

WindJammers Sailing Club, Inc.

105 Harbor Inn Road Bayville, New Jersey 08721

COMMODORE'S NEWS

by Olwen Jarvis

Thanks to Vice Commodore, Dom Venditto, very ably assisted by Maureen, our season got off to a great start with an excellent dinner and social evening! The Officers for 1994 were duly installed. Danny Crook, retiring Commodore, expressed his appreciation to all the Officers and Chairpersons for their hard work during the 1993 Season. I would again like to thank Danny for the outstanding job he did as our Commodore. It was great working alongside him. Three cheers for Dan and Wendy!!

Danny presented the following awards for the 1993 Season:

Charles Rocknack Award	Bill Jarvis
Running Aground Award	Steve Borgianini
Turkey Award	Randy Laks & Ron Minchin
Dillon Dock Meter Award	Bill Jarvis
Walt Stratford Award	Dan & Wendy Crook.

Congratulations and commiserations!!

As each weekend passes, more and more people are to be seen working on boats and catching up on gossip after our horrendous winter. A few hardy souls have been known to venture out on the bay! Things are happening! Tom and Dottie Wright are pleased, relieved and excited to announce that Cedar Creek Sailing Center has passed all inspections and just needs the completion of a water test and a change in a hand rail. Tom has moved his office into the facility. A Celebration for the Official Opening of C.C.S.C. is planned for May 7th.

I'm looking forward to seeing the brand new Club burgees flying proudly from all of your masts this summer! You can purchase yours from me or from the marina office. I'll also be happy to mail them upon receipt of a check (made out to WJ Sailing Club) for \$20. They are beautiful -- let's go for 100% participation!

Finally, and most importantly, I want to extend a hearty Windjammer welcome to the following new members. Please make yourselves known, join us for all events, and experience sailing camaraderie at its best!

Brian & Heather Daniels	Robert Fuller
Don Ferguson	Bob & Carol Golden
Carl & Joan Harz	Walt & Annie Konieczko
Rick & Kathy Krajeik	Dick* & Pat Lull
Joe Pasquale	Frank Roszak
Gerald Roszak	Martin Siesta & Nancy Munson
Bob & Maureen Wales	Christian Schiotz
Cliff & Ethel Wright	Dean & Cynthia Goldner
John* & Karen Gustavsen	

*Commodore and Vice-Commodore of Tall Oaks Yacht Club

APRIL, 1994

FOUR WINDS

RACING WINDJAMMERS-STYLE: FRIENDLY BUT COMPETITIVE (OR IS THAT COMPETITIVE BUT FRIENDLY??)

by Steve Borgianini

Another season of Windjammer's racing is fast approaching! It's the time of year that we all steal away to the boatyard on weekends to complete those minor little projects we've been dreaming of all winter. While you're hanging around the boatyard pretending to be hard at work, why not plan to attend one or more of the WindJammers spring sailing seminars? Several informative Cruising/Racing seminars are planned for this spring (4/30/94, Rig Tuning; 5/7/94, Navigation; 5/14/94, Knots and Splicing; 5/21/94, Racing Rules/Instructional Race; 6/4/94, Safety at Sea). This seminar series is a great way to dust some of winter's cobwebs out of our brains and to allow us to start thinking like sailors again.

The 1994 racing season has been split into a spring and fall series this year. Five races will be held in each series. The Race Committee chose this format to give members greater flexibility; allowing members to compete in a short but complete series, while not making a summer-long commitment to racing (and let's face it, that keeps our beloved First Mates happy, doesn't it?) The hope of the Race Committee is that this new format will make racing more accessible to all members.

Racing applications were mailed to the club members at the end of March. To date, ten (10) completed applications have been returned. Three of the boats have chosen to race only one of the two race series. Not enough applications have been returned for the Race Committee to decide if there will be one or two size classes and what will be the size cutoffs for the classes. A final decision will be made by the Race Committee at their next meeting sometime in early May. All club members are welcome to join the Race Committee.

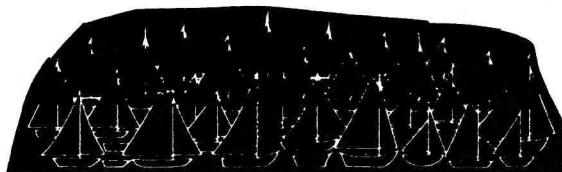
The number of small boats (<30ft. LOA) has dropped off in recent years. Participation by small boats is strongly encouraged. The small boat fleet generally consists of boats in the 25ft. to 29ft. range. These boats are quite evenly matched in boat speed, which makes for exciting racing. If you've raced in the small boat fleet before, please encourage other members to participate, if only for one series.

