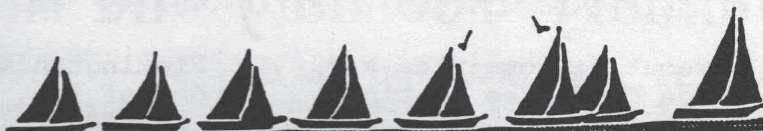


FOUR WINDS



WINDJAMMERS SAILING CLUB



NEWSLETTER

CEDAR CREEK MARINA • 105 Harbor Inn Road • Bayville, New Jersey 08721 • Jan., Feb., 1992

Changing of the Guard

by Pat Zagaria, Past Commodore

Looking back over 1991, I can't help but feel that as a club we accomplished our goals. The Windjammers bring together individual sailors and their families in order to enhance their boating enjoyment and leisure time. I'm sure that most, if not all, the active members would agree that our mission has been accomplished.

My biggest challenge for the past year was to increase the club membership. After going over the old rosters, I discovered that the club loses about one-third of the previous years membership due to people moving out of the area or just losing interest. By sending copies of the winter newsletter to prior members and by personal contact we not only retained a higher percentage of the previous years membership, a few of our old friends rejoined the club.

Our next objective was to seek out new members; again the winter newsletter went out to non-member slip holders at the Cedar Creek Sailing Center. Our efforts really paid off, the 1991 membership swelled to 81 members compared to 70 the previous year. Our membership is pretty evenly divided: half the slipholders at CCSC are members and half the members keep their boats at other marinas, on Barnegat Bay, other than CCSC.

We are now half way through our winter hibernation; our memories of last sum-

mer are still fresh; and we eagerly await the spring launch of our boats. Now is the time to come forth with your ideas and suggestions for the Windjammers 1992 activities. Please give any of the following a call:

Commodore - Bob Wexler - 215 866-1833

Vice Commodore - Dan Crook - 908 905-0393

Race Chairman - Al Carlson - 609 921-2646

Cruise Chairman - Bill Martin - 609 726-1392

Dock Parties - Sheryn Rapchinski - 609 397-1299

Now I'd like to thank all the people who participated and also those who volunteered to coordinate the Windjammers 1991 activities. My tenure as Vice Commodore during 1990 and Commodore during 1991 has been both enjoyable and rewarding. I have had the opportunity to meet and work with some truly interesting people. I especially would like to thank the Chairmen of the Race, Dock Parties, and Cruising Committees.

The Race program headed by Olwen Jarvis and Janet Wexler had an excellent year. Twice the number of boats participated this year compared to the previous year. Here is an example where a members input was a big factor in the programs success. Domenick Venditto, *Laurentide*, expressed the desire to have a separate class for the smaller boats. We gave the smaller class boats their own starts;

Continued on Page 4

January, February and March Events

Feb 2 Executive Committee and Race Committee Meeting

Feb 15 Mid-Winter Banquet
Rustico Restaurant at 6 PM
Flemington, NJ

It's hard to believe, but in two short weeks the Windjammers Calendar will be set for 1992. The 1992 Officers and Committee Chairman mentioned in Pat Zagaria's lead article will meet to discuss the goals of the club and set the calendar for 1992. If you have any suggestions please give one of the Committee Chairman or Officers a call. We are always looking for new ideas? Traditionally many of the club members have gone down to Atlantic City for the long Fourth of July weekend. With the 4th on a Saturday the weekend will only be three days long for most members. What to do? We need some suggestions.

Following the Executive Committee meeting the Race Committee will meet and set the race schedule. Committee Chairman Al Carlson has asked Domimick Venditto to be his Co-Chairman. Others members of the Race Committee are Larry Conforti, Bill Jarvis, Walt Rapchinski, Don Rock, Bob Stone and Charlie Weidanz. 1991 was a great year for the Windjammers Racing Programs, twenty-one boats competed in at least one race. How do we keep the momentum going? We also need volunteers for the Committee Boat. If you have any questions or suggestions give Al Carlson or Dominick Venditto a call.

OK how do I find out what the 1992 program will be? That's easy come to the Mid-Winter Banquet. Vice-Commodore Dan Crook has already mailed out the announcements. The Rustico, just outside of Flemington, New Jersey has been chosen this year because of its central location and its great food. The cost is \$25 per person, and Dan promises an entertaining evening. Why not go to

Flemington's Outlet Center and make a day of it.

Nothing as yet is planned for March. How about a seminar or two followed by a St. Patrick's Day Party. We need suggestions!!!

Sixty Attend Oktoberfest

Bratwurst, Knockwurst, Summer Sausages, It was all there for the Windjammers Oktoberfest held the last Saturday in October. Sixty members and guests attended, a record number for a dock party.

Bill Ciunowicz and Chuck Hamilton maned the grills. Not only was their grilling superb but they steered those of us with weak stomach away from the blood sausages. Their spouses Dottie and Carol were the perfect hostesses. The salads and side dishes were both varied and plentiful, and of course everything tasted just great.

While the sausages were cooking Olwen Jarvis and Janet Wexler awarded the Racing Trophies, sixteen trophies in all. First Place in the smaller boats went to Bill Martin, *Sea Quester*; the larger boat class was won by Don Rock on *Tara*; and Olwen Jarvis won the Ladies Helm race driving *Piccolo*. These are the guys/gals to beat next year.

Special awards, teak bread trays, were given to Pat and Lee Zagaria and Jim and Sandy Hardy for manning the Committee Boat for most of the racing events. They did a great job. **HIP-HIP!**

The evening ended on a perfect note, a "Piney Rock Note" that is. Bill Martin and George Henkle each brought guitars and lead us in song under the stars. The weather just seemed too nice for this to be the 1st Windjammer event of year, and for some of us the last weekend to use our boats before the chores of winterization.

