

JULY, 1994

FOUR WINDS

WindJammers Sailing Club, Inc.

105 Harbor Inn Road Bayville, New Jersey 08721



LETTER FROM THE COMMODORE

by Olwen Jarvis

What better place could I find for writing this article than cruising down the Chesapeake Bay towards Annapolis! On the way here, whilst out in the ocean off Atlantic City, we heard Northern Light conversing on the radio and hailed them. The next day, on Delaware Bay we met up with Laurentide and Absolutely II as they headed home from their cruise. On July 4th, as we sailed down the Chesapeake we saw Bill and Carla Miners on their Morgan 41 Absolutely! Fellow members, past members and new acquaintances make cruising a most pleasureable experience! (also a good test for radio transmission and reception.)

OFF TO A GREAT START: The Club is having a great season! All of the seminars were very well attended and have been most beneficial to the membership. The instructional race enabled skippers to be aware of of finer points in racing such as: tightening the leech cord on the main; repositioning the jib leads; tracking any wind change before the start; as well as reviewing the rules in general and right of way and barging at the start in particular.

SAFETY AT SEA TO BE AN ANNUAL EVENT: The Safety at Sea weekend was excellent and will be an annual event. The program started with a Seminar led by Captain Pete Flemming covering boat preparation and safety equipment, which was attended by 40 Windjammers. After lunch, there was a very impressive on-the-water demonstration of Man Over Board recovery techniques with a rescue time of 45 seconds - I'm sure Rob Miles (the victim) and the crew of Wind Chariot were well pleased. Coinciding with the seminar, we had our annual Courtesy Examinations by the Coast Guard Auxillary and then on Sunday, with the help of the Overlook Hospital staff, 21WJ members were qualified or recertified in adult CPR.

SPRING PICNIC: Our annual Chicken and Ribs BBQ was another well-attended event - thanks to Maureen and Dom Venditto. Thanks also to Jeanette Kozak and Dottie Wright for the numerous well-organized dock parties, held almost every weekend!

(Continued next page)

(Letter from the Commodore continued)

BOAT/US BENEFITS FOR SAFE BOATING: Convinced that boating safety can be boosted in a big way, BOAT/US announced that anyone that successfully completes an approved boating safety course during the remainder of 1994 will receive a complimentary one-year membership in the 500,000-member Association. The complimentary BOAT/US membership will be provided to anyone age 18 and older who completes a boating safety course approved by the National Association of State Boating Law Administrators from June 1 to December 31, 1994. Graduates of courses conducted by such groups as the US Coast Guard Auxillary, US Power Squadron, Red Cross and State-sponsored courses need only send a copy of their course completion certificate to BOAT/US Headquarters, along with a membership application.

DOCUMENTED VESSELS MUST DISPLAY STATE REGISTRATION STICKERS: As a result of the Coast Guard Courtesy Examination I received the following information:

1) Documented vessels must show the NJ validation stickers (the one obtained from the NJ Motor Vehicle Dept.) on the vessel close to the steering station. Failure to do so, if stopped by the NJ State Marine Police, could result in a \$250 fine.

2) The VHF radio license fee is going up from \$35 to \$110 in early July! This new license is good for 10 years.

MEMBERSHIP GROWS: Our membership has certainly grown this season. I want to extend a hearty welcome to the following new members - be sure to introduce yourselves, come to our events and join in the fun of belonging to the Windjammers. There is something for everyone.

Keith, Susan & Marc Bromery
Thomas & Bonnie Velucci & family
Dave & Helen O'Neill
Anette Roszak
George & Georgia Copulos
Art Smith

Preston & Susan Mintz
Warren & Robin Reeves
Robin Barnes
Steve & Kathy Termecz
Robert & Patricia Cutuli
Louise Stanton

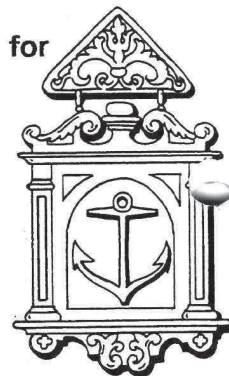
CHANGE OF TREASURER: Sadly we will be losing one family - Barry and Lisa Bistis & family are moving to the Great Lakes area in August. Barry has done an outstanding job as Treasurer, many thanks Barry. We wish you the best of all things in your new situation. Be sure to let us know about sailing in the Great Lakes! I am pleased to announce that Don Ferguson (Absolutely II) will take over as Treasurer in August.

NIGHT OF LIGHTS: All Windjammers have been invited to watch the Night Of Lights from Tall Oaks Marina in Forked River on Aug 6th. Please see Heather Daniels' article in this newsletter for details.

Please check your newsletter for upcoming events and especially mark your calender for our famous Pig Roast Sat., Sept 10th, reservation will be necessary (details later).

Safe and Happy Sailing,

Olwen Jarvis, Commodore





HEY JUNIOR WINDJAMMERS!

By Ron and Kathy Minchin

Be sure to check your schedule in the newsletters and mark your calendars...don't miss out on the fun!

On May 14th, we had a "Knots for Juniors" class. We plan to repeat this as it's important to know the proper way to tie up a dinghy or do a clove on a cleat the right way.

On Memorial Day weekend, many Juniors accompanied their parents on a cruise to Beach Haven. Highlights of the weekend were 5 hours of playing in the sand and uncovering a huge rock which digging a hole about 8 feet around and 3 feet deep. Also, eating ice cream at the Show Place with 20 fellow Windjammers and watching the entertainment with some of being called on to sing or recite to all was a must-see.

June 4th was filled with fun...after our parents participated in a Safety Seminar, the Juniors joined the spectators for the man overboard drill. After that, the Juniors had their own Safety Class and made a great poster on safety, which was displayed during the Taco party that night.

