



WindJammers Sailing Club, Inc.

105 Harbor Inn Road Bayville, New Jersey 08721

NOVEMBER, 1994

LETTER FROM THE COMMODORE

by Olwen Jarvis

The very best sailing of the season is happening right now - glorious October winds, brilliant blue skies, and a shore line flaming with the colors of fall. Yet we have to face reality -- some boats are already out of the water, another two or three weeks of sailing for others - a month to six weeks for a few hardy souls. Boats will be winterized and hauled and sailors will reminisce over this season and plan for a new year.

As a Club, we have enjoyed another busy and exciting year. We have welcomed 35 new member families to the Club. Our dock parties have been extremely well organized and attended. The spring seminars were informative; we had two terrific picnics and another "smash hit" play. The Junior Windjammers have established themselves as an integral and most important part of our club. Members have cruised far and near, in groups or solo. All of these happenings have occurred because of the effort and dedication of many members, ably encouraged by Chairpersons and Officers. To every member, therefore, I wish to express my sincere appreciation. We are all a small part of the whole. It works and I thank you!

I have enjoyed my year as Commodore. I hope that you will attend our Fall Dinner, when we as a club can celebrate this past season and present the awards to members to recognize individual performances. This event will also be the occasion for the Change of Command, when Dominick Venditto will be installed as Commodore.

ANNOUNCEMENTS: Congratulations to Laura Carlson and Phil Girandola, who were married on Oct. 1st and sailed aboard Yacht C to their reception! Welcome to our two newest sailors: Michael Dominick Venditto, born Sept 28 to proud parents Dominick and Maureen Venditto and big sister Lauren; and also Rachel Ann Kozak, born just six days later (Oct. 4th) to proud parents Jeanette and Don Kozak. Rachel was only 18 days old for her maiden voyage aboard Day Job!

INTERESTING STATISTICS: Members by port: 51 of our members are berthed at Cedar Creek, 10 at home, 9 each at Mariners Marina and Tall Oaks, and four at Up The Creek. Boats by length: Members' boats range from 14 to 42' in length: 29 are 31' and over; 21 are 30 footers, of these, 12 are Catalinas. Boats by make: Catalina leads in popularity, with 22; followed by 11 O'Days. There are 6 each Hunters and Pearsons, 5 Island Packets, 4 Cape Dorys and 3 Irwins.

FOUR WINDS

THE BENEFITS OF SYNTHETIC OILS

by John Bohatila

This article concerns the use of synthetic oils for diesel engines. Diesels are rather straight-forward internal combustion engines. They differ from gasoline engines primarily in the method of ignition.

Oil's role in an engine is to lubricate it. Though this may sound obvious, what does this really mean? It means that the oil should prevent metal to metal contact. To achieve this, oil must have some very important characteristics: Film Strength, foaming resistance, wall adhesion, viscosity control, heat-oxidation resistance, scuff resistance and low avidity to water (avidity: the property of holding water in suspension).

Synthetic oils win hands down in every category here. Since synthetic oils have special man-made long chain polymers with strong molecular bonds, the ability to form a film between metal parts is better than non-synthetics. This extra film strength also aids scuff resistance.

The ideal situation in an engine is for an oil film to form between parts that would rub together, and give a consistent even pressure to remain in such a film state to protect those parts. However, things are not ideal in an engine, and shock loads occur which could squeeze through the protective oil film. This is scuffing. Synthetics normally offer better scuff protection simply because it is harder to squeeze the longer chain polymers of a synthetic out of the way to allow metal to metal contact.

The thinner the oil, up to a point, the better it lubricates. Higher "weight" oils, are thicker, and are presumed to thin to the correct viscosity when the engine is hot. But what happens when you start a cold engine? The oil is at the wrong viscosity level! In fact, much more proportional engine wear takes

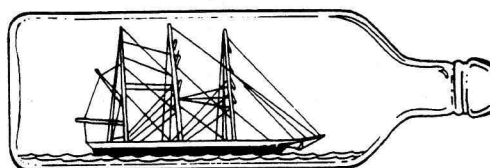
place when a cold engine is started than in a warm engine that has been run a long time. Synthetics have better viscosity stability; therefore, they can start out at a lower viscosity level, affording much better engine protection in a cool engine.