Please make an effort to get your racing applications in as soon as possible. The information supplied on your application will assist the Race Committee in determining if having two size classes is practical. The Race Committee wishes to make racing accessible and fun for all members. We hope that the two-series format will help attract more club members into racing. If you have some doubts or wish to speak to someone about racing this year, please don't hesitate to give me a call (Steve Borgianini, 609-261-2052). We look forward to seeing you out on the race course this year!

RACING INSTRUCTIONS

General Rules

Windjammers Sailing Club races will be governed by the International Yacht Racing Rules and by the Club rules below. In case of conflict between the Club rules and the IYRR, Club rules shall prevail.



Eligibility

Any sailing vessel registered with the WJ Sailing Club for the current season (or series) and having completed and submitted an Application for the 1994 Race Season and the appropriate fee to the Race Committee is eligible to participate.

Handicaps/Other Rules

Performance Handicap Rating Formula (PHRF) will be used except as noted. If you do not have a current rating, or do not wish to secure one, the Race Committee will arbitrarily assign a handicap to your vessel based on existing PHRF handicap data for the same or similar vessels and other considerations determined to be applicable by the Race Committee. If you wish to obtain a PHRF rating, please see a Race Committee member for a copy of the application forms. The following exceptions to IYRR/PHRF apply:

- A. Any sail secured to the standing rigging by less than four hanks is prohibited.
- B. Twin headsails are prohibited.
- C. The length of any whisker pole or spinnaker pole is limited to the "J" measurement plus three inches.

Scoring/Trophies

The low point scoring system, Appendix 5.2 of the racing rules, shall apply. Trophies will be awarded for each series. In order to qualify for series trophies three races in each series must be completed. The worst two scores will be excluded in calculating the total score for each series. Modified time-on-time handicapping will be used to score all races.

Starting Times

The actual start times are in the hands of the Committee Boat and the flag signals shall be the official indication of the start sequence; however, the following is the schedule that the Committee will endeavor to follow:

- Starting Time: 12:30 pm
- Starting Flag Sequence:
 - 12:20:00 - white flag raised with audible signal
 - 12:24:30 - white flag lowered
 - 12:25:00 - blue flag raised with audible signal
 - 12:29:30 - blue flag lowered
 - 12:30:00 - red flag raised with audible signal

If two races are scheduled in the same day, the second race will not begin until all participants in the first race have finished. After consulting with the committee boat, the Race Committee will set the time of the initiation of the start sequence of the second race, as well as any adjustments of the race course. An information broadcast will be made on VHF Channel 78 concerning the second race. All boats participating in the second race will acknowledge, by VHF, their understanding of the course and start time.

Course Settings/Meetings

The Race Committee will meet at 9:45 am on the day of each race at the Clubhouse at Cedar Creek Sailing Center to determine the course. A Captains' meeting will be held in the Clubhouse at 10:00 am the day of each race. A radio announcement will be made at 12:00 pm on VHF Channel 78.



Fees

Spring Series (5 Races)	Fall Series (5 Races)	Catalina 30 Race	Ladies Race	All Racing
\$15.00	\$15.00	\$5.00 (members)	\$5.00	\$30.00

1994 WINDJAMMERS RACE SCHEDULE

<u>Day</u>	<u>Date</u>	<u>Race</u>
Spring Series		
Saturday	June 11	Series Race #1
Saturday	June 18	Series Races #2 & 3
Saturday	June 25	Series Races #4 & 5
Fall Series		
Saturday	August 27	Series Races #1 & 2
Saturday	September 17	Series Races #3 & 4
Saturday	September 25	Series Race #5/Tall Oaks Challenge
Non-Series Races		
Saturday	July 9	Ladies Helmsperson Race
Saturday	July 16	Catalina 30 Open Race
Saturday	October 29	Frostbite Race

IF YOU'VE MISSED A WJ DOCK PARTY, YOU'VE MISSED IT ALL!

By Dotty Wright

JUST A REMINDER...

MAY 14, 1994 - WINE AND CHEESE PARTY - PLEASE BRING A SPECIAL BOTTLE OF WINE AND BE PREPARED TO TELL A LITTLE SOMETHING ABOUT IT. APPETIZERS AND/OR DESSERTS ARE WELCOME. MEET AT THE NEW CLUB HOUSE AT 6:00 PM.



