



Fall 2010



FOUR WINDS

Some words from Our Commodore

For many people, Labor Day is the 'unofficial' end of summer, which means the end of the boating season. But even after Labor Day there is still a lot of great sailing on Barnegat Bay. As I'm picturing fewer jet skis and obnoxious power boaters, I am looking forward to much more sailing in September and October. When I look at the list of upcoming Windjammer events, I see that there is a full line-up of activities that I hope will appeal to everyone.

On Saturday, September 11th we had our first nautical flea market, followed by our annual Pig Roast, which was a big highlight of the season as always. On September 25th we have the Tall Oaks Challenge, where we need to defend the trophy!



October will be a great month as well. The first weekend in October (Oct. 2-3) is the trip to the Cattus Island Nature Festival. We have been to this event for many years, and look forward to it every year. For us, it's our last 'great hoorah' before we start getting our boat ready to be hauled. More information about the nature festival can be found at

<http://www.ocean.nj.us/parks/brochure10web.pdf> We will be heading up to Mosquito Cove (in Silver Bay) on Saturday and will gather for a pot-luck dinner on Saturday. The festival is actually on Sunday, so if you can't come by boat, consider coming on Sunday by car. For those die hard sailors, the Frostbite race is scheduled for October 16th. That evening we will have our first ever "Chili Cook-Off" dock party.

Last but not least, we will have our annual Fall Dinner on November 13th. Mark your calendars now for this event. I personally look forward to the slide show every year, and this year is no exception.

It's also that time of year when we start planning for next season! The Fall Dinner is when we elect officers and committee chairs for next year. Per Article 7: Section 1 of our Bylaws, "Any regular member who meets eligibility requirements interested in holding a position may express his desire for any Flag Office or Committee Chair position, except that of the Commodore since that role is filled by the sitting Vice Commodore. A regular member's interest in being on the ballot must be conveyed in writing to the Commodore by the last day of September."

Please let me know, by September 30th, if are interested in holding one of the following positions:

Flag Officers: Vice Commodore, Secretary, Treasurer

Committee Chairs: Cruising, Dock Party, Fund Raising, Historian, Juniors, Membership/Welcome Committee, Newsletter, Racing, Seminars, Supplies, Webmaster.

Here's to a great rest of the season! I look forward to seeing everyone soon.

Kelley Fahey
Commodore

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WindJammer Cruising News

Labor Day @ Myers Hole

Wow! What a Labor Day weekend. The Windjammers were well represented in the anchorage at Barnegat light over the holiday with 14 boats from the marina making the trek. Compass Rose, Stormy Petrel, April II, April Star, Providence II, Tiki, Restless, Windfield, Lorelie, Sashay, Sunset, Fraid Knot, Callisto, Daydreamer II. I don't think I missed anybody (if I did let me know I'd like to have an accurate count as this would be our largest gathering this year away from the marina!).



Saturday was a challenge with winds hovering in the 25 to 30 knot range, but the Windjammers would not be deterred. Everyone made it without incident (no gear failures, thankfully). Congrats to all who got there Saturday. I'm sure more than one person stepped outside their comfort zone and gained some valuable experience by making that run. That's great!

Sunday was another beautiful day and the west winds had smoothed the ocean out just enough for April II and Fraid Knot to venture out the inlet and take in an afternoon of fantastic ocean sailing. I had a chance to be a guest aboard April II with Alan and am glad I did. We spent about four hours in the ocean with great wind the whole time. While some went sailing, others hit the beach for body surfing, checked out the craft show at Viking Village, or lounged on the beach by the anchorage.

Sunday night was perfect for our beach party, bbq, and bon fire. Grilled pizzas, steamed clams, burgers, dogs, shrimp, scallops, etc Windjammers sure know how to eat!

Monday again brought fantastic weather and everyone had their own schedule and departed as necessary. A southeast breeze built throughout the early afternoon and provided the perfect down-wind ride home.