Windjammers 1992 Officers & Committee Chairman

Commodore - Bob Wexler

Bob and wife Janet have been club members since 1988. Their Catalina 30, *Bittersweet*, is berthed at Cedar Creek Sailing Center. In fact Bob and Janet have been at Cedar Creek 5 years longer than the current owners of the marina.

Their first boat was an 11' O'Day Swift which they kept for all of three weeks before moving up to a Laser.

Bob and Janet both race and cruise competing in both the Windjammers Series and also the Squan Tri-Sail. Cruising has taken them both to Long Island Sound and the Chesapeake.

Vice Commodore - Dan Crook

Even though Dan and wife Wendy have been sailing on Barnegat Bay for 13 years they just joined the Windjammers this past year, after moving to CCSC. They have already made their mark. Wendy did a great article for *FOUR-WINDS* this summer giving us all the highlights of their trip up the Hudson River. Their cruising adventures also include trips to Long Island Sound, the Chesapeake and charters in the Caribbean.

Their current boat is *Wendy Sea* a Tanzer 29. Dan tried racing this past year. He claims to have a lock on the 1992 trophy for Most Improved.

Dan first boat was a Sunfish which he had as a boy in 'merry old' England.

Race Chairman - Al Carlson

Al and Pat Carlson's O'Day 31, Yacht "C" is berthed at Cedar Creek Sailing Center behind the small picnic table. Pat and Al joined the Windjammers back in 1986; therefore, they remember the blackneck years.

Al built his first boat, a Fun Fish (sounds like and looks like a Sun Fish) out of wood from a Mechanics Illustrated plan.

Al and Pat made their first cruise to Long Island Sound this past summer. Some of you may remember their adventurous trip through Manasquan Inlet which Pat reported to us in the *FOUR-WINDS*. Al along with daughter Laura have raced Yacht 'C' in the past. But for the last several years they have crewed on *Bittersweet*, *Tara*, and *Piccolo*. The last two years Al has been the driver and Laura the mainsail trimmer on *Lunasea*.

Cruise Chairman Bill Martin

It's hard to keep up with Bill and Ann Marie's boats, within the last 18 months there was *Sea Quester* a Tanzer 27, *Catling* a 30' Gemini catamaran and the latest edition is *Black Pearl* a Seidelmann 29.

1992 will be Bill and Ann Marie's fourth year as club members and Bill's third year as Cruise Chairman. Their long list of cruising destinations include Buzzard Bay, Block Island, Nantucket, and the Chesapeake.

Bill and daughters, Shelley and Sandi, won the Class A Series this past year. With his larger boat Bill and crew will be one of the favorites in Class B for the '92 Series.

Bill's first boat was a Hobi Cat.

Dock Party Chairman

Sheryn Rapchinski

Sheryn and husband Walt have been club members since 1988. Sheryn did such a great job last year as Dock Party Chairperson, she had her arm twisted to volunteer for another year. The dock parties are the heart of the Windjammer activities, so please volunteer to help out with the dock parties.

Both Walt and Sheryn race their Catalina 25, *Freestyle*. Their first boat was a Grumman Canoe with a sail package.

Changing of the Guard Contidued

the results were outstanding, eight boats participated in the fleet of smaller boats. One race was won by only four-tenths of one second and four boats had a shot at the first place trophy going into the last race. Talk about close racing! The more boats that race the more classes we can run. If we had a few more larger boats compete, a cruising class could be added. If you would like to race your boat, DO IT, and try to get your friends with similar boats to join in the fun. Once again, our loudest HIP-HIP goes to Jim and Sandy Hardy, Rene LaBeth, for volunteering to be the committee boat for many of the 1991 races.

How about those Dock Parties! Sheryn Rapchinski assisted by husband Walt planned an excellent program with six dock parties. Each Party had two to three volunteers, and we had six dock parties that were super. Even the rain couldn't dampen our enthusiasm for drinking, eating and camaraderie. The Oktoberfeast, Sunday Brunch, Wine and Appetizer, and Tacos were all new themes last year. Perennial favorites Hot Dogs and Pizza were the other two 1991 parties. Which parties would you like repeated next year? Any new ideas?

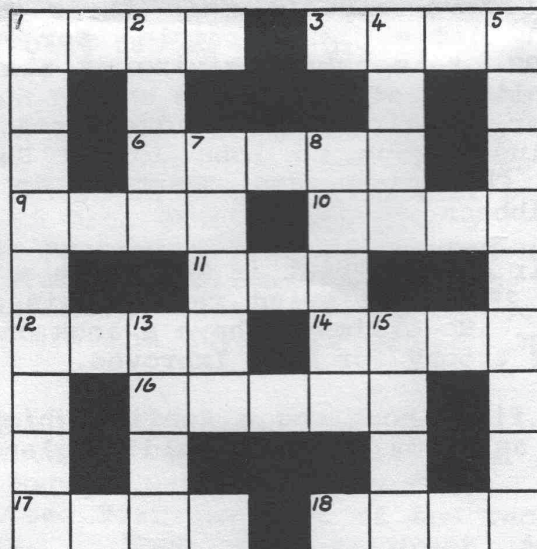
Cruise Chairman Bill Martin volunteered for the second time to organize the Cruising Program. The Beach Haven Cruise over the Memorial Day Weekend and the Fourth of July Cruise to Atlantic City were very well attended. The stormy return trip from Atlantic City even added a bit of adventure to our trip. Conversely, the short over night cruises on the bay were not received very well and were canceled for lack of participants. How about a cruise centered around the preteens in the club? If you haven't heard Bill Martin and George Henkle bellow out their "Piney Rock" songs last year, you really missed something. These guys are great!

