



SPRING 2010



# FOUR WINDS

Have you had enough of the snow & rain?  
I know I'm certainly tired of it all. Enough already...

... let's go sailing!

While you may think that not much happens with the Windjammers this time of year, we've already had our planning meeting for the upcoming season. It was wonderful to have so many people commit to making the Windjammers the successful club that it's been for the past 40 years. We've planned a fun and exciting schedule that we hope you all will look forward to. There's definitely something for everyone to enjoy this coming season:



**Racing** – There are many races on the calendar this year, including a Practice Race, A Father's Day Race, the Ladies Helm Race, a Distance Race, the Tall Oaks Challenge, and the Frost Bite Race. There's even a new Father Goose Race this year to honor our very own Ron Minchin.

**Cruises** – Many types of cruises are planned this year, both short and long to accommodate all types of schedules and interests. In addition to the annual shakedown 'Cruise to Beach Haven', there are several overnight cruises and even a 'Cruise around the Bay' for those who are looking for a little adventure but closer to home. And for those who want to venture a little farther away, there's a choice of a week-long 'Cruise to Cape May', or a two-week 'Cruise to Long Island'.

**Dock Parties** – In addition to many of our traditional parties, a few new ideas have been added to the calendar this year: The "Show your 4<sup>th</sup> of July Colors" party, "St. Patrick's Day in August – Go Green" party, and a "Chili Cook-off" party after the Frostbite race.

**Seminars** – Our Seminar Chairs have many great ideas for this upcoming season. We will be putting those seminars on our calendar at a later time (once they return from Florida!)

The first events of the season are coming up sooner than you think. Starting our calendar off this year is "Dock Day" on May 15<sup>th</sup> where we chip in to help spruce up our summer home. That same evening is our first dock party of the season, the Wine and Cheese Party. Be sure to check the calendar on the Windjammers website and look for announcements throughout the season for more details on our upcoming events.

Our club is only as successful as our members, so please consider helping out on a party, or being a committee boat for a race. Please let our committee chairs know what activity you are willing to help them with this year by expressing your interests on your membership application.

If you have any questions about any of the club activities please don't hesitate to call or email me 973-585-4108 or [commodore@windjammersailing.com](mailto:commodore@windjammersailing.com).



*I'm looking  
forward to a  
terrific  
2010 season!*  
**Kelley Fahey**  
**Commodore**

## *Inside this issue of FourWinds:*

Page Two	2010 Chairs
Page Three	SummerSailstice
Page Four	Fall Dinner 2009
Page Five	Club Racing
Page Six	Treasurers Report 2009
Page Seven	NEW WINDJAMMERS
Page Eight & Nine	A Swim in NY Harbor
Page Ten	Tips and Reviews
Page Twelve	Planning Meeting & Minutes
Page Thirteen	2010 Calendar of Events
Page Fourteen	Final Thoughts & Upcoming Events



# FOUR WINDS

## 2010 Officers and Committee Chairs – Contact Information

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**Past-Commodore**

Frank Schaffer



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**Secretary**

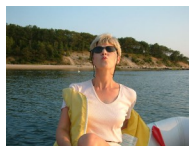
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**Seminar Chairs**

Mike Bandera &

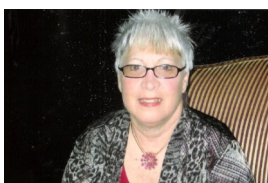
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**Membership Committee**

Nancy Simpson



[membership@windjammersailing.com](mailto:membership@windjammersailing.com)



# FOUR WINDS

## SUMMER SAILSTICE . . . . . . June 19, 2010 !!!

As I write this I am looking out my window at a half frozen Barnegat Bay and yet another winter snow storm bearing down on us. It will be a winter that none of us will forget and one that we wish would end very soon, enough already! Well rest assured, spring is on its way, and before we know it we will be working on our boats, with the winter not forgotten, but a distant memory.

