunch at the Flying Cloud Restaurant in Gardner's Basin and flotilla along the Atlantic City Coast line.

Since "Desert Storm" has come to a speedy end and considering President Bush's remarks of March 6th, we have special reason to celebrate our independence. The Fourth of July promises to be an exciting time whether here on Barnegat Bay or in Atlantic City. Listed below are the boats with reservations at Harrah's:

Tica, Fantasea, Lunasea,
Northern Light, Fancy Free, Tara,
Piccolo, Seron, Sea Wally,
Obsession, Swept Away II, Ron's
Fortitude, Will O' The Wind,
Gentle Persuasion.

Cruise Chairman, Bill Martin

WINDJAMMERS TENNIS TOURNAMENT ANYONE?

We have the possibility of planning a cruise to a marina on Barnegat Bay where a Windjammers Tennis Tournament can be arranged. A swimming pool would also be available. The marina is approximately 2 hours from the docks of Cedar Creek Sailing Center. Transit slips would be approximately \$1.50 per foot per evening. The tennis Tournament would be organized exclusively for Windjammers and the pool would be available to all in the marina. Because of its proximity to all Barnegat Bay Windjammers, this might be a good Saturday/Sunday cruise activity.

Interested parties should contact Bill Martin; day (609) 662-0877, or evening (609) 726-1392 as soon as possible. If we have enough interest the necessary arrangements will be made.

CAPTAIN JUDY SWANK OFFERS SEAMANSHIP FOR WOMEN COURSE

Captain Judy Swank will offer again in 1991 her highly acclaimed Seamanship for Women Course. A limited number of classes in boat handling, basic navigation instruments, safety, and confidence building will be given by Captain Judy Swank on selected Fridays in late June, late July, August and September. These classes are available to women members of Windjammers at a cost of \$30 for a 6 hour day. Classes are limited to three; therefore make your reservations early by calling Judy at (908) 583-8413 to reserve a date.

WINDJAMMER COOKBOOK AVAILABLE TO MEMBERSHIP

Pat Carlson has been busy the last two months typing, editing and even trying a few of the recipes that were submitted for the Windjammer Cookbook. Pat says she received a lot of great recipes, and sends her appreciation to all who submitted them.

The Cookbook is a 5.5" by 8.5" loose leaf binder with 60 great recipes for the boat. The recipes are subdivided into appetizers, main courses, and desserts. Many of the recipes are designed to be made at home, and eaten on the boat. So there are a lot of great recipes for everyone. The cost is \$10 a cookbook to defray the cost of the binder and copying. See Pat Carlson on Yacht "C" or call (609) 921-2646. Many Cookbooks were sold at the Spring Banquet and only a few copies of the first edition remain.

WINDJAMMERS 1991 CRUISING SCHEDULE

Cruise Chairman Bill Martin has proposed 5 cruises for the Windjammers during the 1991 sailing season. This is both an ambitious and exciting schedule. The list is varied so there should be at least one or two cruises that each member would want to join. Successful cruising requires participants, and cruising with the Windjammers is always a great deal of fun, and also educational. Cruising with a group is a great way to gain experience. For those of us whose sailing experience has been limited to the bay, it's a great confidence booster to follow someone more experienced navigating Barnegat Inlet or the narrow channels of the ICW. Here's the list of Cruises Bill Martin has put together:

CRUISE 1

Dates: Memorial Day Weekend Saturday, May 25 to Monday May 27

Destination: Beach Haven Yacht Club

Fee: \$0.50 per foot per night

Departure: From Cedar Creek Marina or prearranged rendezvous on the bay; the time will be determined by the group leader.

Special Events: Saturday - 6:00 PM Dock Party. Please bring folding tables and hors d'oeuvres.
Sunday - 1:00 PM Windjammers Challenge Mini Golf Tournament.
Evening Surfflight Theater. The show is GREASE and the cost is \$17.00 per person or \$13.00 per person if we have a group of 15 or more. Dinner at the Seashell Restaurant is 15% with a show ticket stub.

