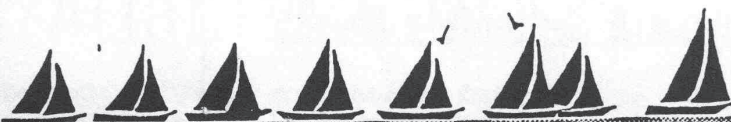


# FOUR WINDS



WINDJAMMERS SAILING CLUB  
NEWSLETTER



CEDAR CREEK MARINA • 105 Harbor Inn Road • Bayville, New Jersey 08721 • July/August 1991

## Dock Parties

Three Dock Parties: Mexican, Brunch, and Antipasta/Pizza were all hugely successful.

Don Rock was in charge of the June 22nd Mexican Night, which featured tacos and beer. Don thanks Sheryn, Pat, Olwen and Gloria for shopping, chopping, and cooking while he was out racing. Thirty Windjammers attended and all had a good time.

Tom & Barbara Fragasso hosted the Sunday Brunch the following morning. Again thirty attended, many were the same faces as the night before, but there were a few new faces.

The weather was raining forcing the cancelation of both the "Battle of the Sexes Races" along with the Coast Guard inspection. The Rain made for a great brunch, we ate, and ate, and ate. The fruit salad and pastries were wonderful.

## Commodore's Report

It's nearing the end of July; it's hard to believe that the sailing season is now half over. I am happy to say that the Windjammers Sailing Club is on track for having a great year.

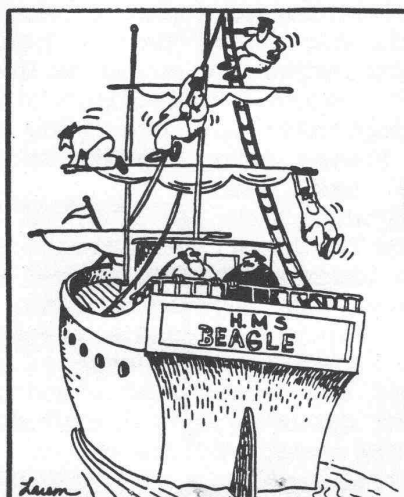
We now have 81 paid members, a 12% increase over the prior year. Also attendance is up both at the dock parties and the picnics. Sheryn Rapachinski has been doing a great job with the dock parties. The Chicken and Rib Picnic was well attended, again our thanks to Pat Carlson and her helpers for making it a success.

Participation in the Racing Program is way up this year; thanks to Olwen Jarvis and her committee. Whether your a long time Windjammer or just joined this year, the club needs your support to be successful.

Elections for the 1992 Vice Commodore, who will in turn be the 1993 Commodore, will take place at the Pig Roast, on September 14th. If you would like to nominate yourself, or a fellow club member, please see either myself or 1992 Commodore elect Bob Wexler by the end of August.

And the last item. There are only 7 Burgees left. Their cost is \$20 each. Don't be disappointed, see me for your burgee.

Pat Zagaria, Commodore



"Well, Mr. Darwin... Have you reached any conclusions, so far?"

Continued on page 5

## August & September Events

August 24th	<b>3rd Series Race</b> Clubhouse 10 AM
	<b>Hot Dog Party</b> Clubhouse 5:30 PM
August 25th	<b>Helmsladies Race</b> Clubhouse 10 AM
Aug 30th- September 1 & 2	<b>Around the Island Cruise</b> Look of detail with Pig Roast mailing.
September 14th	<b>4th Series Race</b> Clubhouse 10 AM
	<b>Pig Roast</b> Appetizers 5 PM
September 28th	<b>Tall Oaks Challenge and 5th Series Race</b>

After a six week holiday the Windjammers' calendar heats up with a vengeance in late August and into September. Within a six week period there are four races, a dock party, a short cruise, and the highlight of the year the Windjammers' **Pig Roast**.

Vice Commodore Bob Wexler and First Mate Janet, along with Walt and Esther Borig are hosting the Hot Dog Party. This dock party has traditionally been one of the favorites. Wait until you have tasted Gloria Lieberman's baked beans!