As the last of the parties were leaving, the Juniors returned with their pillows and sleeping bags for a sleepover at the clubhouse. With 12 kids and 2 brave adults (Dotty Wright and Kathy Minchin), we actually got some sleep, despite the scary stories. Games, storytelling, and music with dancing made the evening another fun time.

We awoke in the morning to a breakfast party in the same room. What a busy, fun weekend!

On June 11th, we boarded Tom Genereaux's boat, Nightwind, for a cruise on the bay. The object was to get the Juniors to do most of the sailing, but we didn't get any takers to the challenge.

On July 17th, we had lessons in small boat sailing, which was fun and instructional. Our thanks to the "Senior Windjammers" who lent boats and helped teach the Juniors this great sport.

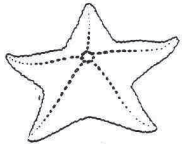
Upcoming activities include:

7/30, 10 am: Rowing up the creek

8/12, 7pm: Movie video night

8/27, 4pm: Treasure Hunt

9/3-5: Berkeley Island raft-up & Tice's Shoal rendezvous/beach

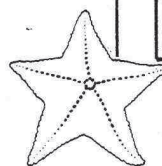


ANOTHER GREAT WJ BEACH HAVEN CRUISE!

On Memorial Day, 19 WJ boats converged on Beach Haven, LBI, and this time, we overflowed the Beach Haven Yacht Club! Pete Fleming, Cruise Chairman, did a great job of organizing the weekend's activities.

Many boats arrived on Friday and their crews roamed the town in search of T-shirts, food, miniature golf, and trouble. With all crews safely ashore on Saturday evening, and despite another year's heavy winds, in true WJ spirit, we munched our way thru several tables of appetizers and wine. With song sheets flapping in the wind, we joined the Piney Rock Duo (George Henkel and Bill Martin) in songs old and new, whimsical and seafaring. After a surprise birthday cake for your humble editor and an off-tune rendering of "Happy Birthday", the gang broke up in search of personal indulgences.

Sunday dawned bright, clear and windy again. We took over a room at the Engleside, where we foraged the buffet brunch and surely broke the restaurant's quotas. Next came our beach hunt, and the sea relinquished its treasures to a heap on a jetty. The afternoon was spent again exploring the town according to individual pursuits, including shopping, bubbly and ice cream. Monday brought a following wind, and all arrived home after the year's shakedown cruise ready for another great sailing season with Windjammers!



"NIGHT OF LIGHTS"

BY HEATHER DANIELS

THE FORKED RIVER "NIGHT OF LIGHTS" 9TH ANNUAL PARADE WILL BE AUGUST 6TH, 1994, 7:30 TO 8:00 PM (DUSK). THE PARADE WILL MAKE ONE TRIP ONLY UP & DOWN THE RIVER, WEATHER PERMITTING (NO RAIN DATE). POLICE & LOCAL RADIO STATIONS WILL HAVE INFORMATION THE DAY OF THE PARADE.

THE PARADE WAS FOUNDED BY MICHAEL & LORRAINE GRAEFT. DECORATED BOATS CAN ENTER FREE OF CHARGE BUT MUST REGISTER IN ADVANCE. TO REGISTER OR FOR OTHER INFORMATION CALL:

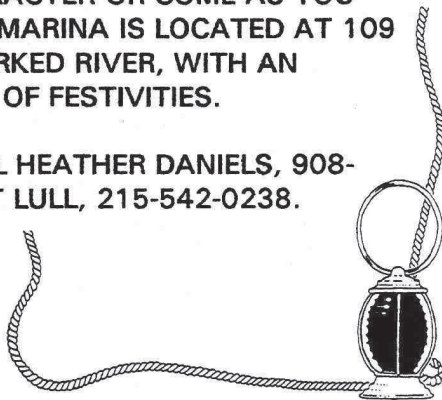
GRAEFT'S 609-693-6417; OR FORKED RIVER CHAMBER OF COMMERCE, PAT BORBELY, 609-693-8312.

THE CAPTAIN'S INN WILL BE HOSTING A PRE-"NIGHT OF LIGHTS" PARTY AT THE WATERFRONT. WJRZ RADIO WILL BE OPERATING A REMOTE BROADCAST. COMMEMORATIVE TEE-SHIRTS OR SWEATSHIRTS WILL BE AVAILABLE AT THE CAPTAIN'S INN OR THE FORKED RIVER CHAMBER OF COMMERCE. ARRIVE EARLY!

INVITATION TO WINDJAMMERS:

TALL OAKS YACHT CLUB IS HOSTING A MARINA "RIVER LIGHTS" PARTY TO VIEW THE "NIGHT OF LIGHTS". ALL WINDJAMMERS MEMBERS ARE CORDIALLY INVITED TO JOIN US ON AUGUST 6TH AT 6.00PM. THIS A B.Y.O. PARTY. ALL ATTENDING ARE PROVIDING THEIR OWN MAIN COURSE CASSEROLE AS WELL AS AN HORS D'OEUVRES OR SALAD PLATE, ENOUGH TO SERVE 6 OR MORE. PLEASE ALSO PROVIDE YOUR OWN FAVOURITE BEVERAGES. CHARCOAL GRILLS WILL BE AVAILABLE. THE THEME FOR THE PARTY WILL BE GILLIGAN'S ISLAND. DRESS AS YOUR FAVOURITE CHARACTER OR COME AS YOU ARE! TALL OAKS MARINA IS LOCATED AT 109 BAY AVENUE, FORKED RIVER, WITH AN EXCELLENT VIEW OF FESTIVITIES.

QUESTIONS: CALL HEATHER DANIELS, 908-747-2326 OR PAT LULL, 215-542-0238.