Group Leader: Volunteer needed.

Notification: ASAP if interested in GREASE, and May 10th if you would like to go along on the cruise but not to the show.

CRUISE 2

Date: June 29, 1991

Destination: Full Moon Cruise on Barnegat Bay

Fee: None

Departure: Dusk from Cedar Creek Sailing Center.

Special Event: If conditions permit, there will be a raft up; bring your own wine and cheese. This is a great opportunity to sail in the moonlight as group and follow another boat out and back into Cedar Creek.

Group Leader: Volunteer needed.

Notification: June 29, 1991.

CRUISE 3

Dates: 4th of July Weekend Thursday, July 4 to Sunday, July 7

Destination: Harrah's Marina Casino & Hotel

Fee: 23' to 30' boat = \$30 per night; 31' to 40' boat = \$40 per night.

Departure: Cedar Creek Sailing Center or rendezvous on the bay; the time to be determined by the group leader(s).

Special Events: July 4th - Dock Party at Harrah's Marina
July 5th - Lunch at the Flying Cloud Restaurant followed (?) by the Windjammers Challenge Bowling Tournament at the Showboat Casino.
July 6th - Ocean Sailing along the AC coast.

Group Leader: Volunteers needed for both the ocean and inland routes.

Notification: March 1st; there are often last minute cancelation so contact Bill Martin if you would like to be on the waiting list.

CRUISE 4

Dates: Labor Day Weekend Saturday, August 31 to Monday, September 2.

Destination: Around the Island

Fee: None

Departure: Cedar Creek Sailing Center, the time to be determined by the Group Leader.

Special Events: To be determined by the group.

Group Leader: Volunteer needed.

Notification: Up to the time of departure.

CRUISE 5

Dates: Columbus Day Weekend Saturday, Oct 12 to Monday Oct 14.

Destination: Cattus Island (Silver Bay)

Fee: None

Departure: Cedar Creek Sailing Center, time of departure to be determined by the Group Leader

Special Events: Saturday - Evening campfire and a sing-a-long.
Sunday - "Life in the Bay" Seining activity.
Sunday - Pontoon Boat Tour of Silver Bay.

Group Leader: Volunteer needed.

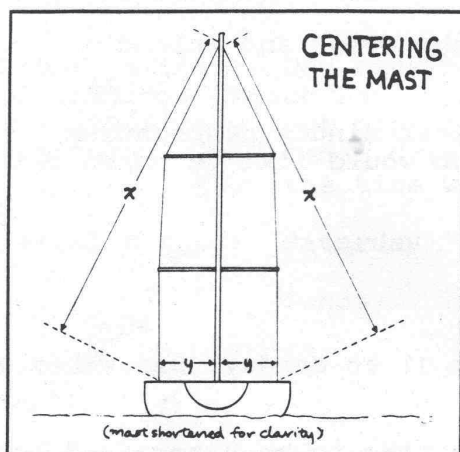
Notification: September 6, 1991

Any questions? Comments? How do I sign up? Call Cruise Chairman Bill Martin day (609) 662-0877 or evening (609) 726-1392.

IS YOUR RIG IN TUNE?

Does your boat seem to go better on one tack than the other? Does she develop stronger weather helm as the wind builds? Do you find it difficult to stay close in speed to other boats of similar size?

If you can answer "yes" to any of these questions, the chances are that your rig needs "tuning". Tuning means getting the rig to the right length and tension, kind of like tuning a piano, but it's much easier with a boat. Here's how to do it.



First the mast must be straight up and down on the center line of the boat or she will tend to sail differently on port and starboard tacks. To achieve this, start with the rig slack and then bring the forestay and backstay turnbuckles hand tight. Now we want to measure to see if the mast head is on the center line. This seems difficult to judge, but there is an easy way. Use the main halyard as a tape measure. To do this well, adjust the halyard so that it just reaches to the starboard chain plate, then without changing the halyard setting take it over to port and check it to the port chain plate. Be sure that on both sides the halyard has a clear straight path from masthead to chain plate and is not hanging up on any part of the rigging.