The Race Program is also coming into its busiest part of the year. Please note that the Helmsladies race has been rescheduled to Sunday, August 25th. Many boats are still looking for crew, just show up at the Captains Meeting at 10 AM the morning of the race. Racing starts at noon at Tice's Shoal.

Also mark September 14th on your calendar. It's **Pig Roast Saturday**. Look for the mailing at the end of August for more details. Also information will be sent on the Labor Day Cruise at that same time.

## Sailing Shorts

Vice Commodore Bob Wexler stopped for dinner in Mystic Connecticut with some colleagues after a trade show in Boston. While admiring the boats docked at the restaurant, Bob spotted *Tica*, with Walt Borig aboard. Walt was on his annual two week Long Island Sound Cruise.

Besides *Tica*, other Windjammers who have headed North, *Wright Wind* and *Wendy Sea* spent the 4th of July at West Point. *Bittersweet* and *Yacht C* were touring Long Island Sound the week after the 4th of July. Let's get those cruising stories in, for the next issue of *FourWinds*. Rumor has it that all three voyages were riddled with adventure!

If there was a prize for "who had the racing crew who travel the furthest" *Bittersweet* would win the prize. Crew member Bill Stinson flew his private plane from New England to an airstrip in Lacey Township the morning of the June 22nd race.

The Chicken & Ribs Picnic on June 8th was a great success; 82 members and guest were present. Pat Carlson, did a marvelous job with the organization, although her hair may be a little grayer. Half of those who attended signed up the week of the picnic, and the caterers were able to handle the members and guest up to the day of the picnic. But for the Pig Roast, a firm count is needed well before the actual picnic. Without getting gruesome, I'm sure you can understand why. Again **Hip-Hip to Pat** for a job well done.

**Volunteers are needed for the Pig Roast.** Bob Wexler has a list of items that need to be done, he now needs a Chairperson and a few assistants. No experience is necessary. Give Vice Commodore Bob Wexler a call at (215) 866-1833 or stop by *Bittersweet* at Cedar Creek Sailing Center.

Look for the next issue of *FourWinds* September 7th.

# July 4th Atlantic City Cruise

Eight Windjammer boats made the trip to Atlantic City over the 4th of July weekend. There were fire works, dock parties, a race against a 105 foot cutter, but the most memorable events took place on the way back to Barnegat bay on July 7th.

*Piccolo*; his only comment was "Holy Cow!"

The Coast Guard advised Bill to seek shelter behind the light house, which both *Piccolo* and *Tara* did before the storm hit with its full furry.

they kept motoring to the next channel marker. The other boats in the group all set anchors, and all was well. Well almost! *Gentle Persuasion* developed engine problems, and *Lion's Pride* provided a tow to the Bay. After sailing to Cedar Creek, *Obsession* than picked up the tow line, and guided *Gentle Persuasion* into her slip about an hour behind *Piccolo* and *Tara*.

*Northern Light*, *Piccolo*, *Tara*, and *Sea Wally* left Harrah's at 7AM. *Gentle Persuasion*, *Monarch*, *Obsession*, and *Sea Tryst* left at the same time



to take the inside route via the ICW back to Barnegat Bay. Later in the day, former club member Bill Ashworth aboard *Lion's Pride* joined up with the four Windjammers on the ICW.

Around noon and still an hour away from the Inlet, Olwen Jarvis, aboard *Piccolo*, relayed a Coast Guard warning for all small boats to seek shelter since a violent thunderstorm was an hour or two away. As *Piccolo* reached the Inlet, the surf was building. Bill Jarvis, hearing a roar behind him, looked up to see a mountainous wave 10 feet above his head. The rouge wave filled both the cockpit and the cabin below. Olwen was busy below bailing out the sea water. *Piccolo's* bilge pumps had met their match. Don Rock, on *Tara*, was right behind

*Northern Light* by this time had taken down their beautiful Nauticat spinnaker, and started to hunt for *Sea Wally*, which was having trouble locating the Inlet buoys due to the poor visibility. Ed Kohler and Gary Swank kept in constant communication until Ed was able to locate *Northern Light*. Gary had such a calming and knowledgeable voice other boats called and ask to follow *Northern Light* into the Inlet once the worst of the storm was over.