WJ NEWS AND GOSSIP

by Bizzie Body

☞ WINDJAMMERS QUIZ: WHAT JUNIOR WJ NEARLY WENT OVERBOARD DURING THE SMALL BOAT INSTRUCTIONS WHEN HE REPEATEDLY ASKED THE CAPTAIN, "CAN WE PUT ON THE MOTOR?"

☞ PUBLICITY CHAIR MIKE BANDERA HAS BEEN KEEPING WINDJAMMERS IN THE NEWS...WE HAVE HAD TWO PRESS RELEASES APPEAR IN THE ASBURY PARK PRESS BOATING SECTION ANNOUNCING MEMBERSHIPS AND RACE RESULTS. WAY TO GO, MIKE!

☞ WINDJAMMERS QUIZ: WHAT WJ CAPTAIN PAINTED LONDON RED GUIDED BY ANOTHER WJ CAPTAIN (HINT: A FORMER COMMODORE) AND PROMPTLY FELL ASLEEP ON THE FLOOR OF THE APARTMENT BEFORE DINNER?

☞ OUR VERY OWN BILL JARVIS PUT WJ ON THE MAP (YOU DID MENTION OUR NAME, DIDN'T YOU, BILL??) BY REDESIGNING THE KEEL ON THE JARVIS' NEW BENETEAU 42, WITH THUMBS UP FROM BRUCE FARR, WHO PLANS TO USE THE NEW DESIGN ON OTHER BOATS.

☞ WINDJAMMERS QUIZ: WHAT THREE WJ BACHELOR CAPTAINS ARE KEEPING SCHEDULES OF THE LADY FRIENDS THEY INVITE SAILING EACH WEEKEND, AND WHICH ONE WILL HAVE THE FULLEST DANCE CARD BY LABOR DAY?

☞ YOUR HUMBLE EDITOR SHOCKED A NOT-SO-SMALL GROUP OF PEOPLE AT THE WINE AND CHEESE DOCK PARTY BY WALKING UP TO HUBBY DANNY AND ASKING, "WANT A DUCK?" (OR SOMETHING LIKE THAT)

☞ THE SECRET IS OUT -- THE MEATBALLS AT THE IRON WOMAN FEAST WERE PRE-PREPARED COURTESY OF SAM'S CLUB!

☞ WINDJAMMERS QUIZ: WHICH BOAT DROPPED OUT OF THE CATALINA 30 RACE ON THE LAST LEG TO HAVE COCKTAILS AND SWIMMING AT TICES SHOALS?

SPRING RACE SERIES

by Steve Borgianini

The inaugural race of the Windjammers 1994 racing season was greeted by fair weather and a gentle southerly wind that varied from 8 - 12 knots. The light wind was perfect for those first time racers as well as experienced crews putting new go-fast gear to the test for the first time. This race was the first of the new two-series format the Race Committee is experimenting with this season.

The 1994 racing season has been split into a spring and fall series. Five races will be held in each series with two races as throw-outs. 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. The hope of the Race Committee is that this new format will make racing more accessible to all members.

Rather than splitting classes by boat length, the Race Committee chose to establish three classes segregated by PHRF Ratings to allow racing and cruising boats to compete more competitively. The new classes include: Class A, PHRF < 190; Class B, PHRF 191-220; and Class C, PHRF > 220. Boats with PHRF ratings > 220 can compete in both Class B & C. The Class C fleet will be recognized as an official fleet if three or more boats compete in that class for any given race. Three recognized Class C races must take place for the race series to be official.

On race day the captain's meeting convened at 1000 hrs. The mood of the captains could be characterized as festive. The course briefing covered the racing format; also new this season. The race courses this year will be classic windward/leeward courses set around a permanent WJ mark set in the middle of the bay, off Forked River.

The racing fleet consisted of seventeen boats; a great showing for the first race of the season. The course was set with the windward mark and the leeward mark approximately 0.8 nm from the start/finish line, giving a total course distance of approximately 3.2 nm. Since only one race was run this day the racers would be sailing this course twice around.

The race start was exciting, with as many as ten boats at the line when the horn was sounded. Immediately after the start, half the fleet went right and the other half went left. At the windward mark it appeared as though the boats that went left guessed correctly, as several of their number rounded the mark first. Escapade, Icarus and Yacht-C led the fleet on the down hill run to the leeward mark. The race was very competitive throughout, unfortunately two of the most competitive boats were disqualified for improper mark roundings. Tara, with Don Rock at the helm, was first to officially cross the finish line. Ten of the remaining seventeen boats crossed the finish line within 12 minutes of Tara.

In Class A, Tara finished first followed closely by Yacht-C, with Al Carlson as skipper, and Canopus, with John Schwartz at the helm in his first race as a Windjammer. A little over 6 minutes (corr. time) separated the first 3 positions. Class B was even more competitive than Class A. Escape, captained by IJ Fisher, finished in first place, followed by Laurentide (Dom Venditto) then Day Job (Don Kozak). Less than 3 minutes (corr. time) separated the first three finishers in Class B.

The most competitive race of the day was back to the dock, where the annual chicken and ribs dinner was held. No true Windjammer would ever be late for such a feast!