Absolutely stunning weather, a beautiful anchorage, good food and friends made for the perfect way to spend the unofficial "last weekend of Summer". It's not over yet! We still have plenty sailing weather left. Make plans to join the Windjammers for our cruise to Catus Island the first weekend in October. More on that trip later.

~ Justin Pasca

Cruising Chair





FOUR WINDS

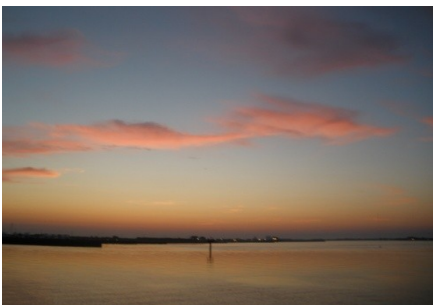
The Tail of the Alradee~Chi : Cape May and Back 2010

This is a story about dealing with adversity, having good friends to help you through difficult times, having insurance to cover the unforeseen trouble that awaits every journey, learning as you go, and have fun; sometimes making lemonade out of lemons.



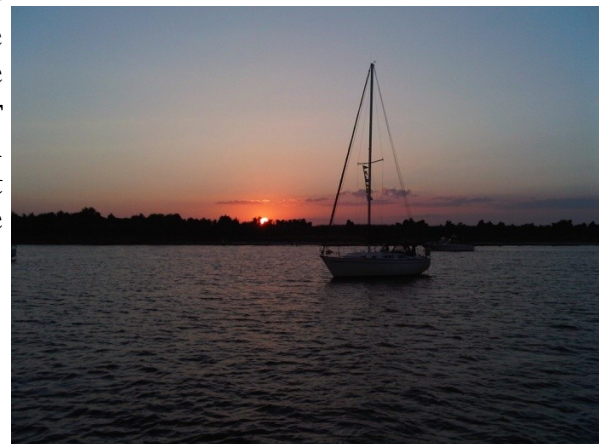
Val and I had planned our vacation down the New Jersey coast in our Tanzer 26 sailboat named Alradee-Chi for the six months leading up to the Windjammer Cruise to Cape May starting on 7/31/2010. Justin and the cruising team did most of the hard work. They studied the weather patterns, prevailing winds, currents, and tides. They estimated the average time we needed to cruise at to time the tides at the inlets. We had the boat inspected, tuned, sails serviced, meals planned and rigging checked. We were ready.

On the first day, we met our first challenge; getting out of the Barnegat inlet. Going through the channel leading up to the light house, our engine died for an unknown reason. We told the rest of the cruisers to continue on while we anchored at the lighthouse so that we could figure out the problem for the unexpected stoppage. We had a favorable wind and were able to sail to the anchorage. I started by draining off a little fuel from the fuel filter and noticed diesel microbes which look like black hairs sticking to the side of the container I drained the fuel into. Not good. I tried starting the motor after that to see if a slight draining would help. Presto! The engine started right up, and I put her in reverse to correct our alignment for pulling anchor. After pulling anchor, we set off up the channel to the inlet and out no problem. I did not know it at this time, but putting her in reverse is what really fixed the cause of the stall; sea grass fouling the prop.



After that, we motor sailed most of the way to Absecon. We made such good time that we came in right behind four of the other cruisers (Compass Rose, Tiki, Yacht Sea, and Bon Voyage) and were just ahead of Nora and Fraid Knot (Nora had grounded in the Barnegat channel and followed us out of the Barnegat Inlet). We saw dolphins, sharks, and a number of schools of blue fish. All in all, it was a good day. We had a beautiful sunset, lovely conversation with a Margarita or two on the Compass Rose with the other sailors/cruisers, and a wonderful view of the Harrah's Casino lighting the dark sky and calm reflecting pool around us. Awesome!