Meanwhile back on the ICW, the boats were having trouble with the shallow water, and everyone was aground at least once. Bill Ciunowicz reports, that the storm hit when their flotilla was just north of the Manahawkin Bridge. Since *Obsession* was short of experienced crew, Bill said

The ride down to Atlantic City was much more pleasant. All eight boats were through the Inlet by 10 AM, with the last boat arriving at Harrah's at 4:30 that afternoon. *Northern Light*, *Piccolo*, and *Tara* all touched bottom in the Oyster Creek Channel, but all three got off rather easily. Improving the Inlet has apparently started to shoal the channel.

Uncharacteristically the winds were from the Northeast which made the trip down to Atlantic City a very broad reach, rather than the usual beat to windward. A few boats reported bouts with seasickness, but after all, the trip only took nine hours. Don Rock and Larry Conforti kept the rain away by keeping their

Continued on page 11

## Another Look at Beach Haven

The Memorial Day 1991 Cruise brought 11 Windjammers' vessels together to kick off the 1991 cruising season. Two vessels, Goose I and Sea Quester, made the trek to the Beach Haven Yacht Club on Friday. A noon start under ideal conditions for motoring, if not sailing, looked promising. As time went by, a stiff headwind developed but neither vessel experienced any problems. Both vessels were tied up by 4:30, and plans for happy hour were immediately made.

The Beach Haven Yacht Club has hosted this cruise for more years than I've been a member of the Windjammers. Marlene Scott and crew are very gracious hosts and seem to enjoy seeing us each year. They were insistent that we plan a return visit before the summer runs out.

The rest of the Windjammers fleet, Tica, Piccolo, Serenity, Wendy Sea, and Wright Wind from Cedar Creek Sailing Center; Sea Tryst from the State Marina; Myrmidon from UP-the-Creek Marina; Nereid and Northern Light from Mariners' Marina, made the trip down the ICW on Saturday. Northern Light reported shallow going in the channel just north of the Manahawkin Bridge. Upon their arrival, the crews of Piccolo and Wright Wind told of minor encounters with the bottom. Jerry Finsen, Captain of Nereid gave no such report as his Gemini catamaran draws just 18 inches.

All sailors had arrived by 4:00 PM leaving a couple of hours for resting, relaxing, walking, ect., before the traditional dock party. Almost exactly at 6:00 PM, the scheduled time for the festivities to begin, thunderheads rolled in and the

rain commenced. These sometimes heavy, sometimes gentle showers delayed the party for about 15 minutes. The party was saved when Bill and Olwen Jarvis invited the revelers aboard Piccolo. As usual, the Windjammers ate in style with excellent appetizers being sampled by the twenty plus people aboard.

When the rain stopped, we moved the party outside, much to the delight of the no-see-ums. The scent of musk and skin-so-soft permeated the air as George Henkel and Bill Martin tuned their guitars in preparation for some rousing shanties and sea songs.

The night was clear, the stars were shinning,

The moon came up, so quiet in the sky,

The people gathered 'round, the guys were tuning,

We could hear them now, singing loudly upon high...

George started with his rendition of The Goat Song and followed with The Chicken Song. Both tunes are classic examples of George's unique style of Piney Punk Rock. Everyone joined in singing The Drunken Sailor, and The Old 'Moke Pickin' on the Banjo, along with other sea songs and shanties.

Some sang loud, some sang soft, some clapped along, others tapped their feet. All seemed to have fun. The singing went on well past 10:00 as people drifted away to their own activities. Some were known to close a few establishments.

This dock party is a highlight of the Beach Haven cruise and it is quite a nice experience. Standing at

## Another Look at Beach Haven

the end of the dock with the main channel right out in front, one can watch the boats heading home from a day out sailing or fishing. Some are of the usual plastic fantastic garden variety mold. Others are more unique. The boats that seemed to get the most "oohs and aahs" are traditional, well-maintained, and many times made of wood. I guess lookers-on can appreciate the amount of work that is involved in keeping those vessels looking good.

The real highlight of the dock party has to be the sunset. While the 1991 sunset wasn't spectacular as sunsets go, it was spectacular in its own rite. Good friends standing on the dock singing and looking and talking to each other. The whole scene is reminiscent of sunsets in Key West when it seems like the entire town partakes in the tradition of watching the sunset from the wharf.