Having recently met with the Windjammer Officers and Committee Chairs, at the marina, not only brought a smile to my face, but made me count my blessings for all that Barnegat Bay has to offer. This then leads me to the point of my writing, Justin Pasca '08 Commodore, Frank Schaffer '09 Commodore & I, with the support of Kelley 2010 Commodore, are already fast at work planning for the Windjammer's hosting of the '3rd annual Summer Sailstice'. This event is more than a cruising rally ending with a BBQ at Berkley Island Park; it's a way to give back. This event supports conservation of the Barnegat Bay, spreads awareness, and supports the organizations that have made it their job to preserve this natural wonderment for future generations to enjoy. As in the past, the money collected from this event will go to organization(s) that oversee keeping the bay clean. So **set aside this date** and come and join in this meaningful event on the longest day of the year.

So as we prepare to work on our boats this spring be mindful of the beauty our bay offers and remember to use drop clothes when scraping, painting and using chemicals.

***Remember, memories are made  
on sailing days!***

*Cliff Simpson*

*Vice Commodore*



# FOUR WINDS

## Memories From the Fall Dinner

Thanks to all for your help and support throughout the year. I was pleased to serve as the 40<sup>th</sup> Commodore of the Windjammers. I would like to thank the Windjammers committee members for all of their efforts this past season. Without that team there is no Windjammers sailing club! I'd also like to wish Kelley and Cliff well as incoming Commodore and Vice Commodore. And of course thanks to Tom and Liz for their ongoing and unyielding support for the club.

We had another great season with the trips, raft ups, and overall "fun" with friends all year. I was very proud of the clubs donation to the Barnegat Bay Estuary Program. I think it is important that we as a club, do a little bit to help support good causes. This year we were able to give \$500 in donations by our members to a group committed to restore, maintain, protect, and enhance the natural resources of the Barnegat Bay estuary. We hope to do the same this year during the 2010 Summer Sailstice. I hope you will join us.

Our fall dinner was one for the record books. We had 12 adventuresome sailors make the trip down by boat. You couldn't have asked for nicer November weather. We had fantastic sailing down and great weather back. It was nice and warm for the return sail but the wind was a little light. Regardless, having the opportunity to do an overnight trip that late in the season was fantastic.

Once again we had an excellent dinner at the Captains Inn. The staff was friendly and accommodating. Thanks to Kelley for doing such a good job arranging the evening. The slide show put together by Norm provided great conversation starters as we recalled our season through those images. The party was great fun with good friends and most thankfully my hangover in the morning was manageable!

The fall dinner gives us the opportunity to acknowledge the noteworthy accomplishments of the year. Some obviously more noteworthy than others... The annual awards this year were as follows:

**Turkey Award:** This season was so good I have to mention the runner up. Following the Novice race *Scott Minchin* attempted to recreate a stunt he used to do in his fathers sail. He jumped up on the boom and lay out in the mainsail. It only lasted a second before he came crashing through the dry rotted sail almost impaling himself on a stanchion. Guess he didn't realize there's a difference between sails you pay for and sails you get for free!

But the real winner was *Val* for his trip down to LBI in his new boat. His trip was marred and cut short by several difficulties not the least of which is the fact that engines require fuel!

**Grounding Award:** You always hear people talk about the value of local knowledge especially when it comes to knowing where not to venture. So how is it that one of our veteran members with as many hours on the bay per year as anyone nailed this one? *Pat Pezzano* had several grounding this year but he won it for his slight miscounting of the buoys leaving the channel from Barnegat inlet.

**Dillon Dock Meter:** One of the few years we had no reported incidents!

**Rocknack:** This award is given to the most improved sailor or one who pushed his or her limits.

This year the award was given to *Dawn Minchin*. She sailed one of the smaller boats in the fleet yet attended every local cruise including Beach Haven and Meyers hole. She gave lessons to a new sailor. She sails without any gadgets and most importantly without an engine!

**Walt Stratford:** Award for the person who contributed significantly to the betterment of the club.

*Norm Driscoll* took this honor. He has been around the club for years and when asked to step up and help out he did so without reservation. He was an instrumental part of putting the Bylaws together. He excelled at his job as historian and photographer taking the roll very seriously and doing it better than we could have imagined.

Looking forward to the season. Hope to see you all soon!

Frank





If you are as excited as I am to get the sailing/racing season started, then it should be a great one! I am more of a cruiser than a racer, but as racing chairman, I sure could use some help with bringing up the rear of the fleet. It can get lonely back there. I am looking forward to seeing old friends and adding new faces in the races! So, whether you own your own boat or crew on someone else's, let's all join in on the fun. Just get away from the dock and go sailing.