Man made polymers are much more stable at higher temperatures than non-synthetics. Non-synthetics degrade rapidly at temperatures exceeding 235° F, where rapid oxidation starts to effect the oil (thermal breakdown).

Synthetics control viscosity so well that a synthetic oil is stable even starting out with a very watery consistency (S.A.E. 5 weight), while still offering the protection of a very viscous S.A.E. 40 or 50 weight oil at higher temperatures.

By the way, don't be surprised if an engine seems to produce more power using a thin synthetic oil. Since the internal oil pump must work far less pumping a 5 weight oil than a 50 weight oil, horsepower needed for oil pumping is liberated. This may be in the 1/4 to 1/2 hp range or more, depending on engine size.

Synthetics have low avidity. This means that synthetics do not trap and hold water as non-synthetics do. This is important in a marine environment, especially if the engine oil does not typically heat up over 212° F for long periods. At 212° F, the water held in the oil is boiled off. Diesels typically like to run at temperatures of about 190° F (water temp.). The discoloration of oil that we see in engine oil soon after an oil change is usually indicative of either contamination by "blow by", where diesel fuel is being blown past the cylinder rings, (not good), or by water tapped in the oil. Since diesels run much cooler than modern



(Oils continued)

gasoline engines, the engine oil does not normally exceed the 212° necessary to rid itself of the water by boiling it off. This is why synthetic oil's low avidity is important.

Additionally, in pleasure sail boats, engine oil is often changed at the end of a season to prevent varnish and gum formation, and damage from acids that form in oil. Non-synthetic oil, which actually oxidizes as it sits, requires that it be changed in a three to six month interval
REGARDLESS OF ENGINE RUN TIME.

That means that come springtime the oil should be replaced. Avidity is far less of a problem with synthetics, which also typically have a longer general life, and suffer much less degradation while just sitting. This makes synthetics far less likely to lose critical lubricity come springtime, offering protection that only an additional oil change of a non-synthetic would offer. This may well offset the additional cost of a synthetic.

Synthetics also resist the formation to foam. Consider the possibility of motor sailing. As the boat heels over, the oil in the engine pan (sump) sloshes to one side. If the oil is low, the oil pick-up tube, through which the oil is sucked up to lubricate the engine, may actually no longer be immersed in oil. This problem can also result if some portion of the available oil is lost to a useless layer of oil foam. Rather than picking up oil in this case, the pump will only draw air. Combine low oil and foaming and a serious oil starvation problem could occur. This also reinforces the need to check the engine oil level frequently.

The ability of oil to cling to cylinder walls is an important factor for a lubricant. If the oil drains off the cylinder wall too easily, protection is lost. Here one very clever oil company, Castrol (SYNTEC Oil), has created a polymer that apparently is positively charged. Since the metal parts of an engine are grounded, with a negative charge, the oil electrostatically clings to the cylinder wall.

But there is one place where synthetics don't work well: badly worn

engines. Worn valve guides or cylinder rings will allow the thinner oil to be sucked into the combustion chamber. In diesels, this will cause expensive oil consumption. In gasoline engines, oil sucked into the combustion chamber drastically reduces the incoming gasoline's octane - causing pre-ignition, and this is disastrous.

I obtained this information by having discussions directly with Mobil Oil's and Castrol's research and development technical personnel. I am totally convinced that synthetics are the appropriate oil to use for marine diesels.

SPECIAL OFFER! John bought a synthetic oil in bulk and has been selling it to Windjammers at a reduced price. It is Sikken's Cetol Marine, highest rated with Practical Sailor and Cruising World. John says it gives a lacquered look, has a honey-brown color, and lasts longer than anything else. John has 3 pints left at \$19.25/pt (regular \$28.95/pt). Call (908) 251-3411.