On Sunday, ten Windjammers gathered for a beach walk. This was an informal affair where Windjammers got to know other Windjammers a little bit better. We are an interesting bunch with many accomplishments some related to sailing and some not. The crew of Sea Tryst were on the beach practicing their skills in using the sextant. Back at Beach Haven Yacht Club, Bill Jarvis was engaged in several projects that will surely help Piccolo to go a little easier and perhaps a little bit faster.

On Sunday evening, the Windjammers still at the docks gathered aboard Sea Tryst. Everyone delighted in the clam dip prepared by Betsy Kirshbaum. Six Windjammers made for the Surflight Theater's production of the

hit musical "Grease". The show was excellent. I'm sure others would have enjoyed it too.

On Monday, most Windjammers planned to depart by 8:30 AM. Dan and Wendy Crook aboard Wendy Sea II, planned to stay an extra day.

I heard of no problems by the Windjammers as we traveled back up the ICW; as she approached Barnegat Bay, Northern Light ran the spinnaker up and was last seen sailing north as I pulled into my marina.

This was fine Windjammer cruising! Ester Borig reported that one BHYC member observed that "You are a nice group of people and you seem to really enjoy each other's company". True on this cruise and true indeed!

### Other Cruising Dates to Remember

Aug 31-Sept 2 Around the Island  
Oct 12-14 Nature Cruise

**Bill Martin, Cruise Chairman**

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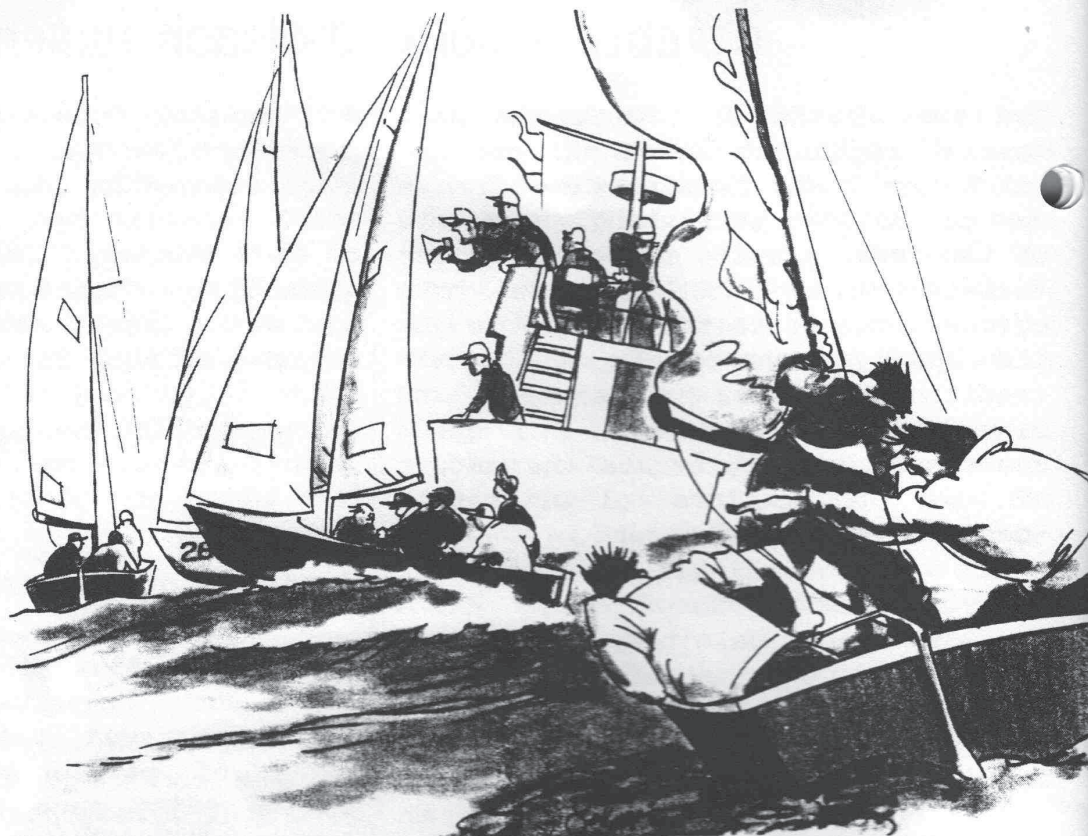
### Dock parties Continued from page 1