Bill Jarvis put on two superb seminars last winter, Splicing and Knot Tying and Winch Maintenance. Bill is always available to help others with their

maintenance problems. Being "Jarvisized" has become an initiation ritual into the Windjammers. Unfortunately the attendance at Bill's seminars along with a Sail Trim Seminar given by a sales rep for UK Sails was less than we had hoped for. Was the timing wrong? Are there other topics that would be more interesting to the general membership? Or is there a general lack of interest in education? What do you think?

Last but not least, I must thank my Vice Commodore Bob Wexler and his first mate Janet. Not only did they do a terrific job organizing the Spring Dinner and the two Summer Picnics, but more importantly they gave me a great deal of support, planning and organizing last years activities. The Windjammers are in good hands with Bob Wexler as Commodore and Dan Crook as Vice Commodore. Give them your support by both participating and volunteering during the 1992 sailing season.

QUICK CROSSWORD



Clues across:

1. Might describe a spell of weather (4)
3. 'Haul ... Joe!' (4)
6. Air in an unventilated space (5)
9. ... fouling paint (4)
10. To move forward gradually (4)
11. A floating marker buoy (3)
12. By which sails are measured (4)
14. You need them when caught in fog (4)
16. On your guard and ready for action (5)

17. A brief entry in the log book (4)
18. A wire strop along the gaff (4)

Clues down:

1. A vessel with two hulls (9)
2. Permanently heeled over (4)
4. A female naval rating (4)
5. Men (and women) who enjoy sailing (9)
7. Affected by the tides (5)
8. Large passenger vessel (5)
13. 180 degrees from West (4)
15. Aloft (4)

Special Delivery To Florida's Gulf Coast

by
Captain Roy Jansen

June 15th, After spending two weeks in Delaware City for engine repairs *Playtime*, a Hunter 31 owned by Bob Taylor, was finally ready to continue her delivery from Cedar Creek to Florida. Bob had retired and was anxiously awaiting *Playtime*.

Joining me on the voyage were Dennis Renner, *Hot Pursuit*, and the proverbial friend of a friend, Andrew Mayer.

June 19th, After refueling on Abinjock, North Carolina (59.9 cents a gallon), we anchored a few miles North of Belhaven. The next day we discovered we had stowaways - green and orange tree frogs! Ten in all were discovered over the next week.

June 20th, Beaufort (bo'Pert) North Carolina, Beauford (byoofert) is in South Carolina, do not mispronounce them; you will be corrected. We were helped docking by Walt. Walt was a friendly gentleman who we met again later that evening on the dock while we listen to a one-woman band. Walt invited us aboard *Brandy* his 38 foot Shannon, after I was almost ticketed for drinking on the dock. He also introduced us to the better part of a bottle of rum. Walt was very proud of the wooden latch he fabricated for his refrigerator lid. He showed it to us every time we opened the lid, and stated how much he had saved by not buying one. Later that evening, or early the next morning, I'm not sure which, we said good night to Walt. Coincidentally Dan and Wendy Crook, aboard *Wendy Sea*, meet Walt at the Shrimp Box Restaurant in Point Pleasant a few weeks later.

June 24th, We passed the tug *Rachael Ann*, for the third time in as many days. I thought sailboats were considered to be slow! We went

out Port Royal Sound Inlet, the current was with us. Conditions off shore according to NOAA were 3 to 4 feet. An engine hose broke as we were setting sail. The shoals made us go offshore eight miles; the waves were building. we decided to go in the next inlet south of Hilton Head Island as conditions were eight to ten feet - not exactly fun. Thinking we had lost time by going so far offshore, I was surprised when I discovered we actually saved an hour and a half, because of the favorable current.

June 26th, In Fernadina Beach, Florida, while waiting for a bridge to open, I heard a noise in the engine compartment. After investigating I found three of four coupling bolts to the prop shaft missing! We anchored and found the engine mounts loose and the engine misaligned. After repairing all, we were on our way in 1.5 hours. We anchored at 2150 hours after a thunderstorm rolled in, and we lost sight of the marks.

June 27th, 0245 the weather cleared, the Cape Canaveral launch towers were visible dead ahead. At 0500 fog rolled in, I lost sight of all the marks again and anchored. Later that day we docked behind a supermarket in Daytona Beach to do some shopping.

June 28th, At 0840 hours we went out Jupiter Inlet, there were one to two foot waves and still no wind. We were amazed by a line in the water from dark green to aqua blue. I was told that this was caused by a eddy current from the Gulf Stream. We arrived in Miami Inlet at 2100 hours.

After docking at Miami Beach Marina to make some phone calls I was

approached by a marina employee. He told me he would do me a favor and charge me only half the usual dollar a foot docking fee. I informed him I was going to do him a favor and leave. I wondered why the Marina only had a 20% occupancy. By the way, the fee was not for overnight dockage.

June 29th, We motored past the piling built houses in the water at the entrance to Biscayne Bay. They are really interesting to look at, full size housing sitting on stilts in the middle of the bay. After snorkeling and spear-fishing, we anchored off Tavenier Key as thunder showers were all around us. We speculated one of the thunderheads was over Cuba sixty miles away and another over Bimini fifty miles away.

June 30th, Graeme Tait joined our crew in Marathon, Vaca Key. We enjoyed the interesting crowd at Sombero Dockside Lounge. Wyatt, a lively gent who plays chess for a dollar a game told us he flipped two trimarans in the Pacific Ocean off California. He now lives on a 30 foot Erickson rafted to his floating garage, as he calls it, in Boot Harbor. We snorkeled and spear-fished for 4 days. Passing by the many Florida Lobersters (cray fish no claws) was hard as they were out of season. On the reefs we saw barracuda, moray eels and many parrot fish. We drove to Key West by car for some sight-seeing.

July 4th, After snorkeling all day and harvesting six hog fish (Lachnilaimus Maximus) we saved a conch from the death grip of a Welk. Conchs are protected in Florida waters. Welks eat conchs so we carried out capital punishment on the Welk for his transgression.