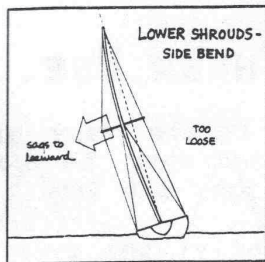
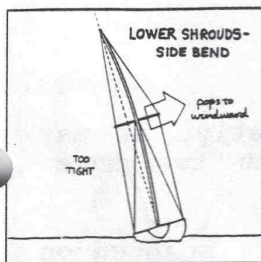
Let's say that you find the halyard does not reach down to the port chain plate. This means that the masthead is too much to starboard, so loosen

the upper shroud starboard turnbuckle, say a couple of turns and tighten the port upper shroud turnbuckle so that the shroud tensions are again equal. Now repeat the measurement with the halyard. Be sure that the intermediate and lower shrouds are not preventing the mast from moving, keep them slack. If the masthead is still not on center, readjust the upper shroud turnbuckle until you cannot detect any difference from side to side with the main halyard, and the tension in the shrouds are equal.

Now that the tip of the mast is centered, tighten the upper shrouds. Alternate side to side, port to starboard, tightening an equal amount on each turnbuckle, say a turn at a time until they are tight. How tight is tight enough? It varies with boat and rig size. A good guide on a typical 30 footer is when you pull against the shroud at shoulder height with as much force as you can apply using your thumb, the shroud should move only about $3/4$ of an inch. This is a lot tighter than many rigs I see, but remember that the object is to prevent the mast head from moving when under sail. Now check again to see if the mast is on center using the main halyard.

Next hand tighten the intermediate shrouds if you have them. Sight up the sail track in the mast to ensure that it's straight. If you see a bend, say to starboard, tighten the port intermediate. Keep sighting up the track and adjusting until the track is straight. Then tighten both intermediates, counting turns, until they are tight, but not quite as tight as the upper shrouds; perhaps deflecting 1.5 inches when tested as described before.

Next hand tighten the lower shrouds. Again, make sure that the mast stays straight by sighting up the sail track. The lowers should be at least tight of all the shrouds. I prefer to keep the forward lowers a little tighter than the aft lower, giving a slight prebend to the mast.



The next adjustments are to the fore and back stays. These primarily control the helm characteristic. If you tend to have excessive weather helm move the masthead forward by backing off the backstay turnbuckle and tightening the forestay. The tension in the forestay and backstay should then be increased until the right level of tension is reached. The right level depends upon whether you have a backstay adjuster that allows rig tension to change as you sail. If you have a backstay adjuster then set the minimum tension so that the rig is just tight, then of course as the wind builds you add more tension with the backstay adjuster.

If you do not have a backstay adjuster the tension you set must be a compromise. My choice would be a to set it on the high (tight) side for the following reasons. As the wind builds the side pressure on the headstay increases and therefore the headstay sags. This has several effects:

1. It makes the sail more powerful when you want to depower it
2. It reduces pointing ability and you will tend to be blown sideways.
3. It moves the draft aft in the sail which will make you heel more when you are already heeling too much.
4. And, moving the draft aft creates more weather helm.

Furling systems also work a lot better with a tight headstay.

Almost all headstays should be tighter than they are!

The next step is to go out sailing in a moderate wind, say 12 knots true wind speed. Sail close hauled first on one tack and then on the other. While doing this sight up the mast

using the mainsail track as a guide and also check all stays for tension. The mast must stay straight without bending off in the middle. If you see the lower shrouds loose to leeward, tighten them slightly. Tack and repeat the procedure the lower shrouds are just tight to leeward all the time.

Check the helm, you should tend to head up into the wind, you should not have to fight the wheel or tiller to keep the boat on course. As a gusts hits, the boat should heel and accelerate - not round up!