Rain again appeared on July 13th postponing the "Helmsladies Race. The weather bureau reported that 12.49 inches of rain fell on Harvey Cedars. Victor Auerback, Arlene Ceteraki, along with Max and Esther Gaertner made a wonderful antipasto with meats, cheeses and veggies, followed by Pie's best pizza. The rain stopped long enough for the dock party. All twenty Windjammers in attendance had a great time eating and singing Italian arias. To all the host, helpers and Chairlady Sheryn Rapchinski: **HIP-HIP** for a job well done.

## AROUND THE BUOYS



Olwen Jarvis



### First Series Race, Saturday June 8th

What a great start to the Racing Season! Fourteen boats competed altogether, seven in each class in the # 1 Series race on June 8th. The course was kept short to allow crews to be back at the Marina in time for the pre-picnic festivities.

Class B (boats over 27.5" in length or PHRF ratings below 190) started first. *Tara* with Don Rock at the helm made an excellent start and held the lead to win the race. *Lunasea*, *Bittersweet*, *Wright Wind*, *Escapade*, and *Wendy Sea* raced closer together changing positions as they ran the course. Class A followed with a less aggressive, but just as enthusiastic start.

Class A welcomed two newcomers to Windjammer racing, Bob Stone on *Whisper* and Bill Mubs on *Prime Time* - great to have you along! Another new

and welcomed face was that of Paul Schill. Paul crewed on *Tara* with enthusiasm and willingness. Paul owns *P Sloop*, a Hunter 25. Paul is already planning to race again!

As the results show everyone did extremely well with only seconds between the last three boats in Class B. Crews all reported having a great time. Beer, shandy and sandwiches went down well on *Tara* as we cheered the other competitors across the line.

*Bittersweet* crew member, Bill Stinson flew himself in for the race - Bob Wexler must be a super Captain - way to go Bob! Since Danny Crook was unable to race *Wendy Sea*, Roy Jensen gave up an afternoon and gallantly sailed *Wendy Sea* with a pick-up crew - great sportsmanship!

Our thanks to Committee Boat Crew Jim Hardy and Pat Zagaria. Pat commented that anyone remotely interested in

racing and sailing should consider volunteering to help on a Committee Boat. He enjoyed watching boats at the start: running the line, jockeying for position, and then making a good clean start. He found the experience both exciting and relaxing and a great way to see another aspect of sailing!

## 2nd Series Race, Saturday June 22nd

Just in case anyone should have the idea that all the work and fun are experienced only by the captain and crew we decided to take a look at a race as seen by the Committee Boat Personnel (hereafter referred to as CBP!) This view was based on the video made by our Commodore aboard CB, Jim & Sandy Hardy's Renee LaBeth.

Boats are approaching from all directions. The CBP must check in each boat prior to the start of the race. Buoys are in place "This one is to wrap around my stern for protections!" explains Jim. "The white buoy marks the line and the orange is the windward mark." Voices call out sail numbers and names "5200, 149, Tara, 82." Is that one of ours? Yes that's Charlie Weidanz." "We seem to have an extra boat.....someone didn't sign in.....check all boats again!" "What time do you have?" "12:15 at 12:20 we put up a white flag and sound the horn." I'll count down from 10 seconds - everyone be ready. We got 3 minutes." Is this the start of the race? "No, this is the start of the three flag sequence."

"Boats are running the line, first port tack, than starboard. Which is the favored end? How far from the line do they go?" Boats in the first

race begin to sail for their best starting position. "They're really serious about this, aren't they?!" Crews pass the CB, stop watches in hand, watching for flag changes, timing, watching, listening. The red flag is up. Start your next watch at the next horn Lee - that times the race. "Sandy watch that no-one crosses the line before the horn, we don't want a recall!" "Thirty seconds to go! 10,....5,4,3,2,1,0 HORN!" 82 seems to be over first with Tara, Gentle Persuasion, 5200, 149, Wendy Sea." "Great start guys!"