One day last summer, Richard Barker and I observed Ron and Kathy sailing up Cedar Creek on “Stormy Petrel”. Following closely behind was his daughter Dawn on “Stormy”, and his son Scott on “Layla”.

Thank you  
Patrick Pezzano





# FOUR WINDS

## Windjammers Sailing Club, Inc.

### Treasurers Report 2009



Jan 2009	Opening Balance	\$3,700
	Income	\$7,873
	Expenditure	\$8,472
Dec 2009	Closing Balance	\$3,101

While we show a loss of \$600 for the year this is due to the purchase of the new picnic tables at a cost of \$1600. We still have a very healthy balance of \$3100 in our account and are able to cover our expenses with the income from Membership dues. All parties and picnics we held covered their costs with the fee charge to attend.

Anyone wishing to see a complete break down of the full accounting report please feel free to email me at [jkozak@optonline.net](mailto:jkozak@optonline.net) or [treasurer@windjammersailing.com](mailto:treasurer@windjammersailing.com)



Happy Sailing 2010

Jeanette Kozak

## Call for pictures & stories. . .

If you have any sailing pictures or stories from Windjammer events that you would like to see included on the WJSC website, or the next issue of "FOURWINDS" please send them to [web@windjammersailing.com](mailto:web@windjammersailing.com).

If you have any "NEWS" or information for the next "FOURWINDS" the official news letter of the WJSC, please forward it to [newsletter@windjammersailing.com](mailto:newsletter@windjammersailing.com).



# FOUR WINDS

## WINDJAMMERS WELCOME

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### John Robinson and Ruth Ochia

John and Ruth reside in Drexel, Pa. and first bought a boat knowing they would like the sport; soon afterwards they took formal sailing lessons. At present, they keep their 18' Precision called "Puffin" on a trailer in the boat yard. They have trailed and sailed their boat to a variety of places before deciding to keep their boat here at CCSC. They are already looking to move up in size and look forward to the day they can cruise overnight both locally and off shore.

John and Ruth have a son, Adrian, age 5. Adrian is described as a friendly youngster who enjoys sailing with his parents and swimming in the water. Adrian will begin kindergarten this September.

When they are not sailing, they enjoy hiking and camping. Ruth likes to paint using watercolors and John is handy, currently building a kayak.

Both John and Ruth are looking to expand their local water knowledge as well as boat knowledge and of course to meet friendly Windjammers. Make sure to give them a hearty welcome when you see them.

P.S.- As of 8/15/09 John & Ruth are the proud owners of a 1978 30' Morgan. Congratulations!

After years of getting to know the new WindJammers & creating posts for the clubhouse & submitting Bio's for the FourWinds, a special thanks goes out to Nancy Simpson for accepting the newly created 'Membership Committee'. Thank You Nancy for being the friendly face that welcomes the new members!





# FOUR WINDS

My favorite section of Sail magazine is the one where sailors recount events where they and their vessel got into trouble. I love the drama of the stories. They always end with some advice and a lesson learned. I thought it might be a fun idea if we put some of our Windjammer adventure stories into the newsletter. So on that note, since I think I have a good one... I'll start:

## A Swim in NY Harbor

By Frank Schaffer

### *Brothers Trip Part A*

In the early 1990's my 3 brothers and I decided it would be a nice idea to set sail for fun and adventure and rekindle the relationship we had living at home with our 6 sisters. Yes ma and pa Schaffer had 10 kids. Surprisingly we all got along pretty well and believe it or not, for the most part, we still do. We had all been out of the house for several years and the idea of getting together for a trip with my brothers for a week's getaway was very appealing. Brother Rich, the second oldest in the family lived in Maryland. He had a McGregor 24 that he sailed on the Chesapeake Bay. Mike, the oldest in the family lived in Chicago and had little sailing experience. Peter the youngest had just finished school in Maryland. He had very little sailing experience as well but with his mathematics background took to navigation quickly. The four of us were going to spend this week in sheer luxury on this fabulous vessel. What did we know! The trip was supposed to take us from Deal, Maryland to Point Pleasant, NJ. Outboard engine problems caused several delays and ultimately major repairs were necessary to get us going again. Regardless of the close quarters we had a great time. We made it as far as Wildwood before the week's adventure was over.