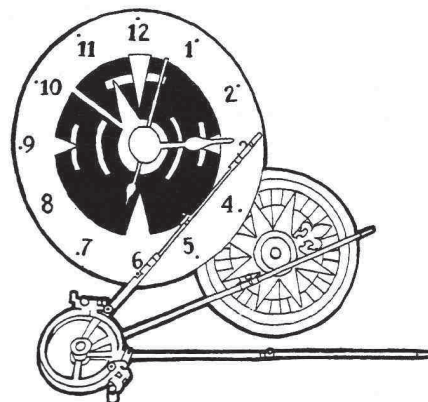


Race 1 Results 6/11/94

Class A, PHRF < 190

Place	Vessel Name	Captain	Finish Time	Corrected Time
1	Tara	Rock	87.667	77.112
2	Yacht-C	Carlson	91.667	81.959
3	Canopus	Schwartz	94.050	83.742
4	Sashay	Nowicki	95.467	83.972
5	G' Persuasion	Hamilton	89.4	54.099
6	Septima	Miles	101.2	89.38
7	Wendy-Sea	Crook	101.8	91.019
5	Impatiens	Bistis	103.167	91.860
9	Fifty-Fifty	Kupera	103.2	97.8

Escapade, Icarus DSQ



Class B, PHRF 190-220

1	Escape	Fisher	95.417	81.285
2	Laurentide	Venditto	96.583	82.608
3	Day Job	Kozak	99.45	84.393
4	Will-o-Wind	Weidanz	105.850	59.126
5	Serenity	Donnelly	126.933	105.647
6	P-Sloop	Shill	129.3	108.871

On June 18 the second and third races of the Spring Series were contested. This was the first time Windjammers racers competed in two races in a single day. The course was again set as a windward/leeward course with each turning mark set approximately 0.8 nm on each side of the start/finish line.

The racing fleet consisted of sixteen boats. The race course was once around the marks (port roundings) and back through the start/finish line. On such short courses the start becomes more critical. One mistake in a fast race like this and you're finished! The wind was steady at about 15 to 18 knots for the first race. The race fleet was tightly bunched throughout the race. In fact all 11 Class A boats finished within seven minutes of each other, and the first three finishers in this class were separated by a little more than a minute, corrected time. The day, however, belonged to Laurentide (Dom Venditto). Laurentide was consistently grouped with the big boats on the race course. In fact she finished 1st and second overall on corrected time for the two races.

In Class A, Yacht-C finished first, followed closely by Tara and Icarus. A little over 1 minute (corrected time) separated the first three positions. Laurentide finished in first place, followed by Escape then Serenity. Less than 6 minutes (corrected time) separated the first 3 finishers in Class B.

The wind continued to build for the second race, with the wind blowing 18 to 20 knots at the start. Many boats made sail changes between races. The second race was even more competitive than the first. In Class A, just eight minutes (corrected time) separated the first and last place finishers. In Class B, nine minutes (corrected time) separated the entire fleet.



(Spring Series Races continued)

In Class A, Tara finished first, followed closely by Icarus and Escapade. A little over 1 minute (corrected time) separated the first 3 positions. Laurentide finished in first place, followed by Escape then Serenity. Less than 6 minutes (corrected time) separated the first three finishers in Class B.

Race 2 Results 6/18/94

Class A, PHRF < 190

1	Yacht-C	Carlson	42.267	37.791
2	Tara	Rock	43.467	38.233
3	Icarus	Termecz	40.967	38.873
4	Escapade	Zuzic	46.683	41.063
5	Wavelength	Borgianini	44.271	41.413
6	G' Persuasion	Hamilton	44.483	41.845
7	Impatiens	Bistis	47.717	42.487
8	Sashay	Nowicki	49.017	43.115
9	Canopus	Schwartz	48.483	43.170
10	Septima	Miles	49.517	43.911
11	Wendy Sea	Crook	49.767	44.496

Class B, PHRF 190- 220

1	Laurentide	Venditto	44.533	38.089
2	Escape	Fisher	47.1	40.124
3	Serenity	Donnelly	51.917	43.210
4	Will-o-the-Wind	Weidanz	54.033	45.496
5	P-Sloop	Shill	77.433	64.943

Race 3 Results 6/18/94

Class A, PHRF < 190

1	Tara	Rock	43.283	38.072
2	Icarus	Termecz	40.5	38.430
3	Escapade	Zuzic	44.5	39.142
4	Yacht-C	Carlson	44.650	39.922
5	G' Persuasion	Hamilton	43.283	40.717
6	Wavelength	Borgianini	43.767	40.992
7	Sashay	Nowicki	47.050	41.385
8	Canopus	Schwartz	47.467	42.264
9	Impatiens	Bistis	47.700	42.472
10	Wendy-Sea	Crook	51.0	45.599
11	Septima	Miles	DSQ	DSQ

Class B, PHRF 190 - 220

1	Laurentide	Venditto	44.383	37.961
2	Escape	Fisher	47.633	40.579
3	Serenity	Donnelly	52.733	43.899
4	Will-o-the-Wind	Weidanz	55.650	46.857
5	P-Sloop	Shill	DSQ	DSQ



(Spring Series Races continued)

The fourth and fifth races of the Spring Series were run on June 25 - these were the last races of the Windjammers Spring Series. The course was again set as a windward/leeward course with each turning mark set approximately 0.8 nm on each side of the start/finish line. Winds were quite brisk this day, running 18 to 25 knots. The racing fleet consisted of twelve boats. Due to the heavy wind, five boats dropped out of the second race of the day.

In Class A, Icarus crossed the finish line first, however, on corrected time Tara finished first, followed by Yacht-C, Escapade and then Icarus. A little over three minutes (corrected time) separated the first four positions. In Class 13, Escape finished in first place, followed by Serenity, then Day Job. Only three boats competed in the first race in Class B. With the strong winds, it was a difficult day for the small boats and several retired after the first race.

The wind continued to blow for the second race. At the start of the race only seven boats were left in the fleet. In Class A, Tara finished first, followed by Yacht-C and Icarus. A little over 6 minutes (corrected time) separated the first three positions. Escape was the only boat to compete in the second race in Class B.