MAY 21, 1994 - PIZZA AND BEER PARTY - INCLUDING BEER, PIZZA WILL BE \$1.50 PER SLICE - PLEASE BRING AN APPETIZER OR DESSERT. MEET AT THE CLUB HOUSE AT 6:00 PM.

JUNE 4, 1994 - TACO PARTY - ALL THE TACOS YOU CAN EAT FOR \$5.00 PER PERSON - PLEASE BRING AN APPETIZER OR DESSERT. MEET AT THE CLUB HOUSE AT 6:00 PM.



JUNE 5, 1994 - SUNDAY MORNING BREAKFAST AT THE CLUB HOUSE - THE COST WILL BE \$2.50 PER PERSON. EGGS, JUICE, MILK, COFFEE AND TOAST WILL BE SUPPLIED - PLEASE BRING COFFEE CAKE, BAGELS, ROLLS, FRUIT, ETC. MEET AT 9:00 AM.



JUNIOR WINDJAMMERS

by Ron and Kathy Minchin

The Junior Windjammers is a club for children to share the joys of sailing, learn boating safety, and improve their boating skills.

Last year we had 10 members, this year we anticipate 20 - all Windjammers children, are welcome!

Our upcoming activities are:

May 14 at 4 pm - Junior Seminar: Knots for Juniors

May 28 at 9am - Weekend cruise (with the Windjammers) to Beach Haven
with a beach walk for the kids on the 29th.

June 4 at 10 am - Boating Safety

June 3 at 9 pm - Sleep over (tentative)

June 11 at 1pm - Cruise on the Bay - all kids on a large boat

If you have not already joined the Junior Windjammers and would like to, please return this form with your \$2/child membership fee to:

Ron & Kathy Minchin
224 W. Mill Road
Maple Shade, NJ 08052

or drop it off at the Cedar Creek Sailing Center office.

& (clip and return)

CHILDREN'S NAMES: _____

ADDRESS: _____

PHONE NUMBER: _____

AMOUNT ENCLOSED: _____



??WINDJAMMERS QUIZ??
What well-known WJ member is
preggers? She knew it at the WJ
spring dinner but didn't want
attention called to her, perhaps
because of her English tendency
toward privacy??

SPRING PREPARATIONS: FAIRING THE KEEL

by Bill Jarvis

When we are sailing we're flying in two media simultaneously. It's just like an airplane with one wing in the water and the other in the air. We often hear comments that this or that person has "hi-tech" or better sails, yet most of us tend to ignore the "wing" down in the water, or keel. Now that the boat is out of the water, and we're painting the bottom, we have the opportunity to tune up the keel. As with all paint jobs, our time is best spent in preparation for a good job.

For the keel, this preparation will to some extent be dependant on what the keel is made of. If it's iron, it will involve removing all rust and scale down to bright metal, followed by applying the appropriate primer, then an epoxy barrier. Thereafter the treatment will be the same as for a lead keel.

To get a keel that performs equally on both tacks and gives good lift, which results in good pointing going to windward, requires the proper aerodynamic (or should that be hydrodynamic?) shape. The serious pros will get templates from the keel designer or manufacturer at three or four levels down the keel and ensure that the keel is its designed shape. However, for those of us who live in the real world, we can make some really big improvements by concentrating on just a couple of areas.

The prime area of interest, as with any lifting surface, is the leading edge. Here we want to ensure that there is a uniform radius of about $3/4$ ". If the present leading edge is sharper, it will tend to generate turbulence rather than attached flow, and the keel will stall. Just like an airplane which stalls it will lack adequate lift and the boat will therefore get blown sideways, exacerbating the lack lift. The boat just will not point. If the radius is too large the keel will have a wide "groove"; however, much of the potential lift will be lost and pointing will again be compromised. So we need to concentrate on getting the leading edge to a uniform radius and smooth. This can be accomplished by either grinding or filing away a sharp leading edge (as we did with *Tara* a few years ago), or building it up with Marine-Tex or epoxy fairing compound if the radius is too large.

The second thing to concentrate on is to make sure that the keel is symmetrical and doesn't have any flat spots or hollows from leading to trailing edges. This can be most easily be done in the following way: If we know from past experience that the boat points or performs better to windward on one tack, let's say starboard, then it's probably that same side of the keel has the better shape. What we would then want to do is first to see that that face of the keel is



smooth with no hollows or flat spots...in other words, it is "fair." This can be checked by using a long flexible lathe. Hold it against the keel horizontally at three different levels and if bumps are seen grind them down, if hollows are seen fill them with epoxy fairing compound until the lathe contacts uniformly. It may take two or three rounds of filling and sanding to get a fair shape at all three levels.