Anchored off Sisters Creek that evening to view the fireworks. We were among 100 other boats. The festivities, however had started a

little earlier than anticipated. An anchored dive boat with many party goers aboard was given a broadside volley of water balloons. The broadsider was a competition dive boat, an interesting way of showing the competitive spirit. This barrage continued with four additional dive boats joining in.

A sheriffs department boat came on the scene, I thought to the rescue. Oh no! They bombed the sheriff's boat. The undermanned sheriffs boat return a single volley and made a hasty retreat. A while later the Coast Guard arrived on the scene in a rigid inflatable with many crew members, to stop this anti-social behavior for sure. The Coast Guard received the same treatment as the sheriff, Is there no law and order? A Florida marina police boat idled by us and I asked the officer if he was going to go over and stop this anarchy? He replied "no way! I'm not going anywhere near that." Suddenly, all the police boats took off with their lights flashing. Were we to be left with these gangs of thugs unprotected? At this point, there were five boats traveling through the fleet, pelting whoever had the backbone to stand up or return fire. Roughly half the crew on these pirate boats were wearing bikinis. Funny I didn't remember seeing that type of uniform on any of the old Earl Flynn movies.

One of the roving dive boats had gotten really vicious and were spraying other boats with a hose having no mercy. The sheriffs department boat returned, they might have allowed some water balloons, but surely wouldn't stand for this. Oh no! The helmsman on the sheriffs boat had gotten too close. He put the boat in full reverse, but the spray had too great a range, it was hard to see the boat anymore! After an hour of this, night finally ended the hostilities.

The Fireworks display started and our approval was voiced by various horns and whistles. At this point there seemed to be some sort of

rivalry developing with the horns. On a boat nearby they seemed to be trying to toot their horn for a longer duration. Ah, but Dennis our ever-deligent hornsmen had the situation under control, he switched from a long burst to numerous bursts. The other horners return in kind. We ran out of Freon for the air horn and now the game was who could make the most sickening sound by blowing through the horn. The fireworks display ended and the contest stopped. We had a fish fry of fresh speared hog fish.

July 5th, Underway to Flamingo on the southern tip of Florida. Flamingo is part of the Everglades National Park. We attempted a trip to Echo Pond to observe the alligators and birds, I had seen there the previous year. We abandoned the trip after an entire can of Cutter Bug Repellent would not diminish the cloud of mosquitoes around us. Our escape from Flamingo was ASAP, not the place to visit in the summer months, unless you're a dragon fly.

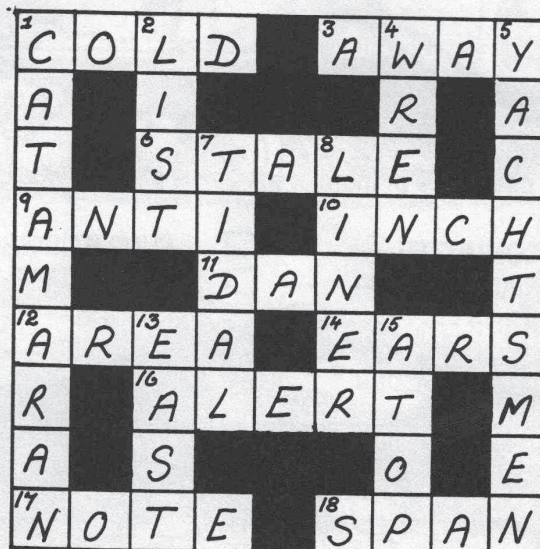
July 6th, Sailed off the anchor, actually sailed for two days in a row. Spectacular lightening storms entertained us that evening. We watched for five hours, we all agreed that the lightening was more spectacular than the fireworks. The thunder was inaudible most of the time as the storms were forty or fifty miles away.

July 7th, We motored past the remains of the Tampa Bay Bridge which had been hit by a ship and collapsed. A new bridge runs parallel to the old span, but now there are many guard bulkheads around the bridge pillars. That night after showering we arrived at the Tampa Bay Yacht Club, at 2100 hours, too late for dinner. The only food they had available was nachos or nachos with cheese. We chose nachos with cheese and too much beer. Eight ball and darts

kept us entertained till one AM. Back at the boat, Andrew keeper of the welk shell, was trying to clean out the last of the welk and the foul smell which plagued us for 3 days. While endeavoring to wash out the welk with a hose he dropped it in the water. Andrew donned his snorkel equipment and dove in. On his second attempt he retrieved the shell, but lost a flipper. Finding a black flipper at night with no light seemed impossible. Andrew found it on one dive! The security guard come over to see what was up and told us a shark had attacked someone the week before just 200 feet away.

July 8th, At 1600 we arrived at Port Hudson channel but the channel was not deep enough for our four foot draft. It took us six hours to travel the last mile, waiting for the tide. Jim Gasset aided us to our berth. Jim a retired Georgian who lives aboard an Irwin 34 with his parrot, who screeches every time Jim has a conversation in his presence. I think I'd put him in the fridge till I broke him of this habit. The parrot that is, not Jim.

Bob Taylor, the owner arrived and we departed via auto to New Jersey.