Race 4 Results 6/25/94

Class A, PHRF < 190

1	Tara	Rock	55.3	48.642
2	Escapade	Zuzic	57.5	50.577
3	Yacht-C	Carlson	57.967	51.828
4	Icarus	Termecz	54.750	31.952
5	G' Persuasion	Hamilton	58.667	55.188
6	Impatiens	Bistis	63.7	56.718
7	Canopus	Schwartz	64.733	57.639
8	Wendy-Sea	Crook	69.117	61.797
9	Septima	Miles	70.283	62.074

Class B, PHRF 190 - 220

1	Escape	Fisher	59.0	50.262
2	Serenity	Donnelly	75.117	62.520
3	Day Job	Kozak	80.283	68.128

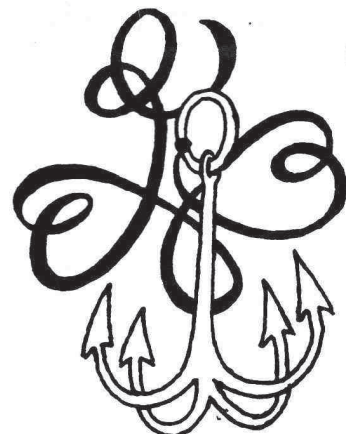
Race 5 Results 6/25/94

Class A, PHRF < 190

1	Tara	Rock	54.533	47.968
2	Yacht-c	Carlson	56.750	50.740
3	Icarus	Termecz	56.9	53.992
4	G' Persuasion	Hamilton	58.750	55.266
5	Impatiens	Bistis	62.667	55.789
6	Wendy Sea	Crook	65.550	58.608

Class B, PHRF 190 - 220

1	Escape	Fisher	59.117	50.361
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SPRING SERIES RESULTS

The Windjammers Spring Racing Series is now history. The new racing format seems to be popular with most skippers, especially the Series winners. In Class A, Don Rock aboard Tara assumed his familiar position, finishing in first place, followed closely by Al Carlson on Yacht-C and Steve Termecz on Icarus. Steve put in a strong performance in his first year of Windjammer racing, grabbing line honors in several races. In Class B, IJ Fisher at the helm of his Catalina 27, Escape, took first place in the series. Dom Venditto aboard Laurentide finished a strong second, with two first place finishes. Ed Donnelly piloted Serenity to a third place finish in Class B. With Ed's handicap, Dom and IJ better not make any mistakes on the race course. The next series of races begins at the end of August. That gives captains, crew and vessels a chance to rest before the fun starts all over again. I know I need to raid the "toy fund" again to replace all the gear I broke during the spring series .

	Race 1	Race 2	Race 3	Race 4	Race 5	Total Points	Series Place
Big Boat Class							
Tara	0.75	2	0.75	0.75	0.75	2.25	1
Yacht C	2	0.75	4	3	2	4.75	2
Canopus	3	9	8	7	DNS	18	6
Sashay	4	8	7	DNS	DNS	19	8
Gentle Persuasion	5	6	5	5	4	14	5
Septima	6	10	DSQ	9	DNS	25	10
Wendy Sea	7	11	10	8	6	21	9
Impatiens	8	7	9	6	5	18	6
Escapade	DSQ	4	3	2	DNF	9	4
Icarus	DSQ	3	2	4	3	8	3
Wavelength	7	11	10	8	6	21	9
Fifty-Fifty	9	DNS	DNS	DNS	DNS	-	-
Small Boat Class							
Escape	0.75	2	2	0.75	0.75	2.25	1
Laurentide	2	0.75	0.75	DNS	DNS	3.5	2
Day Job	3	DNS	DNS	3	DNS	-	-
Will-o-the-Wind	4	4	4	DNS	DNS	12	4
Serenity	5	3	3	2	DNS	8	3
P-Sloop	6	5	DSQ	DNS	DNS	-	-

Congratulations to all Windjammers Racers for a successful series!



DON'T WAIT FOR THE WIND
by Gary Swank

Conventional wisdom, as well as pilot charts and old sailors' tables, indicate that the prevailing winds in August will blow from a Southwesterly direction along the coast of the Northeastern States. Pilot charts further inform us that these summer zephyrs will consistently blow from five to fifteen mph at this time of year. What utter nonsense!

Northern Light, our 36' ketch-rigged Nauticat motorsailer, was fully provisioned, dinghy stowed, charts updated, fuel and water tanks topped-up, and ready to sail to Nantucket. My wife Judy and I had planned to sail in company with our friends Jerry and Helga Finsen, on Nereid, their 32' Gemini catamaran.

Unfortunately, Helga became quite ill a few weeks prior to our departure, and was just barely on the mend by our planned departure date. But, being a true boat lady, she insisted that Jerry accept our previously offered invitation to crew with us - so, at 0640 on the morning of August 15th, we tip-toed through pea-soup fog out of Mariner's Marina in Barnegat, NJ, which is nestled in a little Southwest corner of the bay, hoping for a little wind to clear our way and speed us along. Oyster Creek Channel twists and drops sand at every turn, and making local knowledge the province of the latest deep-draft vessel to have made it through in the last few days. True to form, we ran aground in the channel between buoys 29 and 30. We backed up, nosed around for the channel - we call it 'sail by Braille'- and found enough water to just squeak through, and on to the inlet without any further interruptions. At 0839 we cleared the outer breakwaters of Barnegat Inlet.

We motored out in the lightening haze onto long slow swells with no perceptible wind. Our wind indicator swung lazy circles as we powered up and down the watery hills. In the absence of wind, we motored Northeast at a heading of about 73 degrees, on a rhumb line directly toward the mouth of the Muskegat channel, off the Eastern side of Martha's vineyard. It was our intent to run outside directly to Nantucket, which our trusty little GPS unit said lay directly ahead 185 nautical miles, as of 0920.

Later in the afternoon, the haze lifted and we felt the first stirrings of air. With more optimism than proof, we rolled out our #2 genoa, hoisted a full main and mizzen, and attempted to sail our 10-tonner with 5 to 8 knots of wind out of the S-SW. Judy made dinner as we discussed plans for shorter night watches, and at 1940 hours we rolled the genoa back in and motored on through a clear night with inky skies and brilliant stars - and again no wind. With three aboard, we each have the luxury of three-hour night watches on, with six hours off.