WJ NEWS AND GOSSIP

by Bizzie Body

- ☞ Pete Fleming sailed into his personal sunset on November 1, heading for ports south for the winter. He will send updates for the WJ Newsletter. Fair winds, Pete!
- ☞ So which WJ bachelor captain's dance card was fullest by Labor Day??
- ☞ Best wishes for a speedy recovery to Bill Ciunowicz, (former WJ Commodore) who recently underwent heart surgery. Get well soon, Bill!
- ☞ What four WJ members recently painted St. Michael's, Md. red, and were followed around town by a suspicious patrol car?
- ☞ Bizzie Body says, HipHipHooray to Olwen Jarvis for a memorable year as WJ Commodore!

MURDER UNDER THE DOCK: A Review by Pat Carlson

On Saturday, September 10, 1994, the Windjammers Thespian Society presented its third annual play. It was once again written, directed and produced by our very own and very talented Wendy (Sea) Crook.

The weather was sunny and crisp, which allowed us to enjoy our outside Theater, and this year the play was presented on our "brand new" stage of our "brand new" clubhouse (Thanks Tom). The pig was devoured, the tables cleared and the lights (by Tom Wright) were raised.

The Cast: Bill & Olwen (Jarvis) Danny (Crook)
Don & Jeanette (Kozak) The Inspector (Lisa)
Audrey (Rosenberg) Mike (Bandera)
Pete (Fleming) Dottie (Wright)
The Murderer ?????

Music : Written and performed by: Don Rock and Yvonne Marcuse.

The opening scene was a familiar one where the gang hung around the clubhouse, reminiscing about the past season and drinking, drinking, drinking, drinking their beer. The now-famous line "Hand me a beer, Dan" was oft-repeated. Bill (with a little ad lib) hoped the captains finally got the racing rules straight this year. Bill then launched off onto this dimwit power boat that had cut him off that day and left him in this huge wake. He remembered that boat, ROSEBUD! Just thinking about it made Bill exit for the men's room. The gang continued another ten rounds of drinks and went on with the events of the year; races, Beach Haven with its "great" weather, and yes, of course, our dock parties. Mike and Audrey had a "friendly" discussion about just who made the Tacos this year. Nevertheless, Mike said he never wanted to see a Taco again. Olwen reveled in the fact that the membership of our drinking club (oh excuse me - sailing club) increased to 127 members this year. Maybe that explains the volumes of food and drink consumed that Dottie and Jeanette reported.

Don Rock then joined the gang and asked if anyone wanted to hear his new song. While the entertainment was setting up, Olwen looked around and wondered where Bill was, he sure was in the men's room a long time. Oh well, she thought he was probably touring the new Piccolo. Don Kozak exclaimed that it was some boat, he could put his boat Day Job in Piccolo's cockpit. The whole gang joined in on Don Rock and Yvonne's song. It was super fantastic! Just when the song ended, Michael and Adam came running on stage with a fishing pole showing it had hooked a glove that was dripping with BLOOD. Dottie immediately ran to see what the kids had caught under the dock. The glove said "Piccolo" and Olwen let out a blood-curdling scream...lights out!

Act 2: In came the corpse — Bill Jarvis had hit the dust— Oh, how could this happen to a nice guy like Bill? Who in the world would want him out of the way?

Then the Inspector arrived and began her investigation, interrogating everyone there. Olwen had in her possession a very damning piece of evidence, a new life insurance policy, which she had just purchased on Bill. The inspector continued frisking everyone — I wonder why she spent soooo much time on the men? Oh, Jeanette, what is this huge knife doing in your pocket. She claimed it was her rigging knife that Pete warned in his safety seminar everyone should have. While the suspects and motives grew, Olwen ran to Bill and noticed he was coming around. Olwen held him in her arms, sobbing, and Bill rallied just long enough to weakly whisper ROSEBUD!