### *Brothers Trip Part Deux*

Fast forward to 2007... In those earlier years on the Chesapeake my brother Rich had infused me with the passion for sailing. Now many years later I was on my second boat and took over the duties as the sailor in the family. I had just upgraded to my O'Day 31, Island Breeze. We talked often of the fun we had on that original trip and we decided it was finally time to try it again on a slightly more accommodating vessel.

Plans were made and we decided for this voyage we would head north again, this time leaving from Cedar Creek. Three of us were able to get a week off but former Captain and now First Mate, brother Rich, had to leave by Thursday.

The decision was made to venture into New York Harbor, take a right, and then go as far up into the Long Island sound as we could. We left early on a Saturday morning. As we rounded Berkley Island and headed north on Barnegat Bay we had a champagne toast to our relationships and friendships. Of course, as captain, that sip was my last for the day. Now I could only watch as my asshole brothers drank their faces off all day long. OK, I was jealous...

The trip up could not have been nicer. We had great wind through the upper part of the bay, and even got to do quite a bit of sailing on the ocean. Pre planning for the tides made Hell Gate a non-issue. We made it as far as Stamford Connecticut by Tuesday. Wednesday it was time to turn around and head for home. Wednesday night we got a slip at Chelsea pier. Dad Schaffer owned a bowling alley while we were growing up so of course we had to hit the lanes at Chelsea for a little on shore R&R.

On Thursday it was time to drop First Mate Rich off at Liberty Landing. We said our goodbyes and then had a brief ceremony on the dock to promote youngest Brother Pete to First Mate. This promotion was met with little resistance from Brother Mike as he was in the galley making another martini. With Pete handling the lines on the bow, me at the helm, and Mike sipping his Martini, we cast off to make the final leg of the trip home.

### *A Swim in the Harbor*

As we left Liberty Landing and entered NY Harbor I noticed overcast skies. In addition the harbor, always unsettled with boat chop, was even more so due to the wind and weather. Looking north up the Hudson River I observed very dark skies and lightning. The storm was still several miles away so we turned and headed south straight into the wind and chop. I had the 18 HP Yanmar just below full throttle attempting to run as far away from the storm as rapidly as I could. The bow rose and fell over the waves causing Mike to spill some of his drink. Fortunately, I could not hear him yelling given the roar of the wind. Unbeknownst to me it also caused some other spillage. That of the line coiled on the bow and attached to the forward cleat.





# FOUR WINDS

We were in the shipping lanes heading south past the great lady of the harbor when the engine stopped with a thud. I looked up to see a freighter a few hundred yards off and bearing down on us. My first instinct was, of course panic. My second instinct was: you better get over that panic instinct really fast and take some actions or you're going to get run over by a very big boat. I quickly realized the problem. It was somewhat obvious due to the way the engine shut down so abruptly after performing so well for the entire trip. To confirm my suspicion I immediately began pulling on every line I saw to see if they were taut. Sure enough as I jumped to the bow I found the culprit.

Think Fast I kept telling myself. My first thought was that I needed to get going, get out of the shipping lanes, and get out of the way of one really big ship in particular. Fortunately we sailors have that first form of propulsion...the wind! I hurriedly released the jib as I instructed Brother Mike to put down the martini and find the vessel in distress burgee. I told Peter to grab the chart and look for a spot off the beam and out of the way of shipping traffic where we could set an anchor. It was just about this time that the rain began to fall. I turned and looked back up the Hudson. What I saw looked ominous. The storm while still quite a ways off, was indeed chasing us.

I managed to fill the forward sail quickly and turn to starboard. As we sailed safely away from the middle of the harbor Peter and I looked over the chart. We found an area heading in toward Arthur Kill where the water was about 30 ft deep. I was hopeful that we would be far enough away from traffic that the water would be calm. It wasn't. The wake from the tankers continued to cause the boat to pitch and roll. I donned mask, snorkel, and goggles and prepared for my swim. We tied a line around my chest in case it was necessary for my shipmates to pull me on board if I lost consciousness due to being hit in the head from the undulating boat. One of my brothers insisted I wear a life jacket. I explained to him that the purpose of a life jacket was to keep you above water and given that I needed to swim under the boat there was a conflict in physics that might make that a dumb idea. He took another sip as he agreed.