Monday, Aug. 16 - We awaken to a solid gray day, still with no wind, so we push on under the quiet growl of our 90hp Lehman-Ford diesel, turning a constant seven knots on the log. Our GPS indicates that we are being set steadily Northwest, so we bring our compass heading down to 85° true to offset the drift. Fog sets in at 0930, so instead of practicing our celestial navigation, we flip on the radar and take target bearings on the occasional vessel throughout the rest of the morning and early afternoon. At 1400 we pass some lobster pots - definitely into New England water now - and shortly thereafter we pass a couple of small sand sharks. The ocean is so flat that the fins on these



little fellers stick out of the water just like the big, bad guys.

At 1630 we round up on the RW "MC" buoy, marking the entrance to Muskegat Channel, which runs between Martha's Vineyard and Nantucket. Since we had planned to sail up, we hadn't figured on being here until early Tuesday. With the fog coming and going, we decided to motor on into the neat little harbor of Oak Bluffs on Martha's Vineyard, rather than gamble on making it into Nantucket in the dark. We take a dock slip right in the middle of town, and after dinner aboard, and then some scouting around for showers, ice cream cones, and a bag of ice, we call it a day.

Tuesday, August 17- We leave Oak Bluffs under cloudy skies, but who cares! We have wind, about 16 knots worth, out of the South. We boil up and along the channel, and at 1100 we drop our genoa and put up our little cutter-rigged storm jib as the wind pipes over 24 knots. Northern Light barrels toward Nantucket, rail down, a light spray singing over the bow pulpit. I get the distinct impression that the boat is happy, and I am happy.

At 1500, as we are approaching Nantucket, we are hailed on the VHF radio by our friends Bill and Anna Marie Martin, aboard their boat Peep Hen, a compact 17 ft. gaff-rigged sloop. They had previously trailered their boat up to Cape Cod and had sailed it across the sound to Nantucket. We tied up to a mooring at 1730, and about half an hour later, Peep Hen comes alongside. Sailing is thirsty work, and since the sun is firmly over the yardarm (whatever that means) we break out the rum rations and spin tales about our escapades of the last three days. The ladies are in no mood to cook this night, so all go ashore to sample Nantucket's justly-touted restaurant fare.

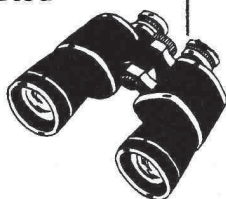
Wednesday, Aug. 18 - We spend the day in Nantucket, and Judy sets a new record for most T-shirts, sweatshirts, and sweaters purchased in a single day by a NJ boat lady on vacation.

Thursday, Aug. 19 - Clear skies and winds of 15-20 knots from the NE. A great day to run to Martha's Vineyard! We romp all the way with all sails flying, pulling back into Oak Bluffs at 1400 at the town dock. After dinner at a Mexican restaurant, we walk off the enchiladas by touring the outrageously ginger-bready little summer cottages in an area called the Camp Meeting Grounds, a religious retreat of 300 small homes covered with scroll work and gothic windows and doors.

Friday, August 20 - We decide to go around to the other side of the island, so at 0845 we motor out of Oak Bluffs, round East Chop Point and lighthouse and cruise into Vineyard Haven. We plan to stay in Lagoon Pond, which is separated from the rest of the harbor by a little bascule bridge - which opens on the hour on demand. Once through, we pick up a mooring in this quiet little pond, with only about ten other boats. This is truly one of the less-known beauties of Martha's Vineyard.

We rig up our inflatable dinghy and motor into Maciel Marine's dinghy dock. From there, we walk about six blocks into the center of Vineyard Haven. After lunching alfresco at one of the little downtown restaurants, and spend the day sightseeing and touring all the beautiful colonial homes up on West Chop Point. Properly toured out, we return to the boat in late afternoon. Cocktails and dinner are aboard this night, and three-handed games of gin rummy and dominoes are played into the night.


Saturday, Aug. 21- Jerry, our close friend and able seaman, must leave us today, so we dinghy into Vineyard



Haven, where he will catch a taxi to the local airport. Judy and I walk on into town, sip cappuccino at an outdoor restaurant, and watch the tourists go by. Then Judy is struck with inspiration, or buying fever (we never know which), and we decide to hop a bus and go shopping and sight-seeing in Edgartown, the high-priced spread of Martha's Vineyard. Edgartown is famous for large yachts, expensive designer shops, and liberal New England politician/playboys of questionable repute. But you gotta see it if you visit this island - no trip is complete without a view of the Chappaquiddick bridge and environs.

Sunday, Aug. 3 - Sated with the overload of too many tourist-oriented offerings of the more populous islands, we decide to head for Cuttyhunk Island and more rustic scenery. At 0820 we drop our mooring in Lagoon Pond and line up with the few other boats waiting for the little one-lady operated bascule bridge to open. The weather is gorgeous but windless, and we make our way out into the channel between Martha's vineyard and the mainland. By 0345 we are running SW down the inside passage of the Middle Grounds, and by 1000 we are abeam the Tarpaulin Cove lighthouse and entering Quick's Hole. By noon we have entered Cuttyhunk Island and tied up to the town's main dock. After the last couple of days on moorings we need to top our water tanks and scrub off some salt and grime.