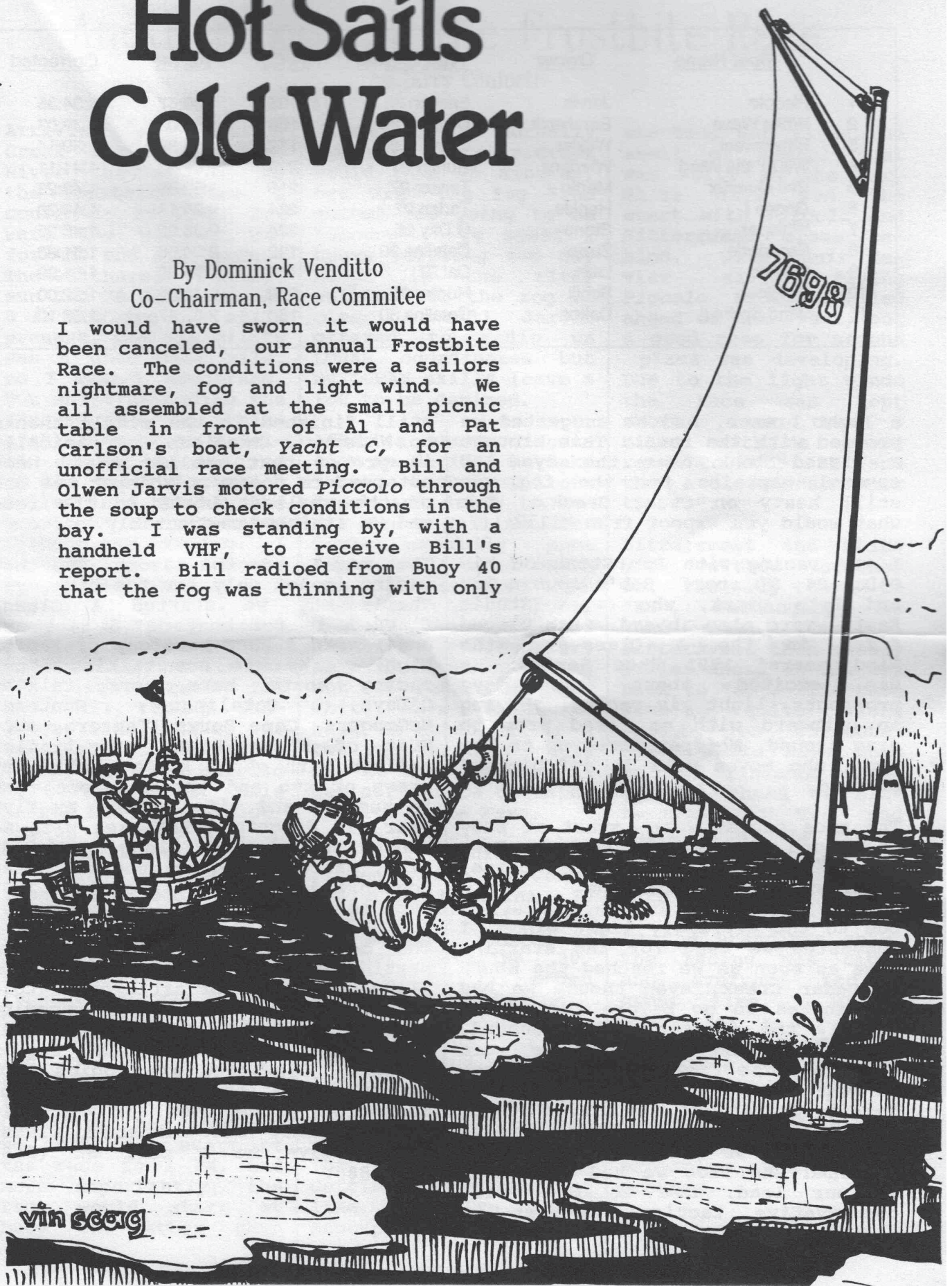


QUICK CROSSWORD (p.4f)

Hot Sails Cold Water

By Dominick Venditto
Co-Chairman, Race Committee

I would have sworn it would have been canceled, our annual Frostbite Race. The conditions were a sailors nightmare, fog and light wind. We all assembled at the small picnic table in front of Al and Pat Carlson's boat, *Yacht C*, for an unofficial race meeting. Bill and Olwen Jarvis motored *Piccolo* through the soup to check conditions in the bay. I was standing by, with a handheld VHF, to receive Bill's report. Bill radioed from Buoy 40 that the fog was thinning with only



	<u>Boat Name</u>	<u>Owner</u>	<u>Type of Boat</u>	<u>Hndy</u>	<u>Actual</u>	<u>Corrected</u>
1	Piccolo	Jarvis	Ericson 35	135	1:36:57	1:34:35
2	White Wave	Bernhardt	Catalina 30	186	1:50:02	1:39:07
3	Bittersweet	Wexler	Catalina 30	177	1:48:39	1:39:14
4	Will O' the Wind	Wiedanz	Hunter 27	219	1:57:53	1:41:11
5	Sea Quester	Martin	Tanzer 27	216	1:59:55	1:43:23
6	Goose I	Henkle	Tartan 27	234	2:04:19	1:44:28
7	Whisper	Stone	O'Day 25	234	2:06:38	1:46:25
8	Escapade	Zuzic	Catalina 30	192	2:04:56	1:51:33
9	Callisto	Laks	Cal 27	198	2:06:09	1:51:39
10	P-Sloop	Schill	Hunter 25	222	2:11:02	1:52:00
11	Wind Sprint II	Dalton	Catalina 30	180	2:07:47	1:56:10

a light breeze, and he suggested we proceed with the race. This brought a glazed look over the eyes of several captains for the fog was still heavy on Cedar Creek. But what would you expect from Bill?

I was racing with Bob Stone on his O'Day 24, *Whisper*. Bob's cousin Lou and Pete Clark, who owns "Studio East", were also aboard. Bob placed fifth in the A Class of the Windjammers' 1991 Race Series. He was excited about the days prospects, light air racing. Having an outboard with no fixed prop to drag around, *Whisper* lived up to her name, she moves well in a "whisper" of wind.

The race course was: start at Buoy 40, round BB to port, back to Buoy 40. A short sweet course, considering the conditions.