"Everyone watch to see all boats round the windward mark." From the CB it seems that Lunasea and Tara pass very close - looks like a collision, but all is under control on the boats. For the sailors the adrenalin flows, and there is more enjoyment and excitement experienced! Back on the CB, the CBP are now beginning the sequence for the second race, but continue to watch the first group. "What's happened to Gentle Persuasion - is he OK?" "IS he aground?" I told you they put that sucker (windward mark) in too close!" "It's OK he's off!" Let's check on the radio for the extra boat." "No way! They can't be bothered with the radio when they are racing!"

The CBP watch, change flags and start the next race - a less tense start - boats are well spaced. There is a protest, but is resolved between the boats in a sportsmanlike way, and the CBP breath a sigh of relief! Now they relax with sandwich and libations, as the fleets continue on the course. "Someone keep an ear to the radio in case there is a call - a question, or heaven forbid - a protest."

## Windjammers Box Scores

### First Series

#### Class A

1 Freestyle	1:28:25
2 Will O' the Wind	1:28:43
3 Sea Quester	1:32:37
4 Laurentide	1:44:49
5 Prime Time	1:48:45
6 Knot Yet	2:00:06
*Whisper	Nds Hndycp

#### Class B

1 Tara	1:16:34
2 Lunasea	1:28:00
3 Bittersweet	1:32:12
4 Wright Wind	1:33:40
5 Escapade	1:33:46
6 Wind Sprint	1:35:22
7 Wendy Sea	1:38:10

### Second Series

#### Class A

1 Laurentide	1:20:12
2 Will O' the Wind	1:26:26
3 Sea Quester	1:30:49
4 Freestyle	1:31:12
*Whisper	Nds Hndycp

#### Class B

1 Tara	1:27:19
2 Lunasea	1:29:09
3 Gntle Persuasion	1:33:19
4 Bittersweet	1:37:23
5 Wright Wind	1:38:49
6 Wendy Sea	1:41:27

### Helmsladies

Postponed  
Until  
August 25th  
Captains Meeting  
10 AM

First Race - 7 mi triangle course  
8 knot winds at the start

Second Race - Triangle Course  
Class A 7mi; Class B 8.6mi  
15 knot winds at the start

The action begins again as the first boats approach the finish line." I can see yellow shirts - we know that's *Lunasea*!" I think *Tara* is close - yep that's 23." "*Lunasea* is gaining on *Tara* - this is great!" "OK, everyone be ready - here we go. Sandy, I'll read off a name or number - all I want you to do then is write the time I give you." There's Chuck - over that way." "I want to be right on the line - *Lunasea* is going to do it - here we go - 1 hour..45 minutes and....43 seconds." The crew on *Lunasea* cheer as they get the horn. "A couple of you watch the other boats - it's close. Chuck - 1:46 and seven seconds, *Tara* 1:46:29." The other boats cross the line, Pat and Lee call out names, Jim calls a time, and Sandy records.

The second fleet arrive and once again the CBP are on their toes & ready. "They have to tack at the line." "The

wind seems to be dying." Some good fun bantering takes place, "Push! G out and push!" They'll be in irons!" "Tack! Tack Now!" "Come on! Here they go." And, a jubilant cry is heard, "We did it!!!"

"That's it - the race is over." The CBP collect their gear and pull up anchor. *Tara* sails by to pick up buoys, and we all head back to the Marina. The CBP check in with the line results; their job is not yet over. Together with the Race Chairman and Tom Wright the results go into the computer and are printed out after handicaps are taken into consideration.

Once again the CBP enabled us to have a great afternoon of racing. We all sure appreciate their combined efforts. Many thanks again to Jim a Sandy Hardy and Pat and Lee Zagaria.

# STARTING STRATEGY - Where to Start

Starts are one of the most exciting and challenging parts of any race. To succeed amidst the chaos we will first need a starting plan. Then we will need to execute the plan despite all the distractions.