Cuttyhunk, southernmost of the Elizabeth Islands chain, is a delightful haven for boaters. It boasts a decent-sized, completely enclosed harbor with anchorages on the outer perimeter, moorings closer in, and a town dock with room for about twenty boats. And there's an area for the arrival and departure of the occasional seaplane; the only other mode, besides boats, of getting on and off the island. The town



dock is the main area of commerce. It has a row of little sheds running down most of its length. One shed is a bakery, or more correctly, it sells bakery items. The baking is done up the hill in one of the houses, by a couple of the local ladies. Another shack carries ice, bait, and once a day, some fresh lobster. We lucked out in tying up to the dock just before the local lobsterman came in. So we had an edge on all the people who made mad dashes for their dinghies to follow the lobster boat. See, the deal is, the fisherman unloads his boat, his wife immediately sells them on the spot if you want to cook them yourself. And the rest are sold on a layaway plan. You pick the lobsters you want, the lady then steams them up at her house, and then at about three in the afternoon you come back and pick up your freshly steamed lobster. But you must be on time; she reopens just long enough to hand out the cooked catch of the day.

If you hanker to eat out, the town's one hotel, the Allen House, does two seatings an evening in their cozy little dining room. They also have a near-monopoly on the island's tourist trinkets: mugs, T-shirts, and a few made-in-the-Orient items for the chronic souvenir shopper. Judy, in her ingenuity, and with a sixth sense for this sort of thing, found a private home where the resident artistic housewife hand-screened sweatshirts with Cuttyhunk dock scenes. We immediately purchased these rare treasures, so as to be the envy of all our boat friends back home.

Cuttyhunk is a treasure in itself. It rises to a central peak in its center, with an incredible view of Martha's Vineyard to the East, and of its sister islands running to the NE and the Massachusetts mainland. There is a single lane paved road running to the top of the hill, and from this vantage point you can see the entire island. Part way up the hill are a

one room church, complete with a "fish" weather vane, a one room elementary school, and a little library. The island, supports a year round population of about 150 people, and has a small grocery and general store on the ground floor of a two-story home. The island's larger imports, like the few cars and trucks and building materials, are brought in periodically by a ferry-barge.

Monday, Aug. 23 - Another moderately nice day in paradise, a few clouds, and the prospect of some wind for our run westward to Narragansett Bay to the little colonial town of Wickford, RI. At 0945 we leave the Cuttyhunk dock, and wind our way out the channel entrance, paying close attention to the welter of buoys and markers to the west of the islands. By noon, the wind has actually backed into the SW and piped up to 18-20 knots. We put up every piece of sail we can fit on the masts, and head for Rhode Island's West Passage. En route we pass a four-masted schooner with tanbark sails, heading SE - a lovely craft from an earlier time.

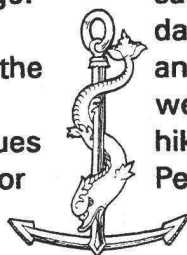
By 1500 we have sailed under the Jamestown bridge, and 45 minutes later we make our way up the Wickford channel to the Wickford Shipyard, which is to be our resting stop for the next two days. This large marina caters to larger boats and can build or rebuild anything up to the 150 ft. class. They have a large fuel dock with a constant stream of customers, so we top off our diesel tanks with no concerns about fuel quality, a growing problem of late in some areas.

After cleaning up the boat at our beautiful floating dock space, we assembled our folding bikes and did a quick tour of this quaint seaport village. The inlet runs right into the center of town, and colonial homes pre-dating the 1800s nestle right up to the water's edge. Many of the homes boast plaques noting continuous family ownership for

the last couple of hundred years. Back at the dock, we called the Carriage Inn, a local restaurant that caters to the marinas with free car service.

Tuesday, Aug. 24 - We made this a lay-day, to do some minor work on the boat and use the marina's laundry facilities. After lunch we again set out on our bikes to explore the Wickford area. And, of course, to visit the local shops and discover what manner of items they had which we would discover we couldn't live without. The evening meal was taken at an informal little restaurant in the town square called Peaches, which specialized in salads and light dishes. After dinner, we peddled back around the harbor to our marina, played a few hands of rummy, and crashed.

Wednesday, Aug. 25 - By 0910 we were away from the dock, and half an hour later we were under sail, beating South down the Narragansett against a breeze out of the SW (be careful what you wish for - you may get it). The day was hazy, with the promise of some wind out on the sound, so we were determined to sail to Block Island today. Once out on the sound, the wind was on our nose, but we had the entire day to make Block Island. The rest of the day was spent in that form of madness known only to sailors; tacking to windward. The hitch was, we were also being set Eastward, necessitating long tacks to the West to compensate. We finally tired of this silly game at 1700 and turned on the engine to motor the last couple of miles into Salt Pond. We had averaged 2.65 knots made good toward our destination - this with an average GPS-proven over-the-ground sailing speed of 5.5 knots for most of the day. At 1745 we picked up a mooring and too tired to launch our own dinghy, we took the town launch ashore, then hiked up the hill to eat dinner at Samuel Peckham's Tavern. A noted sage once



observed "gentlemen don't sail to windward." My observation is that after you've spent a day thrashing to windward, your language and demeanor tend not to be gentlemanly!

Thursday, Aug. 26 - We decided to spend the day in Block, and then leave in the evening to time our arrival on a rising tide back at Barnegat Inlet. After a breakfast of fresh pastries from Andiamo's bakery boat, we dingied ashore to hike into Shoreham. We ate lunch outdoors at the Water Street Cafe (this is a plug) had The Best fried Ipswich clams ever! The weather was quite warm, so we stopped for a mandatory tall, cool one at the Oar House prior to going back out to the boat.

By 1655 we were shipshape, with everything stowed for running at sea, so we cast off our mooring in Block Island and headed out. We would both stand watch until 2100, and would then trade off every three hours throughout the night. As the temperature dropped, haze, and then fog set in, and by 2200 it was so wet that we had to run the windshield wipers to see out of the pilothouse. By midnight we were in pea soup fog and operating on instruments only.