Now you want to transfer those same shapes to the same levels on the other side of the keel. The easiest way to do this is to make a template from the side we have just faired. Cut a piece of plywood to be a reasonably close fit (it doesn't have to be exact) for each of the three levels. Next tape a piece of plastic over the faired surface, being sure that it's wrinkle-free. Now prepare a heavy paste of fairing compound or Marine-Tex and put it along the edge of the templates. Then press the template against the faired surface being sure that the template is horizontal. Hold it there until the epoxy cures (use a fast curing epoxy or mechanically hold the template). Once it's cured remove the template and plastic. Sand the epoxy on the

template flush with the plywood surface and now it can be flipped over and used as a template to fair the other side of the keel.

Once you have gotten the keel faired at the three levels, the balance of the job will involve getting a uniform surface between the three levels. This again involves grinding any bumps and filling any hollows. Once the entire keel is fair and smooth preparation is complete, bottom paint can be applied.

For those of you with wing keels, those wings are also designed as lifting surfaces and the same procedure should be used top to bottom and side to side on the wings. The radius at the root of the wing can be much greater and taper down as you move away from the keel.

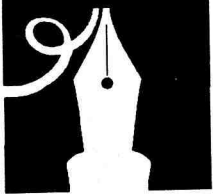
While this seems like a long and tedious process, and it is, remember that the keel is one sail that we use under all wind conditions throughout the life of the boat. Whether we are racing or cruising, we will generate handsome returns on our investment of time in keel preparation.

PUMPOUT FACILITIES COMING TO BARNEGAT BAY

by Bill Edwards, Asbury Park Press

"The Clean Vessel Act of 1992 allows NJ to address concerns related to vessel-generated sewage by providing funds for planning and development of pumpout stations and waste reception facilities, plus the design and implementation of a broad education program related to vessel-generated waste. The program will be conducted as a partnership among the Marine Trades Association of NJ, Department of Environmental Protection and Energy, and the Sea Grant Advisory Service.

"First step in the program, which is now under way, is to assess the current status of sewage pumpout facilities. A Marine Facility Waste Management Survey form has been mailed to every marina in the state. Survey data will be used by the MTA/NJ to compile an up-to-date profile of the state's marine industry."



WINDJAMMERS BOOK REVIEW

by Larry Conforti

According to the calendar, Spring has finally sprung; therefore the Windjammers racing season can't be too far behind. Bottoms are being painted, rigs are being tuned, and we are all looking through the latest marine catalogs to find that one sailing gadget that we don't already own. Rather than buying another snatch block, I'd like to suggest a book, Race Winner! A Cockpit Guide to Faster Sailing, written by Ian Nicolson along with his son Richard.

As the title suggests, this book belongs in your cockpit during a race. The book's strength is not in its innovative material, but in how it is organized. Each page gives sail trim suggestions for a specific wind range for a specific point of sail. There are eight wind ranges and five points of sail, giving the reader 40 pages of data. For example, if the start of the race will be an upwind leg and the true wind speed is 12 knots, you can check what your approximate settings should be for your halyards, sheets, outhaul, traveler, backstay, and vang, along with crew position. And if the next leg is a broad reach, check which settings need to be changed before, during, and after the rounding. This gets your crew prepared. Has anyone ever rounded a mark to go upwind, and after grinding frantically discovered that the the genoa lead block was still in its forward off wind position?