Due to the extremely light winds, I suggested we head for the starting line as soon as we reached the mouth of Cedar Creek, even though we had 30 minutes to go before the start. Finally the starting horn sounded, and the usually good racers were over the line first. But you know, so were we! In fact, we were gaining on many of the larger boats. By the time we rounded BB we were in the middle of the fleet. As we finished the race we had lost some of our lead, due to my overly conservative tactics; however we

still finished in the middle thanks to *Whisper's* handicap. Basically it proved that smaller boats need not perform poorly. *Whisper* was one of the smallest boats in the race and we finished respectably.

The moral of the story is that racing is not only for the big guys. That's why we started A Class. Class A is for boats 27.5 feet and under with a PHRF handicap of 190 or higher. We are not talking about racing boats here were talking O'Days, Catalinas, Hunters, McGregors, Cape Dorys, Tanzers, ect. Most of these boats are trailer sailors with shoal keels, sailed by crews of two and three. Some race in husband and wife crews. My five year old daughter will race with me aboard *Laurentide* along with my wife, Maureen, and helmsperson Karen Schoenfeld for the upcoming 1992 race series.

The bottom line is that we need participation to keep the A Class alive, so watch for articles in this and future *FOURWINDS* for upcoming events. Usually we have several racing seminars before the series begins. Discussed are topics such as race rules, the start, sail trim, and safety procedures. If you would like to know more about A Class, please give me a call at (908) 241-3888.

Another Look At The Frostbite Race

by Larry Conforti

Arriving at Dillons Creek Marina on Toms River the morning of the Frostbite Race, I couldn't believe how warm the weather was for the end of October. The weatherman promised sun and 70 degrees. At 8 AM the fog was still present, but visibility was a good half mile, so I wasn't concerned. But while unloading the "Becks" and the "Hein-nis", I spoke to a fellow sailor who told me of the thick fog which rolled into the bay the previous afternoon without any warning. I thought fog was a morning problem!

Lunasea's crew arrived promptly at 8:45. Since this was to be the "last hurrah" for the 1991 racing campaign, a full house was expected. Margaret, Laura, and Phil boarded at Dillons Creek while Al and Mac were expecting us to pick them up at Cedar Creek.

Visability might have been one-half mile when we left our berth, but out on the river it was less than a boat length. A call to Pat Carlson aboard Yacht "C" confirmed that the fog wasn't any better at Cedar Creek. But fortunately the Race Committee had decided to delay the start of the race to 1 PM, and more importantly, the race would start at buoy 40 rather than

Tice's Shoal. Normally the trip to Cedar Creek would take 75 minutes, but with the fog "the going" was going to be "sloooow". We spent 2 hours circling two day buoys in the river waiting for the fog to clear. Bill Jarvis offered to radio us LORAN coordinates but my LORAN skills leave a lot to be desired.

After a short discussion we decided to take Lunasea back to Dillons Creek and drive to Cedar Creek Sailing Center; hopefully some boats would need extra crew. This wasn't an easy decision. Rumor had it, that Val, and daughter Jennifer, Bernhardt were coming out of retirement and White Wave would be back in action after a two year hiatus. Well may be next year we'll get our chance to match up with White Wave.

Al, Phil, Laura and I crewed on Bob and Janet Wexler's Catalina 30 Bittersweet, while Mac and Margaret crewed on another Catalina 30, Wind Sprint II, owned by Pat and Tom Dalton.

By 1 PM the fog was lifting, and it was turning out to be a good day for sailing, lacking only wind to make this a great day for sailboat racing. Getting to the starting line proved to be an accomplishment. As the

starting gun fired the smell of diesel fuel was still in the air. White Wave won the start with Piccolo and Bittersweet close behind. With their kevlar sails flying Piccolo slowly pulled ahead of the fleet, but a good race for second place was developing. Due to the light winds the race was kept short, less than 5 miles with a broad reach to buoy "BB" and then a close reach back to "40".

Bittersweet and White Wave waltzed together all the way down to "BB", exchanging the lead several times; Bittersweet then slowly pulled ahead on the way back to "40". The race wasn't quite long enough, on corrected time, White Wave hung on and finished seven seconds ahead of Bittersweet. The sad thing about the Frostbite Race is the six month wait for a rematch.

As the standings show, the racing was close and everyone had a great time. Eleven boats for a Frostbite is quite a tribute to the great job that Olwen Jarvis, Janet Wexler, along with the Race Committee did this year organizing and promoting the racing program.

Handicaps are a Variable

by Bill Jarvis

Two years ago we started to use time on time as our handicapping system, and I think it has worked reasonably well. Recently an article on "time on time" handicapping appeared in American Sailor, the official magazine of US SAILING. (The article is reproduced here with permission.)

Anything that makes sailing fairer seems good to me, so with the help of our computer whiz, Tom Wright, I went back over the last two years' results and recomputed them with the revised "time on time" correction factors in Russ Cardoza's article. In a few cases the results of an individual race would have changed, but the overall results for either year would not. Perhaps what is more significant is that the results became closer in almost every race.

There are many variables in every race, the boats, the crews, the course, the weather ect, ect and the HANDICAP. Yes, the handicap can be looked on as a variable. I think that this is made quite clear in the article. If we can reduce the effect on that variable racing becomes fairer. If all boats were sailed equally well, were properly prepared, and were all handicapped equally, then all races would theoretically end in dead heats. Well any inequality in these factors will cause variability in the corrected finish times. There is a statistical measure of variability known as standard deviation, and

while I won't try to explain it to you in this article in any detail let me say that a smaller value for standard deviation means less variability.

The table below shows the standard deviation in the finish times for the races in 1990 and 1991, excluding those races in which only two boats finished. The columns headed "normalized" are adjusted to reflect the results as if all races were on the same corrected duration, I've used 100 minutes, so that what they reflect are percentage variations. So, as you can see the application of the new factor not only reduced the average variability of the races it also reduced the variability, of the variability between races. I therefore believe that Russ Cardoza's revised time on time factor is a better handicap and that our Race Committee should seriously consider adopting it for our races this year.