Friday, Aug. 27 - The fog lifted at about 0138, almost simultaneous with the moon setting. The night was busy dodging tankers, freighters, and of trawlers all working off the south coast of Long Island Sound. Dawn (0516), always one of the prettiest times at sea. We are on an average compass heading of 246 degrees, and the pilot chart and old salts' predictions for late August are finally on the money. The wind is flowing lightly out of the SW on our nose! Well, today we are a motorboat; Barnegat Inlet must be cleared on a high slack tide by 1700 this evening.

Our vacation is winding down, and as we churn along, making about 6.5 knots over the bottom, we have nothing

to do but observe the sea around us. At 0836 we spot a lobster pot marker adrift, trailing a long length of line behind it, just waiting for a prop to foul. We also saw a large sea turtle gently swimming along, oblivious to all the debris spoiling her ocean. The biggest aggravation on this otherwise lovely ocean seems to be the unending supply of plastic foam cups bobbing in the waves.

1400 - We approach the Jersey shore, and the sky hazes over very quickly. The wind sharpens out of the SW, then backs more southerly, with a small chop developing as we pass into 13 fathoms of water. New Jersey says "welcome back!" But nothing further develops, and at 1705, five minutes behind schedule, we pass through the entrance buoys to Barnegat Inlet. Once again, we tiptoe across the shoaled eastern side of Barnegat Bay to the deeper western side, and by 1820 we are tied up once again at our home port.

Two weeks spent cruising the New England islands in mid-August, and we have returned without having been rained upon, in shirt-sleeve weather. True, the winds have been light and fickle, but we got a few good sailing runs in, and we've returned rested, without having jammed too much into our trip, our usual mistake. Our advice; don't wait for the winds. Top the tanks, sail when you can, and visit the islands Down East.

Ed. Note: This trip was originally planned as a Windjammers flotilla. Hopefully you are inspired by this article to try it in the future!

A WRIGHT BIG THANK YOU!

Tom and Dottie Wright wish to thank all of you who shared the opening celebration of Cedar Creek Sailing Center in June. They are excited about the summer season, and look forward to seeing all of you at the marina.



DOCK PARTIES 1994 (SO FAR)

by Jeanette Kozak
and Dottie Wright

Dock parties 1994 have continued in the true Windjammers tradition, i.e. well attended & with vast quantities of food eaten.

We started the season quietly with lunch together for those who attended the Rig Tuning seminar on April 30th. The following weekend was a little less quiet with Tom & Dottie Wright providing sandwiches, hot dogs, beans & baked ziti for the official opening of CCSC.

May 14th brought one of those nights that should not be missed. 28 bottles of wine were consumed, possibly enjoyed, and even our very own lady editor was reported to be slightly (!) intoxicated. Way to go, Wendy!

5 boats and their trusty skippers participated in the instructional race on May 21st & returned to not too warm pizza (sorry guys, a mix-up on the time the party started), but this did not deter the Windjammers from inhaling 16 pizzas!

The weekend of June 4-5 should be noted for the Taco party and breakfast at the dock as well as the Safety at Sea Weekend. After an exciting afternoon of watching & learning man overboard techniques, we settled down to eat 125 tacos with a surprise gazpacho from Wendy Crook that is now expected every year as part of the taco party menu. Breakfast at 8:30 am had many members stumbling bleary-eyed into the clubhouse where they proceeded to eat their way through 90 eggs, 4 lbs of bacon, 5 lbs of hashbrowns, 2 loaves of toasted bread, bagels & leftover desserts from the

previous night, washed down with 2 gallons of orange juice, tea & coffee, and a gallon of milk. Whew, can we eat??!!

Next on June 18th, we again converged on the clubhouse to cook our own barbecues and share salty sea stories.

And on June 25, the ever-popular Dead Clam party drew 63

Windjammers, who shucked and sucked their way through 500 clams (and they could have eaten more!); and 7 quarts of chowders. Josh Genereaux said of his second-year win of the Clam Sucking Contest, "line 'em up and don't breathe!" Then, on July 9, Dan Crook, former Commodore, gave the ladies a break by cooking for the Iron Woman Feast. The fare included not-so-subtle phallic symbols of sausages and

meatballs, and salad, and was enjoyed by all.

Dock parties coming up:

September 10: Pig Roast and Windjammers Thespian Society Play.

September 17: Covered dish

September 24: Hot dogs and hamburgers (follows the Tall Oaks Challenge)

October 29: Halloween/ Oktoberfest - come in costume!

☺ 500 clams
☺ 28 bottles of wine
☺ 16 pizzas
☺ 125 tacos
☺ 90 eggs
☺ 4 lbs bacon
☺ 5 lbs hash browns
☺ 2 gallons of orange juice

WINDJAMMERS COOKBOOK RIDES AGAIN...

Pat Carlson has announced her willingness to produce an addendum to the WJ Cookbook. We already have several recipes. This is a fundraiser for the club, so if you don't have one already, you can buy a new and improved version. If you do have one, you can buy just the new recipes to put in your book. We are looking for recipes, so please send them to Pat and call her with orders for books at 609-693-7534.

REMAINDER OF SEASON CALENDAR FOR 1994

DATE	TIME	EVENT
Aug 6	6 pm	Night of Lights/Tall Oaks Party
Aug 13	10 am	* Canoe Trip - POSTPONED - NEW DATE TBA *
Aug 27	10 am	Fall Series Race #1 and #2
Sep 3-5		Labor Day Raft-Up/Tices Shoal Rendesvous
Sep 10	6 pm	Pig Roast/Windjammers Thespian Society Play
Sep 17	10 am	Fall Series Race #3 and #4
Sep 17	6 pm	Dock Party: Covered Dish
Sep 24	10 am	Fall Series Race #5 and Tall Oaks Challenge
Sep 24	6 pm	Dock Party: Hot dogs/hamburgers
Oct 29	10 am	Frostbite Race
Oct 29	6 pm	Dock Party: German Night and Halloween
Nov 12	TBA	Fall Dinner

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