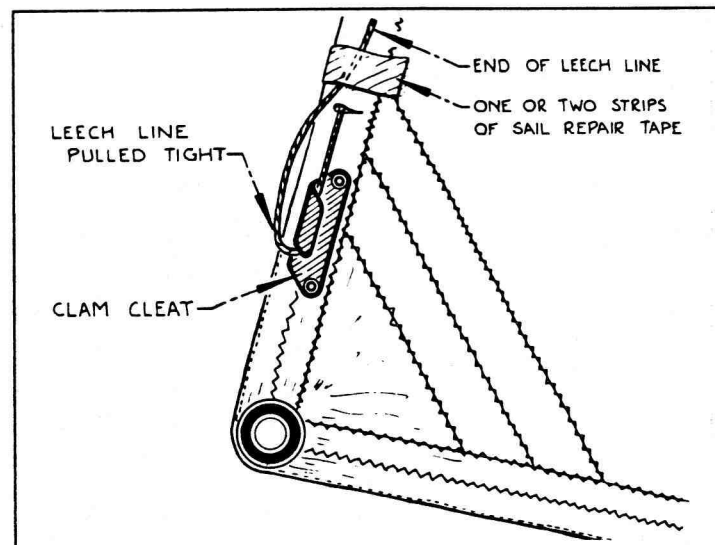
As I mentioned, the settings are only approximate, the bottom quarter of each page contains a grid for the user to write in each specific setting for each piece of running rigging. This means you'll need to mark tracks, halyards, and other control lines in order to identify and repeat your boat's fast settings. If your racing goal is to do better than the previous year, and to get better as the racing season progresses, nothing will help you obtain your goals better than being able to identify and repeat your boat's fast sail settings.

I do have one criticism of the book; the authors' choice of wind ranges. For the most part they

choose the Beaufort scale, but in the lower wind ranges they combined two ranges to make one. I don't really care what the fast sail settings are in winds above 48 knots, yet a wind range of 11 to 20 true knots is just too broad. In this wind range going up wind, I would have changed *Lunasea's* headsail twice, reefed the main, and donned my foul weather gear.

Check-lists for pre-race preparation, race day preparation and the start are included in the back of the book. Again, the list are not innovative. They are very generic for many types of boats, but are all good starting points. As the saying goes, "if I had a nickel for every time if forgot" to align the propeller before the start of a race

Dispersed throughout the book are illustrations on a broad range of sailing subjects, though most deal with weight-saving or storage tips. I found the illustration below particularly useful, especially after the leech line on Bob and Janet Wexler's brand new headsail caught its leech line on a mast fitting during a tack, ripping the leech of the sail up to the spreaders.



Race Winner! is distributed by Sheridan House Inc. telephone number (914) 693-2410; with a suggested retail price of \$18.50.

BEACH HAVEN - HERE WE COME!

(May 28, 29, 30, 1994)

By Pete Fleming

Hey Frankie, there's the Texaco sign - must be Beach Haven Yacht Club. Yeah, Lola, let's look alive - take helm while I drop the main, then get some dock lines and fenders out; we gotta be ready with the way this current is running. Tell me about it, Frankie, remember last year when you almost took out the fuel dock? Hey, there's Bill on the dock, and here comes George in the dinghy. Lola, throw him a line - no not that side! Aw, shoot, quick grab that piling. Oops, better fend off the other side. Oh well, umm, I think I better back her down - crunch! Oh, sorry about that George, I didn't see you back there. Ah, we're in! Hey Frankie, you're doing better at this - only a little rubrail work - not a haul-out like last year. Yeah Lola, I keep telling you things get better with age.

And so it goes, Frankie and Lola have arrived at Beach Haven for the annual Windjammer Memorial Day Weekend Shakedown Cruise. Last year we were a regular flotilla, with 17 boats! This year's event is planning to be very festive as usual. First event (other than docking the boat) is the world-renowned Windjammers Sunset Dock Party. This starts around 5:00 or 5:30 and be prepared to sing a little as we will again be graced by the ever-entertaining "Piney Rock Duo."

On Sunday morning there will be brunch at the Engleside, followed by the ever-popular environmental beachcomber tour given by marine biologists Connie and Steve Borgianini. Other activities could include a day on the beach, shopping, miniature golf, sailing the "Thoroughfare" or just being a dock potato.

On Monday we depart and head north for home ports, hopefully with a southerly breeze and assuredly with some great memories.

So Windjammers, get on the phone and call me with boat name, length, draft, and if you want two or three nights dockage (some boats are going down Friday, and others prefer to spend a night on that cozy sandbar south of the bridge). Docking prices are expected to be the same as in previous years (50¢ per foot). Call me weekdays at (908) 566-0297 (10am-6pm Mon-Thurs) or after 9pm at home (908) 832-7749. Be there, Frankie and Lola will!

??WINDJAMMERS QUIZ??
What well-known, one might even call him legendary, WJ member who owns an Erickson 35 with a musical name ran hard aground in Cedar Creek this winter?