The rain started to pick up and the lightning got closer. I dove in to cut the lines. As one would expect the water was quite murky. Visibility was no more than about 18 inches. I made short trips under the boat always making sure that I had plenty of air. As I began it was clear that the two greatest dangers were getting caught in the loose lines, and getting hit in the head by the boat. There was a tremendous amount of movement with the boat rising, rolling, and falling. I stayed back from the lines and made sure to cut them away in sections to avoid leaving long coils to get tangled in. During the first several dives the boat did whack me on the noggin a couple of times. I quickly learned how to balance my hand between the bottom of the boat and my head while I cut. It took many dives and about 20 minutes but finally I was able to clear the rope from the prop. Hopping back on board I saw that the storm was upon us. Luck was on our side as the engine started right up. We quickly raised anchor and located a small cove further up Arthur Kill where we were able to ride out the storm. An overwhelming feeling of relief took over as I motored toward safety.

## *What I did right:*

I acted quickly and did not let the gravity of the situation cloud my judgment.

We had the proper charts for the waters quickly accessible

We got out of the way of shipping traffic, hoisted our vessel in distress flag, and corrected our problem quickly.

## *What I did wrong:*

As skipper of the vessel it is my responsibility to make sure everything is ship shape and ready to go. Peter was only acting as first mate for a very short time. He had very little sailing experience and I should have given him much clearer instruction about stowing lines.



# FOUR WINDS

## Tips & Reviews

That brings us to another feature in *FourWinds* that we call “Tips & Reviews”. In this section, anyone can offer their solutions for problems onboard, in the slip or when underway. Have you done all the research and purchased a new piece of equipment lately? Why not share your research and let everyone know if you love it or hate it? Please, everyone help out and contribute.

For those of us without a GenSet & a refrigerator, Bob offered up “Simple Refrigeration” in the Summer 2009 edition of *FourWinds*. For the Spring 2010 edition Bob explains how to get more mileage out of that tube of marine caulk.

Let’s all thank Bob for the great ideas and his regular contributions to *FourWinds*.

### This Works

Marine caulks cure by absorbing moisture from the air. According to 3M, spraying water on most of their marine caulking products will accelerate the curing process. This is especially true with silicone-based caulks.

Many of us purchase a small \$8 tube of caulk to fill a few screw holes, and then find that the tube hardens in just a few days, rendering it useless for another job.

To avoid this waste, I put the tube in a Ziploc bag filled with a large quantity of desiccant material, using both packets and tablets. You can find these little items packed in medicine bottles and electronic devices. They are often labeled, “Do not eat.” Drug stores throw them away by the handful. My pharmacy saves them for me. This material is also available for purchase, for a nominal price, on numerous commercial packing websites.

Desiccant material absorbs the moisture and slows the caulk’s curing process. By putting a tube of caulk in a Ziploc bag, along with desiccants, and then in a sealed glass jar, my caulk stays fluid and useful for two or more years.

Bob Ragolia,  
Skipper of the *Queen Elizabeth*



In the past the WindJammers Sailing Club has offered a wide range of seminars on weekend mornings on everything from small engine maintenance to racing. We will continue these exchanges of helpful information because it builds lasting relationships between members. If you have an expertise and would like to give a seminar, or have an idea for a topic or know a willing speaker, please contact Mike & Audrey our Seminar Chairs or Kelley our Commodore.

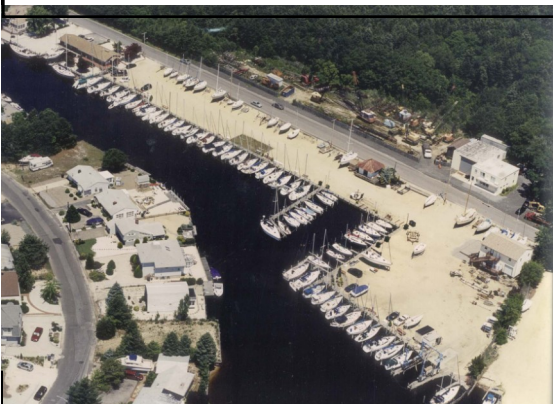


# FOUR WINDS

## Dock Day: May 15th

Before you know it, it will be time to start getting our boats ready for the upcoming season. While we are getting our boats ready for summer, it's also time to spruce up our summer home. Dock Day is the Windjammers' chance to do a little spring cleaning at our 'home away from home'. We will be picking up debris, planting flowers, putting down mulch, and possibly painting. We can use as much help as possible. Remember to wear old clothes and bring a pair of gloves. More details to follow.