(Play review continued)

The play ended, the mystery was solved and poor Bill went on to the great Boat Heaven above. This reviewer could hear Yvonne saying what exceptional actors those Brits are, to which Jeanette responded "of course, we are all related to Shakespeare".

The audience was mulling around when water bombs began to fly. It was rumored that our very own Vice Commodore Dominick threw the first bomb. Everyone scurried to miss but Randy Laks threw the final, most flooding blow, dead center of the now drenched crowd. Thanks Randy! CONGRATULATIONS once again to Wendy for a fantastic play and a very talented cast - even though some may say they drink too much!

SONG By Yvonne Marcuse and Don Rock (September 1994)
To the tune of "Sloop John B"

VERSE 1 We came on the sloop PICCOLO,
 The JARVIS' new Beneteau.
 From bow to stern she is a very fine ship,
 Except for her keel; Its depth is unreal!
 She'll sail at a fast clip If she gets out of her slip!

CHORUS: So hoist up the (Boat) sails, See how the main sail sets,
 Send for the captain ashore, let me go home;
 Let me go home, I want to go home,
 I feel so break-up, I want to go home

VERSE 2 We came on the sloop LAURENTIDE,
 Where Commodore Dom will reside
 With Lauren, the baby, and Maureen, his capable hands.
 They've passed every test,
 We wish them the best!
 They'll need it when they take command
 Of the Windjammer band!
 CHORUS

VERSE 3 We came on the sloop WENDY SEA,
 Her crew's known for sobriety.
 Danny and Wendy sip tea while they meditate Transcendentially.
 But fundamentally,
 They're real nice mates
 In spite of these traits.
 CHORUS

VERSE 4 We came on the sloop GENTLE PERSUASION.
 It was an auspicious occasion:
 She'd won a big race, showing lots of skill and pluck.
 In air that was light
 Her speed was outa sight!
 A big jib, a little luck--
 Way to go, Carol and Chuck!
 CHORUS

- VERSE 5 We came on the sloop WRIGHT WIND,
Whose captain is everyone's friend.
All around the boatyard he does roam,
Collecting the RENT.
"Pay up—every cent!
Or I'll drop your boat like a stone"
And you can go home."
CHORUS
- VERSE 6 We came on the sloop YACHT "C"
A fine sailing ship was she,
But her sister ship is a "stinkpot," the Windjammers' foe
We asked Al and Pat why?
They said with a sigh
"Someone's got to go
And tow Piccolo!"
CHORUS

SAILING AN OPTIMIST DINGHY

by Victoria Borgianini, Age 10

An Optimist Dinghy (pram) is a 7-foot long boat that has one sail. My Opti is built for racing in regattas, which are series of races.

This summer, I sailed in three large regattas. These regattas were the Long Beach Island Championship Optimist Regatta at Brant Beach Yacht Club (with over 100 Optimists racing); the Surf City Yach Club Optimist/Laser Regatta (with over 50 Optimists racing); and the Lake Hopatcong Optimist/Laser Back-to-School Regatta. Every time I registered for a regatta, I would write that I was a member of the Windjammers Sailing Club.

It's fun racing in front or in the middle of the fleet. Racing is especially fun when someone you know is there and racing beside you. At the regatta that I sailed in, most of the kids were from racing clubs and sailed together a lot. The only thing I wish is that I could sail with a racing club with other kids I know and travel to a lot of regattas together as a racing team. I hope that Windjammers starts a racing club for kids soon.

CLUB SUBMITS GRANT FOR BOATS FOR JR. WINDJAMMERS

On November 1, Kathy Minchin submitted a grant proposal to BOAT/US on behalf of Windjammers for a boating safety program. If funded, the grant will enable Windjammers to purchase three small sailing boats for use by Junior Windjammers. The goals of the program will focus on boating safety, and other junior sailors from the community will be invited to participate. Many thanks to Kathy and her platoon of helpers for working to help Junior Windjammers grow!