EARLY DELIVERY

by Dominick Venditto

What's the best thing about buying a boat in the Chesapeake? Bringing it back of course! One of Windjammer's newest members, Don Ferguson, bought his Catalina 27 from Oxford Boat Yard in Cambridge, Maryland in February this year. The boat is a late model, tall rig, in beautiful condition. It was owned by a Coast Guard Auxiliarist, however it was rarely used. It was Don's task to bring it back to it's new berth in CCSC, before April 1st. He enlisted Walt Koneiczko (*Annie Sez Too*) and myself, who have been to the Chesapeake before. In truth, he knows Walt and I are as crazy as he is for trying this in March. Our plan was to bring the boat back in one whole weekend, weather permitting.

At 1730 on March 18th, in a rain and snow squall, we rendezvoused at CCSC. We took extra safety equipment and foul weather gear from *Annie Sez Too* and *Laurentide*. Stopping to provision along the way, we finally arrived in Cambridge at 2300. The weather was clearing, cold with a 25 knot wind blowing out of the northwest. We still had to unload and stow the gear, install the Loran, and check the engine. That was not bad until we heard the forecast. Gale warning...winds out the northwest 30 to 40 knots. This meant a 30+ knots on the nose, in unfamiliar waters, at night, with a 40 degree spray in the face, (*Absoulutly II* has no dodger), with an air temp of 38 degrees. Yeah, ri-i-i-ght! The next sound heard was beer cans being opened and the propane heater being lit. We were staying put. That night the wind heeled the boat to 20 degrees in the slip.

The next morning it was still blowing, but bright and sunny. The temperature was around freezing. Despite the cold, Don's propane heater, (we called it the "bomb" because it was a rather dangerous installation) kept the cabin warm. A 25 knot wind out of the northwest greeted us as we motored out of the marina and entered the Choptank River. The fetch was big as gusts blew spray into the cockpit. If the river was this bad, we wondered, what was the bay going to be like? To our good fortune, the wind decreased as

we entered the main portion of the Chesapeake. Only the occasional wave broke over the bow. We did have one failure: when trying to set the genoa in East Bay, the top swivel on the roller furling broke. This caused much concern as ball bearings rained onto the deck and the sail slipped down the luff groove and into the water. We yelled to Walt, who was at the helm, to put the engine into neutral so the sheets would not wrap in the prop. We had a scare when the engine instantly stalled. But it was just the idle adjustment on the linkage that was set too low and, not a fouled prop. After wrestling the wet sail onto the deck, we stuffed it below. We decided to bag it later as the chop pounded the boat.

By 1900 on Saturday we arrived at Kent Narrows. Our plan was to have dinner at the restaurant there, pass through the draw bridge and continue through the night, eventually arriving in Cape May by Sunday afternoon. Once again, we were foiled because the bridge attendant went home at 1800. We accepted our fate, had a great dinner at the Anglers Inn, retied the boat in a slip and crashed.

Sunday morning was beautiful, with light winds and sunny skies. We topped off our fuel tanks and passed through the Kent Narrows Bridge and made our way up the Chester River. With a more westerly wind than the day before, we put up a reefed main and motor-sailed. We approached the shipping lanes outside Baltimore and engaged a cargo ship, a car carrier and a tug pushing a barge in a game of "slow checkers". We gave them all a wide berth and continued north. Even in winter (which technically it was) the bay is a scenic place. With the trees bare you can get a better look at the mansions and farms (and the occasional trailer park) that dot the shore.

At 1700 we arrived at Schaefer's Canal House in Chesapeake City for dinner, and then on to Summit North Marina just off the canal before the Conrail Bridge. We met my wife, Maureen at the dock (which we had prearranged by cellular telephone 3 hours before) and then drove home. The boat stayed



there until the following weekend. We still had the worst part of the trip ahead. All that week I was glued to the weather radio. Any strong easterly wind would make conditions bad in Delaware Bay, not to mention dangerous in the ocean.

Friday arrived with more strong northwesterly winds. At 2300 hours, *Absolutely II*, with Don and myself aboard (Walt had to work the next day), left Summit North for an all night cruise to Cape May. This was quite an experience for me, being my first all- nighter. With 20 knots on our stern and under full main, *Absolutely II's* big diesel humming, we made good speed. The full moon lit up the sky as we navigated the edge of the channel. Unfortunately there was much commercial traffic running out there too. We monitored channel 13 and called a Security to announce our position when a ship's lights would appear. The pilots of those boats appreciated us calling. We assured them we would not cross the channel in front of them or do anything stupid.