### Spring Commissioning Questions ~ Ask CCSC



When it comes to spring commissioning, routine maintenance, sail care or this year's project, ask the pros @ Cedar Creek Sailing Centers' Marina Store.

If you need it, Tom can get it.

*Cedar Creek Sailing Center*  
*Phone number : 1-732-269-1351*  
*Email : CCSC@comcast.net*  
*& on the web @*  
*<http://cedarcreeksailingcenter.com>*



*WJSC sincerely thanks CCSC for the use of the clubhouse  
& all you do for us !!! See you @ Dock Days !!!*





# FOUR WINDS

## **Minutes of the Windjammers' 2010 Annual Planning Meeting**

**February 20, 2010**

**Attendees: Kelley and Bob Fahey, Frank Schaffer, Cliff Simpson, Jeanette Kozak, Bob Ragolia, Dave and Elaine Zailik, Norm Driscoll, and Pat Pezzano.**

**Commodore Kelley Fahey called the meeting to order at 12:35 PM.**

**The Commodore distributed packets with agendas, planning calendars, lists of officers, committee chairs, and other pertinent information.**

**The Treasurer, Jeanette Kozak distributed a complete report of the Club's finances for 2009. The members agreed that the Treasurer did an excellent job with the report. Jeanette was complemented for her very complete report and the outstanding job she does. Everyone agreed that the finances were in "good condition," citing adequate reserve balances and a positive cash flow.**

**A lengthy and thoughtful discussion followed pertaining to the Club's pending 2010 calendar of events, covering four principal areas:**

- 1. Cruising**
- 2. Races**
- 3. Dock Parties**
- 4. Seminars**



**Cruising Chair - Justin Pasca, Racing Chair - Pat Pezzano, and Dock Party co-chairs - Dave and Elaine Zailik submitted and/or discussed a list of proposed events and dates. The seminar schedule is expected when that committee's co-chairs return to New Jersey in April.**

**After carefully taking into consideration the many variations of the 2010 calendar, the committee agreed to a schedule of events, pending a final evaluation by the Commodore and the various Chairs.**

**In recognition of Ron Minchin's numerous and unique contributions to the Windjammers and the sailing community, it was decided, by a formal motion (unanimously and enthusiastically), to permanently name one race in his honor. The race will be called "The Father Goose Race" and the first race will be held in June, 2010.**

**Having completed its business, the Commodore adjourned the meeting, without objection, at 3:37 PM.**

**Submitted by: Bob Ragolia, February 21, 2010**



# FOUR WINDS

## So What's the Plan???

### Windjammers Tentative Calendar of Events 2010

#### MAY

- 15 Dock Day / Wine & Cheese Party 7pm
- 23 BYO Breakfast and Beach Haven Captains' Meeting 9:30am
- 29—31 Memorial Day Weekend Cruise to Beach Haven / BYO Appetizers Dock Party 6pm
- 30 Beach Haven Breakfast on the Dock 10am / Evening Mini Golf
- 31 Return from Beach Haven

#### JUNE

- 5 Racing Seminar 10am / Practice Race 12:30pm
- 12 Father Goose Race / Chicken & Ribs Dinner (cocktails & appetizers-6pm, dinner-6:30pm)
- 13 Vessel Safety Check Day / BYO Breakfast on the Dock 9am
- 19 Summer Sailstice Event
- 20 Father's Day Race
- 26 Moonlight cruise to Toms River / Hot Dogs & Hamburgers Dock Party

#### JULY

- 3 Show your 4th of July Colors Dock Party
- 4 Cruise to Toms River for fireworks
- 5 - 11 Cruise around Barnegat Bay
- 10 Potluck Raft-up at Governor's Mansion
- 17 Ladies Helm Race / Iron Women's Feast Dock Party
- 25 BYO Breakfast on the Dock 9:30am / Captain's Meeting for cruises to Cape May and Long Island
- 31 Departures for 1 week cruise to Cape May and 2 week cruise to Long Island