FALL RACE SERIES - A JOB WELL DONE!

by Steve Borgianini

On August 27, the first and second races of the Fall Race Series were contested. The windward/leeward course proved popular with most Windjammer racers in the Spring Series; therefore, 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 thirteen boats. The race course was once around the marks (port roundings) and back through the start/finish line. The wind was steady at about 8-10 knots throughout the first race. The race fleet was tightly bunched, with five Class A boats finishing within six minutes of each other. In Class A, Canopus finished first, followed closely by Escapade and Gentle Persuasion. Seven minutes (CT) separated the first three positions. In Class B, Escape finished in first place, followed by Absolutely-2 then Will-o-the Wind. Less than six minutes (CT) separated the first three finishers in Class B.

The wind filled in a little for the second race. At the start of the race the wind was blowing 12-15k. The second race was more competitive than the first. In Class A, eight minutes (CT) separated the first and last place finishers. In Class B, nine minutes (CT) separated the fleet, yet only three minutes separated the first three finishers. In Class A, Gentle Persuasion finished first, followed closely (less than 0.2 mins) by Escapade and Canopus. A little over three minutes (CT) separated the first three positions. In Class B, Escape finished in first place, followed by Absolutely-2 then Day Job.

Race Results 8/27/94

First Race

Class "A", PHRF < 190

Place	Vessel Name	Captain	Finish Time	Corrected Time
1	Canopus	Schwarz	72.41	64.48
2	Escapade	Zuzic	78.22	68.8
3	Gentle Persuasion	Hamilton	75.53	71.05
4	Shadowmar		81.47	71.66
5	Fifty-fifty	Kudera	76.67	72.12
6	Wavelength	Borgianini	78.2	73.2
7	Stormy Petrel	Minchin	88.83	78.77
8	Septima	Miles	91.83	81.11

Class "B", PHRF 190 - 220

Place	Vessel Name	Captain	Finish Time	Corrected Time
1	Escape	Fisher	82.2	70.03
2	Absolutely-2	Ferguson	84.37	73.02
3	Will-o-the-Wind	Weidanz	91.15	76.75
4	Day Job	Kozak	96.08	81.54
5	Serenity	Donnelly	103.32	85.99

Class "B", PHRF 190 - 220

Place	Vessel Name	Captain	Finish Time	Corrected Time
1	Abosolutely-2	Ferguson	101.42	87.78
2	Day Job	Kozak	110.43	93.71
3	P-Sloop	Schill	116.8	97.96

Race 4 Results 9/17/94**Class "A", PHRF < 190**

Place	Vessel Name	Captain	Finish Time	Corrected Time
1	Tara	Rock	83.97	73.86
2	Escapade	Zuzic	87.55	77.01
3	Canopus	Schwarz	89.17	79.39
4	Stormy Petrel	Minchin	91.13	81.29
5	Septima	Miles	92.13	81.32
6	Shadowmar		93.15	81.93
7	Fifty-fifty	Kudera	89.62	84.3
8	Gentle Persuasion	Hamilton	90.15	84.8
9	Icarus	Termecz	89.9	85.3

Class "B", PHRF 190 - 220

Place	Vessel Name	Captain	Finish Time	Corrected Time
1	Abosolutely-2	Ferguson	92.87	80.38
2	Day Job	Kozak	100.1	84.95

The last race of the Windjammers 1994 racing season was greeted a gentle southerly wind that varied from 0-10k. The light and fluky wind played havoc with the racing fleet all day. The Windjammer racing fleet was also contesting the Tall Oaks Challenge Series with Tall Oaks Racers turning out in force for the traditional rivalry. The Tall Oaks Race Committee set the course as windward/leeward.

This day of little wind belonged to Tall Oaks. Several Windjammer boats were near the back of a tight pack approaching the windward mark when the wind died. Windjammers' hopes of once again retaining the Tall Oaks challenge trophy disappeared with the wind.