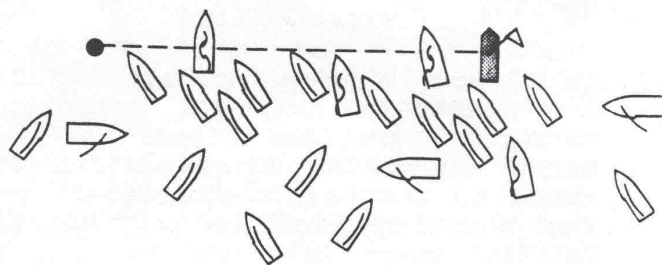
The start of a sailboat race can be both exhilarating and intimidating. Let's go over some of the basics, and try to make starting more exhilarating and a little less intimidating. Where to start and how to start is full of compromises. The indicators usually give conflicting answers to the questions where and how. For this article we will be discussing windward starts.

Three things should be considered before the "where" can be answered: 1) Which is the favored side of the course? 2) Which end of the starting line is upwind? 3) Where are the other boats? And as all decision trees, this one also has multiple branches, so let's look at the favored side first.

## Which Is The Favored Side Of The Course?

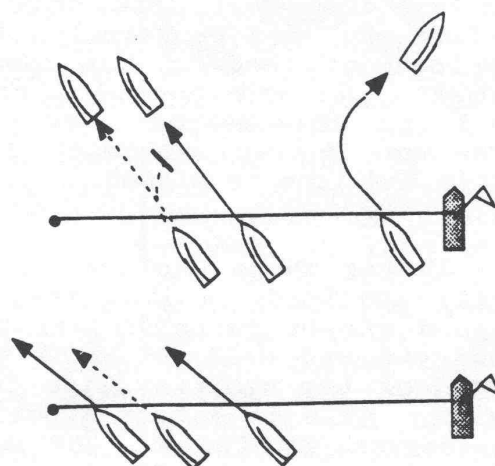
The favored side does not refer to the starting line but to which side of the course you wish to go after the start. All the sailboat racing books say go toward the side with 1) the most wind, 2) the first wind shift, and 3) the most favorable current. The three factors rarely agree on which is the favored side of the course. Consequently you must determine which factors are the more dominate for a particular race. But I did say this was going to be a real basic article, so don't worry about these factors the first year or two racing. But the following two factors should be considered:

- 1) Get out of the shoals.
- 2) Sail the longer leg of the beat first.



The first should be obvious: going aground is slow; only going the wrong direction is slower. The second will keep your boat in the middle of the race course longer, and consequently off the layline. In the middle of the course you will minimize the effects of wind shifts, both the favorable and unfavorable ones.

Why is this important? If your boat is starting on starboard, which it should be 90% of the time, and you want to tack onto port to go to the right side of the course, start at the right side of the starting line. If you start on the left side of the line you could be pinned on the left side of the course until everyone else tacks. If you wish to go left after the start it is usually better to start on the left side of the starting line. This is especially true if the wind is expected to shift to the left, but again we are getting away from basics.



Start right to go right, start left to go left.

## Which End Of The Starting Line Is Upwind?

One of the basic principals of sailing upwind is that all boats on a perpendicular line from the wind direction are an equal sailing distance to the mark. Consequently if the starting line is perpendicular to the wind neither side of the starting line is up wind. Due to wind shifts the line is usually not perpendicular to the wind. Also the race committee may set the line with one side of the line more upwind if the opposite side of the course is favored. Remember there are choices to be made and the Race Committee may purposely set the line with a bias to even out the boats on the starting line.

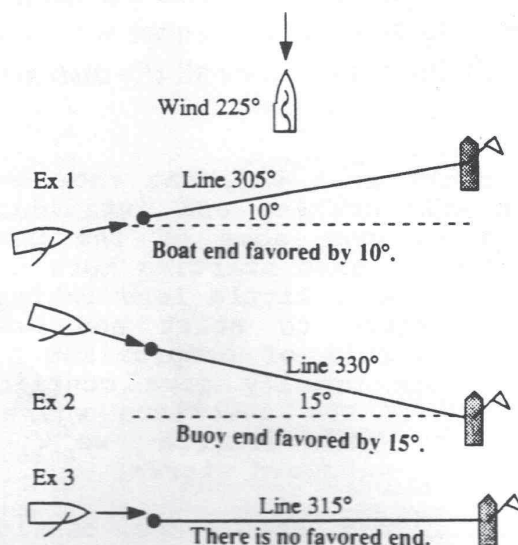
The easiest way to determine which side of the starting line is more upwind is to luff your boat head to wind in the center of the starting line. Your bow will point to the upwind end of the starting line. To find out how much upwind one side of the starting line is do the following.