#### AUGUST

- 7 Cruise to Barnegat Light
- 14 Cruise to Silver Bay
- 21 Distance Race / St. Patrick's Day in August - Go Green Dock Party
- 29 BYO Breakfast 9:30am / Captain's Meeting for Labor Day Cruise

#### SEPTEMBER

- 4 - 6 Labor Day Cruise to Tuckerton
- 11 Pig Roast
- 12 Canoe/Kayak Trip
- 25 Tall Oaks Challenge (party hosted by Tall Oaks)

#### OCTOBER

- 2 - 3 Cattus Island Silver Bay Cruise / Pot-Luck Raft-up
- 3 Cattus Island Festival
- 9 - 10 Annapolis Sailboat Show (show dates are: 9—12)
- 16 Frostbite Race / Chili Cook-off Dock Party

#### NOVEMBER

- 13 Fall Dinner



# FOUR WINDS

## Final Thoughts & Upcoming Events

**Attention Cruisers ! WaterWay info by TomNeale can be found @**

<http://www.boatus.com/cruising/TomNeale/alert.asp>

**Research Buoys in NJ Waters:** On March 16, 2010 through June 30, 2010, Ocean Surveys Inc. will be conducting research operations in the vicinity of Elizabeth Port 40-38-48.66N/074-11-02.68W, east to Bergen Point 40-38-39.43N/074-07-43.33W, north to Newark Bay 40-41-34.89N/074-07-28.61W, the Hackensack River 40-44-18.14N/074-05-27.61W and the Passaic River 40-53-05.67N/074-07-47.21W. There will be approximately 6 buoys throughout the Passaic River, 2 buoys in Newark Bay, 1 buoy off Bergen Point, 1 buoy off Elizabeth Port and 1 buoy in the Hackensack River. These research buoys will be yellow in color, lighted and will be out of the navigation channel. POC for this project is Mr. Ken Cadmus at 860-395-8112. All mariners are urged to use caution when transiting this area. (*First District LNM 10*)

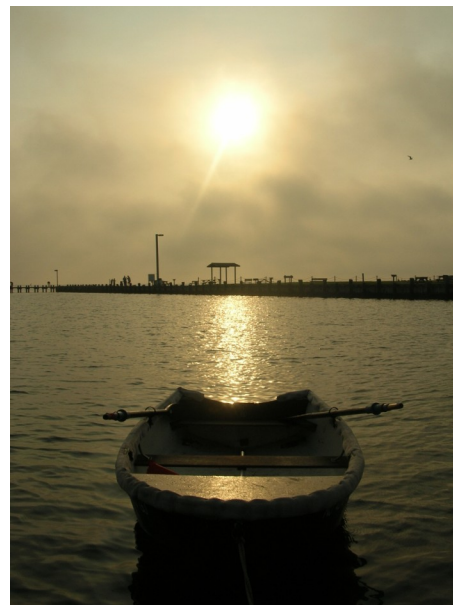
This winter New Jersey saw 4 snow storms in less than two weeks. Ironically Vancouver, which was hosting the Winter Olympics was experiencing spring conditions and trucking in snow for the events. Hopefully you've made the most of the snow and your ready for the greatest part of living in this area, 4 seasons. Three of which we can go sailing. Congratulations Cliff Simpson our Vice Commodore, & all our Chairs. I'll bet Norm will get some great shots of you & the rest of the WJSC having even more fun in 2010! Everyone keep looking for 'in action' shots in future FourWinds and on the web site (nice job on the web site

[www.windjammersailing.com](http://www.windjammersailing.com) , Bob)

Special thanks to everyone that contributed to this issue. With that said my Final Thoughts are about the Upcoming Events of the 2010 season : We've got plenty to look forward to this year so go racing, go cruising, reconnect with old friends & make some new ones at the dock parties and most of all have a safe, fun 2010 sailing season.

Adam

Tiki



The Windjammers has a website, and it can be found at: <http://windjammersailing.com>. The website has up-to-date information about dock parties, cruises, seminars, races, and other events. You've seen the picture slideshow on the homepage, but did you know that you can have your own Windjammer pictures included as well? If you have some pictures you'd like to include, send them to: [web@windjammersailing.com](mailto:web@windjammersailing.com), and we'll include them on the website. If you have a lot of pictures, contact Bob Fahey to discuss methods other than email to transmit them.