YEAR	RACE	STD DEV	STD DEV	NORMALIZED	NORMALIZED
		OLD FACTOR	NEW FACTOR	OLD FACTOR	NEW FACTOR
1990	FB1	12.265	12.488	9.091	9.438
	IN1	3.726	3.999	6.720	6.617
	LR1	3.459	3.476	4.951	5.097
	SR1	7.285	6.479	4.188	3.807
	SR2	4.169	4.112	3.584	3.612
	SR3	5.174	5.129	4.781	4.843
	SR4	4.799	4.797	5.117	5.220
	FB2	6.741	6.768	6.394	6.536
1991	LADIES	4.528	4.722	6.834	7.271
	SR1A91	12.692	12.576	12.387	12.449
	SR1B91	6.708	6.586	7.399	7.417
	SR2A91	7.476	7.336	8.320	8.283
	SR2B91	4.924	4.877	5.236	5.303
	SR3A91	9.899	9.489	7.794	7.640
	SR3B91	4.615	4.463	4.381	4.299
	SR4A91	22.395	22.095	18.453	18.470
	SR4B91	14.106	13.813	14.275	14.222
	SR5A91	6.482	6.443	5.330	5.374
	SR5B91	5.244	5.098	3.154	3.137
	TOAKS	30.263	29.023	20.390	19.935
	MEAN	10.472	10.253	7.939	7.948
	STD DEV	7.818	7.524	4.823	4.769

Please note that all of the above results are based on the PHRF handicap assigned to your boat for the year in question. If you feel that your boat is unfairly handicapped, I would strongly recommend that you apply for an official rating from PHRF-MA. They do revise ratings from time to time based in actual race results, for example I believe that all wing keel boats have had their handicaps increased in the last year (Lunasea is still waiting) so its in your interest to keep your rating current.

issues and actions...



PHRF...

BY RUSS CARDOZA

Much has been written in the past several years regarding Time-on-Time (TOT) scoring. With the emergence of much faster boats, race results have become somewhat predictable. In light winds over windward/leeward courses, fast boats win; and on windy reaches, the slow boats come out on top. IMS was used first to try to better understand the problems and issues, and secondly to examine solutions.

PHRF issues a single handicap to each boat which typically represents the speed potential of a boat at approximately 10 knots wind speed for an Olympic course, or one which has approximately 30% beating.

Problems can arise due to: 1) wind speed being different than approximately 10 knots, 2) course content being different than the 30% beating, 3) differing sailboat designs which are affected by wind speed or by course content.

We used IMS predictions to predict the results of a varied group of boats in five separate races. Our group consists of boats ranging from the J/44 (PHRF of approx. 25) to a C&C 27 (PHRF of approx. 200) (see Table 1). We have handicapped the boats with a PHRF equivalent to the IMS GP rating. Each of the five races are one mile in length. Race #1 is an IMS race. Since all ratings are based on the GP rating, all boats come tied for first place. Race #2 is an IMS circular random, six-knot wind speed race. Again, IMS is used to predict boat performance, but the original GP-derived PHRF ratings are used to handicap the boats, which now are no longer tied for first. Race #3 is a circular random, 20-knot wind speed race. Race #4 consists of a 16-knot wind speed, 80° true wind angle reach. Race #5 consists of a one-mile beat in eight knots of time wind. In all races, IMS is used to predict boat performance, but the GP-derived PHRF ratings are used to handicap the boats. Prediction accuracy is about six seconds/mile at best.

A review of Table 1 indicates that fast boats do better in slow races (#2 and #5). Slow boats do better in fast races (#3 and #4). Within rating spreads of approximately 25 sec/mile, handicap differences are small and represent differences in boat design/performance. The Frers 36 appears to like light air better than heavy and beating as opposed to reaching. The Ericson 36, Pearson 30 and C&C 27 do not beat as well as the J/24, J/29 or

TABLE 1

Boat	Derived PHRF	RACES				
		#1 GP PL Time	#2 CR6 PL Time	#3 CR20 PL Time	#4 16 kt 80° Reach PL Time	#5 8kt Beat PL Time
J/44	27	1 -	1 -	8 29	10 42	1 -
J/37	68	1 -	2 06	8 29	8 40	3 07
Frers 41	72	1 -	5 09	8 29	7 37	2 04
J/35	77	1 -	2 06	7 28	9 41	3 07
Frers 36	93	1 -	4 08	11 32	11 44	6 19
J/29	116	1 -	6 16	5 24	6 35	5 14
Eric 36	116	1 -	8 24	5 24	4 32	8 41
C&C 35-3	120	1 -	7 22	4 17	5 34	7 32
PSN 30	165	1 -	9 43	3 13	3 15	10 81
J/24	171	1 -	10 49	1 -	1 -	9 43
C&C 27	196	1 -	11 54	2 07	2 04	11 90

NOTES: All races are one mile in length. Placement and seconds behind first place are indicated. Derived PHRF is equal to IMS GP-550.

C&C 35-3. The J/24 is a good heavy-air boat. Most of these IMS predictions seem consistent with real world experiences.

The real surprise is the magnitude of the handicapping problem when boats with significantly different PHRF ratings (differences of 30 or greater) race in conditions other than GP conditions. The differences between the J/44 and C&C 27 are huge, but even the other boats exhibit significant handicap discrepancies: The J/24 loses to the J/35 by approximately 43/36 sec/mile in the slow races (#2 and #5), yet beats the same boat by 28/41 sec/mile in the fast races (#3 and #4). Differences between the J/37 and C&C 35-3 (rating spread of approx. 50 sec/mile) are 16/25 sec/mile and 12/6 sec/mile for the slow races (#2 and #5) and fast races (#3 and #4), respectively.