1) When head to wind note your compass heading.

2) Go past the pin end of the starting line, and sight down the line toward the Committee Boat at a 90 degree angle from the wind direction. If you are looking behind the Committee Boat, the "Boat" end is favored. And conversely, if you are looking ahead of the committee boat the pin end is the upwind side of the line. This method gives you the advantage to see how much or how little the line is biased.

3) For those who are mathematically inclined, a line that is 5 degrees off of perpendicular to the wind, one end will be 12.5% of the length of the starting line further upwind. This is linear function so 10 degrees equates to 25% and 15 degrees represents a 37.5% bias. As an example, if the starting line is 200 yards long with a 10 degree

bias, one end will be 50 yards further upwind. If you had started in the middle, you would be 25 yards behind the boats that started at the upwind end of the line.



## Where are the Other Boats?

Once you choose which end of the starting line you wish to start, what will the other boats do? Probably pick the same spot on the starting line that you have chosen. Your goal should not be to win the start but to have a good start, and not be too far behind before the race begins. We race in a handicap fleet; therefore, some boats are a little faster and more maneuverable than others. Also some of the more experienced crews have more confidence in their boat handling ability. Consequently, if you have just started racing and are not real comfortable in traffic don't try to start at either end of the line, but go for a spot two or three boat lengths down from your optimal starting position.

There is no substitute for actual race experience on the starting line. Remember some of the basics and you should not have a bad start. The next issue will cover how to get to your chosen spot on the starting line just as the starting signal sounds.


Larry Conforti

## Boaters Given One Month Grace Period For Federal Users Fee

Ben Callaway's column in the Philadelphia Inquirer dated July 14th, reported that .."boaters have received a one-month grace period for purchasing the new federal boat 'user fee' tax decal. Originally, they were required to buy the unpopular thing by July 31 or face a fine of up to \$5,000, even though they may never use Coast Guard services, according to th July 1 issue of the Federal Register.

Boaters may call 800-848-2100 and charge the boat tax to their credit card, or pay by mail by first

### Boating Fees



16 to less than 20 feet	\$25
20 to less than 27 feet	\$35
27 to less than 40 feet	\$50
40 feet or longer	\$100

Press graphic

calling 800-368-5647 for a 'decal request form' and then sending a check to:

U.S. RVF  
P.O. Box 740169  
Atlanta, Georgia  
30321-0169

Bill Garry, in the previous weeks issue of the Atlantic City Press, reported that the decals can also be purchased from all maned Coast Guard Shore Units, and may be obtained by calling the Boating Saftey Hot Line at 800-368-5647.

"When received, the decals must be securely attached to each side of the forward half of the vessel within 6 inches of either the location of the vessel number or, for vessels not issued a number, where the number would be located if issued."

## July 4th Atlantic City Cruise

Continued from Page 3

foul weather gear in the cockpit during the entire trip down to Atlantic City.

Cocktails were served aboard *Piccolo* from 5 to 8 PM. And again, the drinks and appetizers were well worth the trip. The fireworks display started at 9:30 and lasted for about half an hour. Everyone at the marina had a great view of the 4th of July light show. It appeared as if the fire works were being shot right at the dock.

The cloudy weather gave way to a sunny sky on Saturday. A perfect day for *Piccolo* to try out her new kevlar sails. With *Tara's* crew aboard, Bill reports that the sails worked perfectly. *Piccolo* was able to keep up with a 105 foot aluminum hulled cutter.

Many of the group visited and toured an exact replica of Sir Francis Drake's ship that he used to make his around the world voyage. The ship was built in London to celebrate the 500 year anniversary of Sir

Francis's historic circumnavigation.

The Windjammers are also about fine dining and the group of 18 went to the Flying Cloud Restaurant in Gardner's Basin for lunch, and to an Italian bistro on the Boardwalk for Saturday dinner. The casinos may be a little richer thanks to the gamblers in the group, but everyone agreed they were richer for the adventure of the trip, and the Windjammer camaraderie.

Larry Conforti