The Windjammers fifth and last race of the fall race series and the season was being contested the same day. In Class A, Escapade (sailing a dual role for Windjammers and Tall Oaks) finished first, followed closely (less than a minute) by Tara and Gentle Persuasion. A little over five minutes (CT) separated the first three positions. In Class B, Captain IJ Fisher's Escape finished in first place, followed by Absolutely-2 then Laurentide. Ten minutes (CT) separated the first three finishers in Class B.

The loss of the Tall Oaks Challenge left a bad taste in the mouth of the Windjammers. To overcome their sorrow the racers washed that bad taste away with fine food and drink at the Windjammers clubhouse. Tall Oaks racers were invited to join the Windjammer for a celebration party where the Challenge trophy changed hands (not for long!).

I'd like to take this opportunity to thank the many Windjammers volunteers who assisted me in my job as Race Committee Chair this past season. Without your help with committee boats, setting marks, and planning, my job would have been much harder.

Race Results 9/24/94

Race 5

Class "A", PHRF < 190

Place	Vessel Name	Captain	Finish Time	Corrected Time
1	Escapade	Zuzic	88.33	77.7
2	Tara	Rock	88.23	77.93
3	Gentle Persuasion	Hamilton	88.05	82.83
4	Canopus	Schwarz	102.08	90.9
5	Shadowmar		109.45	96.27
6	Fifty-fifty	Kudera	106.02	99.73
7	Wavelength	Borgianini	116.52	109.13
8	Septima	Miles	125.53	111.32
9	Callisto	Laks	124.18	111.49
10	Stormy Petrel	Minchin	126	111.74

Class "B", PHRF 190 - 220

Place	Vessel Name	Captain	Finish Time	Corrected Time
1	Escape	Fisher	107.2	91.32
2	Absolutely-2	Ferguson	107.4	92.95
3	Laurentide	Venditto	119.55	101.85

WINDJAMMERS FALL RACE SERIES RESULTS

Class A

Boat Name	Race Results	Final Standings
Tara	(DNS), (DNS), 1, 1, 2	1
Escapade	(2), (2), 2, 2, 1	2
Gentle Persuasion	3, 1, (4), (8), 3	3
Canopus	1, 3, (DNS), 3, (4)	3
Stormy Petrel	(7), 4, 3, 4, (10)	4
Shadowmar	4, 6, (8), (6), 5	5
Fifty-Fifty	5, (7), 5, (7), 6	6
Wavelength	6, 5, (DNS), (DNS), 7	7
Septima	(8), 8, 7, 5, (8)	8
Icarus	Not enough races to qualify	
Callisto	Not enough races to qualify	

Class B

Boat Name	Race Results	Final Standings
Escape	1, 1, (DNS), (DNS), 1	1
Absolutely-2	(2), (2), 1, 1, 2	2
Day Job	(4), 3, 2, 2, (DNS)	3
Will-o-the Wind	Not enough races to qualify	
Serenity	Not enough races to qualify	
Laurentide	Not enough races to qualify	

Race Results 8/27/94**Second Race****Class "A", PHRF < 190**

Place	Vessel Name	Captain	Finish Time	Corrected Time
1	Gentle Persuasion	Hamilton	34.27	32.24
2	Escapade	Zuzic	36.83	32.4
3	Canopus	Schwarz	39.92	35.54
4	Stormy Petrel	Minchin	41.97	37.22
5	Wavelength	Borgianini	40.7	38.12
6	Shadowmar		43.95	38.66
7	Fifty-fifty	Kudera	41.95	37.27
8	Septima	Miles	46.17	40.77

Class "B", PHRF 190 - 220

Place	Vessel Name	Captain	Finish Time	Corrected Time
1	Escape	Fisher	39.28	33.47
2	Absolutely-2	Ferguson	40.25	34.83
3	Day-Job	Kozak	43.1	36.58
4	Will-O-The-Wind	Weidanz	45.26	38.12
5	Serenity	Donnelly	53.77	44.75

The third and fourth races of the Fall Racing Series were run on September 17. The course was set as a windward/leeward course with each turning mark set approximately 0.8 nm on each side of the start/finish line. These races were two laps long, which made for quite a long day of racing. Winds were brisk this day running 18-25k. The racing fleet started the day with eleven boats.