Once all is well return to the dock, put new cotter pins in to lock the turnbuckles, and tape over them to protect sails and sheets from the shape ends. And lastly go out and enjoy sailing.

Remember rigging stretches, and therefore, if you get hit by strong winds with too much sail up you will need to recheck the tuning of your rigging. Go through the whole procedure again.

Some boats have a complex rig like the "B & R" rig often used by Hunter. The mast assembly should first be set up properly. This can be done either on or off the boat. This is a somewhat more complex procedure and applies to only about 10 Windjammer boats. I'll not try to cover it in this newsletter. But if you have such a rig and want advice or help in setting up your rig, please see me personally.

Bill, the Boat Doctor, Jarvis

REDUCED BOAT US MEMBERSHIP FEE

The yearly membership fee to Boat US is reduced by one-half to \$8.50 for 1991 Windjammers. When renewing your membership use our ID # **GA812458** to obtain the discount. Also information on the organization along with membership applications can be found in CCSC Clubhouse.

WHISKER POLES AND THEIR USE.

Whisker poles are used to "Wing out" the headsail (jib or Genoa) when sailing downwind. Sailors who have attempted downwind sailing without one can appreciate the value of being able to stabilize the headsail enabling the sail to work more efficiently. Whisker poles are to be used only in conjunction with Jibs and Genoa's for downwind sailing and are not designed for use as a spinnaker pole.

Designed to hold the jib out on the side opposite to the main and out of its "wind shadow," the whisker pole provides both increased speed, and balance on downwind legs. On reaches, in addition to separating the jib from the main and thus opening up a large slot, the whisker pole helps the small boat to plane sooner in marginal conditions and promotes surfing in larger boats by pulling the bow down waves. These advantages are gained without the set-up or handling problems of a spinnaker.

MAST RING HEIGHT.

To determine the proper placement of the mast eye (if a track is not used), it is best to raise the headsail most often used and determine the height of the clew. You will want to mount the eye so that the pole is level and at a convenient working height. If more than one headsail is to be used, find the average height and mount the eye accordingly. If

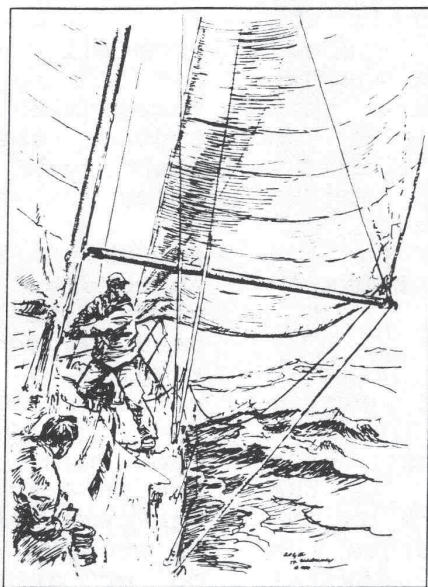
clew levels vary greatly, it may be necessary to mount two eyes; one high, one low.

Generally, the eyes are mounted on the forward face of the mast. On some boats, twin eyes are used. This is popular with cruising sailors.

SETTING

It is generally best to determine the desired length of the telescoping whisker pole before attaching the pole to the sheet or the mast. To find the proper length, figure 100% of the foot of whichever headsail is used.

Note: Maximum lengths on whisker poles may be controlled in some classes of boats. If you are racing in class, check your class rules for maximum whisker pole allowances. For the 1990 season there were no Windjammer restrictions on whisker pole length; check your 1991 racing instructions in case of a change.



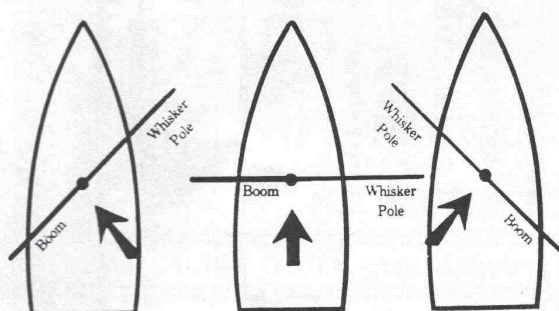
by

 **Forespar**

It is helpful to mark the whisker pole with a felt pen at the proper length for each headsail to simplify when setting.