Time-on-Time scoring has the potential to correct the handicap differences due to course content and wind speed, but not due to boat design. Two Time-on-Time formulas were examined. The first is the Pacific NW formula whereby the Time Correction Factor (TCF=600/480+PHRF). The second formula is the author's modification of the first: TCF=650/550+PHRF. In either case, corrected time equals the elapsed time multiplied by the TCF; length is not part of the calculation.

For our evaluation, we have taken the same 11 boats in the same five races, but now we have scored the races using Time-on-Time formulas. Table 2 presents the results (seconds behind first place for each of the five one-mile races, zero represents a first-place finish). The results of scoring with the original Time-on-Distance (TOD), (PHRF handicap); Time-on-Time 1 (TOT1) and Time-on-Time 2 (TOT2) are presented for each race.

For Race #1, the IMS GP race, TOT1 favors the slow boats. Instead of all boats tied for first place, the C&C 27 comes in first with the J/44 21 seconds behind. This trend is evident in all five races with TOT1 scoring, where even in the slow races (#2 and #5), the slow boats consistently beat the faster boats. TOT1 reduces the overall handicapping error by 50% compared to TOD. However, we felt that TOT should not affect the typical PHRF race: Therefore, TOT2 was developed to ensure fair handicapping for all boats over the full range of PHRF ratings and to ensure that we are not changing the handicapped results for "typical races." The results for Race #1 indicate that we have achieved this for the IMS GP race. All boats would tie for first place. Results of the other races also indicate no bias towards the fast or slow boats. Although handicap errors exist in all the races, they appear to represent how different boats perform under different conditions (as predicted by IMS).

In reviewing Table 2, we have reached the following conclusions:

1. Within small PHRF ratings bands, all scoring methods rate boats equally well for all five races.
2. For large PHRF rating spreads (30 or more): a) For TOD, fast boats will win slow races, slow boats will win fast races, b) TOT1 favors the slower boats and appears to over compensate the TOD problem, c) TOT2 provides a significant correction to the TOD method without biasing one group of boats versus another and without affecting the normal race results.

TABLE 2

Boat	Derived PHRF	Race Results (Seconds Behind First Place)									
		#1 GP		#2 CR6		#3 CR20		#4 16 kt Reach		#5 8kt Beat	
		TOD	TOT1	TOD	TOT1	TOD	TOT1	TOD	TOT1	TOD	TOT1
J/44	27	0	21	0	0	41	19	29	05	0	0
J/37	68	0	15	0	06	21	08	29	12	11	40
Frers 41	72	0	14	0	09	22	10	29	13	12	37
J/35	77	0	13	0	06	16	05	28	13	12	41
Frers 36	93	0	11	0	08	18	01	32	19	20	44
J/29	116	0	08	0	16	04	0	24	14	18	35
Eric 36	116	0	08	0	24	12	08	24	14	18	32
C&C 35-3	120	0	08	0	22	08	04	17	08	09	34
PSN 30	165	0	03	0	43	05	08	13	11	18	15
J/24	171	0	03	0	49	08	12	0	0	08	0
C&C 27	196	0	0	0	54	0	07	07	10	19	04

NOTES: TOD is the original time-on-distance handicapping; TOT1 utilized the Time-on-Time formula TCF = 600/480 + PHRF. TOT2 utilized the formula TCF = 650/550 + PHRF. Number indicates seconds behind first place.

3. Neither TOT1 or TOT2 adjusts for boat design differences.
4. All of the results are based on IMS predictions and use GP as the baseline race. Other course baselines would result in different TOT formulas.

In summary, use of TOT2 is recommended when PHRF rating spreads are 30 or greater; especially where courses around fixed marks may result in course content differing greatly from GP or Olympic conditions. ■

Winter Sailing on Barnegat Bay

by Olwen Jarvis

I checked my calendar - it really was November 23rd. The Cedar Creek Sailing Center looked just as a marina should look this time of year - more boats on land than in the water! There was a small craft warning with winds 15 - 20 gusting to 25, but what a glorious day! Piccolo headed out into the bay and sailed in long tacks south. There were no other boats in sight oh well it was only 9:15am! Before long out of a thin mist we saw sails lit by sunlight from behind - quite a ghostly, beautiful sight. The distinctive outline told us it was *Northern Light* so we hailed them and had a chat. Windjammers are hardy sailors - we heard *Sea Quester* hail *Goose 1* - they had been on an overnight in Toms River.

As we turned at Conklin, the temperature rose into the 60's. Since the wind was directly astern, we were able to shed our jackets and enjoy lunch under sail - basking in the sunshine! For the bird watchers amongst our sailors we sighted a mute swan, flocks of pintails, borrows golden eye, buffleheads, blackbacked gulls, a loon, a kingfisher, great blue heron, huge flocks of old squaws, and one sharp shinned hawk. As if

that wasn't enough for the lepidoterist we saw one lone painted lady butterfly!

A postscript: On Saturday November 30th, *White Wave*, *Wright Wind* and *Piccolo* had yet another fantastic sail somewhat windy! We saw over 30 knots of wind and at one point under reefed main and 90% jib we clocked 7.3 knots! We all agreed over coffee and Kaluah (back at the Marina) this was winter sailing at its best!.

A postscript to the postscript: Our daughter Helen was married to Sean Bouma between Christmas and New Year. Needless to say we had a dozen or so relatives from England staying with us for the wedding and the holidays. Bill and I took a group of them, including a 78 year old aunt, out sailing on New Years Day. For the time of year it was a great day to go sailing. But it was an adventure. Since the engine was already winterized, we sailed out of our slip up Cedar Creek and into the bay, which we had all to ourselves. *Piccolo* is usually one of the first boats to go sailing every year, but this is a record even for us.



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