In the first race of the day in Class A, Tara crossed the finish line first, and took first overall on corrected time. Tara was followed by Escapade and then Stormy Petrel. A little over five minutes (CT) separated the first three positions. In Class B, only three boats competed. Absolutely 2 finished in first place, followed by Day Job and P-Sloop. With strong winds building for the second race, it was a difficult day for the small boats. P-Sloop retired after the first race.

The strong wind continued to for the second race. In Class A, Tara finished first, followed by Escapade and Canopus. Less than six minutes (CT) separated the first three positions. Only two boats competed in the second race in Class B. Absolutely-2 was the top finisher, followed by Day Job less than five minutes later.

Race 3 Results 9/17/94**Class "A", PHRF < 190**

Place	Vessel Name	Captain	Finish Time	Corrected Time
1	Tara	Rock	89.7	78.9
2	Escapade	Zuzic	94.817	83.401
3	Stormy Petrel	Minchin	94.7	83.98
4	Gentle-Persuasion	Hamilton	93.417	87.877
5	Fifty-Fifty	Kudera	96.68	87.87
6	Icarus	Termecz	98.82	90.95
7	Septima	Miles	107.92	95.31
8	Shadowmar		109.98	96.71

TOMATOES STUFFED WITH EGGPLANT - from Pat Henkel

1 lb eggplant, peeled and cubed
 1 C minced celery
 2 CL minced garlic
 16 oz drained, chopped plum tomatoes
 2 T chopped capers
 2 t tomato paste
 3 T chopped black olives

1 t salt
 1/2 C minced onion
 3 T olive oil, divided
 1/4 C red vinegar
 2 t anchovy paste
 1/4 t dried thyme
 15 ea plum tomatoes

Place eggplant in a colander, sprinkle with salt, drain 30 mins. Rinse eggplant, pat it dry, place in a bowl and set aside.

In a large skillet, cook celery, onion and garlic in 1 T of oil for 10 mins. Transfer to a bowl. Add the remaining 2 T of oil to the skillet. Add reserved eggplant, sauté for 5 mins until slightly browned. Add the celery.

Bring mixture to a boil: chopped tomatoes, vinegar, capers, anchovy paste, tomato paste and thyme. Reduce heat and simmer for 15 mins.

Stir in olives and season mixture with freshly ground pepper to taste.
 Cool, cover, and chill overnight.

Halve tomatoes lengthwise, mound with eggplant mixture, and sprinkle each half with freshly chopped parsley.

DON KOZAK'S HASH BROWNS

As many potatoes as you want: Peel and boil potatoes. Strain. Dice when cold.

Fry in mixture of half oil and half butter (prevents burning) with onion, salt and pepper to taste.

Variation: add diced green pepper.

WENDY'S GAZPACHO

Dice: 1 large cucumber, 2 large green and/or red peppers, 1/2 large Spanish onion.

Stir in: 1 large can tomato juice, 1 large can crushed tomatoes in puree

Add: parsley, basil, chopped chives, Tabasco sauce to taste

Chill thoroughly, then sprinkle with seasoned croutons. Serve cold.

1994 ANNUAL FALL DINNER NOT TO BE MISSED!

On Saturday, November 12, Windjammers will gather at the Waters Edge Restaurant (Bayville), to regale the events of the past season and look forward to next year. The festivities will include the installation of officers for 1994-95, awarding of race and club trophies, and the annual meeting of the membership. This is your chance to cheer your skipper on as he/she accepts a trophie and put your burning curiosity to rest about who will receive the Running Aground and Turkey Awards.

For just \$25/person, you can choose from steak, flounder or chicken, and participate in the social event of the season. Call Dom Venditto right away to reserve your place!



Call for reservations: (908) 241-3888

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