At 0430 hours we passed Miah Maul Lighthouse and changed our course to Cape May. Our Loran was not working so we had to steer by compass. Actually, it was not that bad because the lights of Cape May were visible, even though we were still 15 miles away. At daybreak, the giant ferries near the Cape May Canal were in sight, right on our bow. In fact, our compass course was right-on all the time. The canal inlet was calm with no strong currents.

At 0730 we arrived at South Jersey Marina for fuel and had a great breakfast at the diner just behind the marina store. In 45 minutes we were back on the boat motoring out the harbor to the big pond. The ocean was almost glass smooth, as the winds had dropped through the night. The forecast was for a shift to the southeast, with speeds around 15 knots. An hour later the wind shifted as predicted. We were two miles offshore as a southerly swell started to build. Soon the wind was east-southeast, and we put up the sails. We jury-rigged the genoa with the spinnaker halyard, because the jib halyard was

still at the top of the mast from last week's encounter. With a 150 % and full main, and the iron genny running full, we hit 9 knots at times as the boat was lifted by swells and sent shooting down the other side. Our original plan was for us to rendezvous with Walt in Atlantic City, but we were making such good time we decided to continue to Barnegat. The weather was supposed to be bad the next day anyway, so we telephoned Walt from the cellular and continued on.

We entered Barnegat Inlet at 1830, just at dusk. Night fell rapidly as our trusty full moon was obscured by thickening clouds, heralding Sunday's rain. The weave through the markers of Oyster Creek Channel was the biggest challenge we faced the whole trip. Somewhere before BI we ran aground, an ignominious end to a fine trip. After some ramming and jamming we were free, only to run aground again in plain sight of BI's flashing light. More ramming and jamming freed us as we saw the depths increase toward BI. At 2030 we arrived at Cedar Creek Sailing Center, bone tired but happy. we tied up the boat any-which-way and cracked open a beer. And so we toasted the start of the boating season!

YOU SAY YOU ALWAYS WANTED TO RACE AROUND LONG ISLAND?

The Around Long Island Regatta will start on July 28, 1994, at Old Orchard Shoal Light off Staten Island. The fleet of 200 boats race down the south shore of Long Island, leaving Montauk Point and Orient Point Light to port, to finish off the Glen Cove Breakwater in Hempstead Harbour (Western Sound). The course is 198 miles. It's open to monohull and multihull yachts of at least 24' that hold valid YRA of LIS PHRF (or other YRA) certificates. Write for entry kits or other info to: ALIR, PO Box 249, Sea Cliff, NY 11579-0249.



SAFETY AT SEA SEMINAR

by Bill Jarvis

On a cold and blustery day in March, eight Windjammers were at the Naval Academy in Annapolis for a day-long seminar: Safety at Sea. This interesting and informative seminar included presentations on boat selection, preparation, first aid at sea, safety gear and equipment, electrical and mechanical systems, and weather.

Perhaps the highlight of the day was the on-the-water demonstrations of man overboard recovery: the evacuation by Coast Guard helicopter of an "injured person" and of different types of flares. I was frankly amazed at the lack of visibility of the type of flares, both hand-held and pistol type, that most of us carry on our boats for Coast Guard compliance, as compared to the brilliance of the SOLAS (Safety Of Life At Sea), which is an international standard. While the SOLAS flares are considerably more expensive, they have a significantly longer shelf-life, which together with their much greater visibility makes them cheap insurance.

Some main safety tips we learned, which apply even for local sailing:

- * Practice "Quick Stop" to retrieve a throwable cushion
- * Practice man overboard using your Lifesling
- * Locate life jackets and other safety gear for easy access
- * Check dates on flares, consider replacing with SOLAS
- * Check first aid kit and have sea sickness medications close to the cockpit
- * Be sure that at least two people on board know the location of all through hulls
- * Install fire extinguishers where they are accessible to the cockpit, galley and sleeping areas.

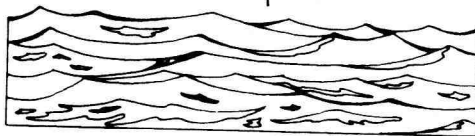
It was great to watch the Middies handle the Navy 44's at close quarters, and we certainly appreciated the Middies being the victims (in survival suits!) in all the rescues.