After telescoping the pole to the desired length, set the sheet into the outboard end fitting then attach the inboard end to (always the larger diameter end) the mast eye. The cockpit crew should not take tension on the sheet until the pole is attached to the mast.

TRIMMING



Arrows indicate Wind Direction

Basic sail trim down wind is achieved by keeping the main boom and the whisker pole at 90 degrees to the wind (see the above diagram). A mast head wind vane and tell-tails on the shrouds will aid in finding wind direction.

The Windjammers' Boat Doctor, Bill Jarvis, believes a boat will sail downwind faster if the boom is on the windward side of the boat (sailing by the lee), with the genoa on the leeward side of the boat. Give it a try but watch the boom and be careful of an accidental jibe.

The proper size whisker pole is important. Too small and the pole will bend or break, and too large the pole will be difficult to handle. See your whisker pole dealer for size recommendation.

MAINTENANCE

As with anything that slides, turns, or has any moving parts on a boat, especially in the salt water environment, corrosion is a problem. Perhaps the most harmful factor to an end fitting is lack of use. Non-use will ultimately mean a freeze-up.

Flushing all telescoping poles with fresh water fairly often should be all that is needed. However, if salt builds up, **Do Not Use Any Lubricants!** White vinegar will dissolve salt without leaving any oily residue and will not damage any components.

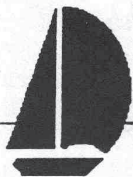
End fittings should also be kept clean of oils or grease. Teflon gels work better in the long run than grease, and they will not stain your deck or sails.



Chart Created by Rick Applin
UK New Jersey
Box 418
Woodbridge, NJ 07095
201-634-5300

SAIL TRIM CHART

	True Wind Speed			
	0-6 Knots	6-12 Knots	12-17 Knots	17 Plus Knots
Mainsheet	Top Batten 5° off centerline	Top batten parallel to boom	Second batten 5° below centerline	Tight enough to keep leech from flogging
Traveler	Boom slightly above centerline	Boom on centerline	Traveler car on centerline, down in puffs	Traveler car 6" leeward of center, down in puffs
Genoa Lead Pos.	Slightly forward of even	Even luff break	Aft to open the upper leach	Smaller jib
Boom Vang	None	Moderate	Firm	Hard
Cunningham	None	None-Moderate	Firm	Firm
Outhaul	Firm	Remove wrinkles	Firm	Firm
Backstay	Light	Medium	Hard	Hard
Flattening Reef	None	None	None	Hard



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Cedar Creek Marina
105 Harbor Inn Road
Bayville, N.J. 08721

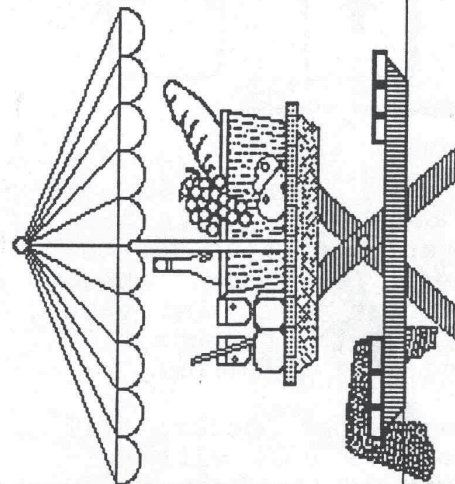


296-2504

Wine and Appetizer Happy Hour

May 18 5:00pm

Everyone bring your favorite wine and appetizer!



Please research your particular wine and be prepared to enlighten the group as to country of origin, vintage, variety of grape and compatibility with foods.



Hosted by the Windjammer Sailing Club at the Cedar Creek Sailing Center.