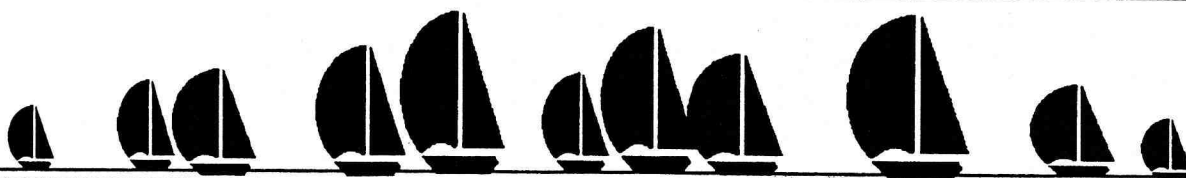
INFORMATION FOR CRUISERS

by Olwen Jarvis

The following yacht clubs have been sent a card asking for reciprocal privileges to be given to WJ members. If you plan to cruise in any of these areas, I can supply you with details. Hospitality varies from club to club, but often includes free moorings, launch to dock services, use of onshore facilities and general camaraderie of fellow sailors. In turn, we offer hospitality at CCSC, courtesy of Tom Wright. I have phone numbers and details for these clubs, so call me if you are planning to cruise. Also, if you stop at a club not on our list, please get a mailing address if they agree to be part of our hospitality list. Remember, you will need your WJ membership cards with you, and it helps to fly the club burgee!

Atlantic Highlands YC
Black Rock YC
Bay Head YC
Briston YC
Essex Corinthian YC
Essex YC
Fayerweather YC
Harlem YC
Island Heights YC
Keyport YC
Knickerbocker YC
Larchmont YC
Little Egg Harbor YC
Manasquan YC
Manhasset YC
Metedeconk YC
Milford YC
Nortphort YC
Port Jefferson YC
Ram Island YC
Sagamore YC
Stamford YC
Toms River YC
Tall Oaks YC
The Long Branch YC





WindJammers Sailing Club, Inc.

105 Harbor Inn Road Bayville, New Jersey 08721

APPLICATION FOR MEMBERSHIP

- ☐ Enclosed is my _____ regular membership dues. I (We) keep or sail a boat on Barnegat Bay or in the area.
- ☐ Enclosed is my _____ associate membership dues. Associate membership is intended for those who do not own a boat or do not sail in the area. It is also intended for those who cannot be active, but would like to keep in touch with the Windjammers' activities.

PLEASE PRINT THE FOLLOWING INFORMATION AS YOU WISH IT TO APPEAR IN THE WINDJAMMERS SAILING CLUB ROSTER.

Name(s) _____
Address _____
City _____ State _____ Zip _____
Telephone _____ First Names _____
Boat Name _____ Boat Mfg. _____ Length _____
Year Joined (if known) _____ Do you Race, Cruise, or Both? _____
Boat Docked at _____

I (we) understand that the purpose of the Windjammers Sailing Club, Inc. (WSC) is to promote the sport and recreation of sailing including cruising, racing and associated activities. I am (we are) willing to participate in and assist the club with the functions scheduled to promote these goals.

Signature

Date

Please check one or more of the below club activities in which you would be willing to assist.

RACE COMMITTEE	<input type="checkbox"/>	FUND RAISING	<input type="checkbox"/>	CRUISE COMMITTEE	<input type="checkbox"/>
HISTORIAN	<input type="checkbox"/>	NEWSLETTER	<input type="checkbox"/>	CLUB PHOTOGRAPHER	<input type="checkbox"/>
SEMINARS	<input type="checkbox"/>	PICNICS	<input type="checkbox"/>	DOCK PARTIES	<input type="checkbox"/>
DINNERS	<input type="checkbox"/>	TROPHIES	<input type="checkbox"/>	TREASURER/ACCT.	<input type="checkbox"/>

Dear Windjammers,

Please return this 19 ____ application and dues as soon as possible to expedite the publication of the Roster and the assignment of club activities.

Return to:



"WELCOME"



**...TO THE GRAND OPENING OF THE NEW
CCSC/MARINA BUILDING AND WINDJAMMERS CLUB
HOUSE AT CEDAR CREEK SAILING CENTER/MARINA.**

**ALL SLIP HOLDERS AT CEDAR CREEK SAILING
CENTER AND WINDJAMMERS SAILING CLUB
MEMBERS ARE WELCOME.**

**DATE: MAY 7, 1994 TIME: 1:00 TO 4:00 PM
PLACE: CEDAR CREEK SAILING CENTER/MARINA**

**TOM AND DOTTY WILL SUPPLY THE FOOD, MUSIC
AND FUN.**

Windjammers Sailing Club
Cedar Creek Sailing Center
105 Harbor Inn Road
Bayville, NJ 08721



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