On the second day, we had a similar experience. On our way out the Absecon Inlet at slack tide, the engine died. Again! Yacht Sea towed us out of the inlet and again I told the other sailors to continue on, we would figure it out and catch up. Once out of the channel and to the safer location just out of the inlet, I attempted to find the nature of the problem again given that there was absolutely no wind for our sails. After an hour of inspection and troubleshooting we were not successful in getting the Alradee-Chi going again.





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That is when my Val and I determined we should get the boat to safety before anything developed at sea or we drifted onto the beach below the casinos. We called Tow Boat US and gave our coordinates from the GPS unit on board. The Tow Boat US dispatcher asked where we were heading and I said we needed to find a Yanmar mechanic and would like to rejoin our Cruising group who was headed to Cape May. We also had family there



who was waiting for our arrival. That is when I was shocked to find that with my unlimited towing membership with Boat US, it was my choice for a destination. Cape May was no problem. Wow!

Within an hour our tow boat captain had us harnessed and under tow. While we waited we enjoyed the early morning light on the calm sea. It was eerie watching the rest of the Windjammers slide into

the horizon. Yet it was a beautiful sight. We arrived in Cape May and were put into our slip at Utches Marina by a smaller tender shortly after the rest of the Cape May cruisers settled in. Unbelievable! Tow Boat US delivered us to our slip! The tow Boat Captains were the consummate professionals. We were never felt at risk. The girls thought it was a pleasant sail with flat seas and no engine sound below our feet.



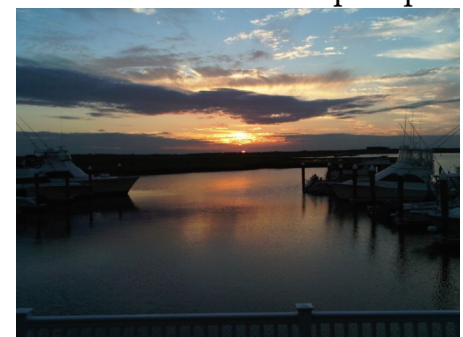
The day after arriving in Cape May, my brother in-law (Mark) and I set to work to find the real problem. One thing noticeable when I turned the key on was that I could not hear the fuel pump come on. I traced the electrical lines from the fuel pump to the power source and noticed that they were wrapped with electrical tape. I removed the electrical tape and found two bullet connectors



connecting the pump to the longer power leads from the power source and ground. The ground lead had separated from its male end connector. That is why the engine would not start after stalling the second day; no fuel pump. The engine stalled because the fuel filters were plugged by the bacteria (hair like strings seen when I drained the fuel filter bowl the day before).

Mark and I then went to Lowes and bought a drill pump for \$6, a diesel fuel can for \$10 and a 10 foot garden hose for \$10, and then went over to his boat and picked up two 5 gallon fuel cans he had to take the fuel we would pump out of Alradee-Chi's tank with the drill pump. After draining the bad fuel from Alradee-Chi's tank, we added 5 gallons of new fuel treat with biocide for diesel fuel. I then went to Utche's

parts department and bought 3 primary and 3 secondary fuel filters. Spares are good. We also took the fuel filter housing and completely cleaned every square millimeter. After reassembling, bleeding the air out (thanks to John at Cedar Creek Marina for the technique on how to do this), the Alradee-Chi Yanmar came back to life.





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We enjoyed the rest of the vacation at Cape May. It has been a few years since we had last been there and it was pretty much the same. I went to my brothers boat for some Striped Bass fishing and a crab boil. We toured the downtown shops and a few antique shops. I found two excellent condition boat fishing poles (short and stout) for a total of \$11, and a Kencor no. 844M(now Penn) SS Deep Sea Reel.



The trip back was uneventful. I had a minor issue with a air lock that would develop if I motored and then turned the engine off. That was caused by an o-ring not seated correctly in the secondary fuel cap. I fixed that once we got back to Cedar Creek. However, once we reach the area of Little Egg, the wind picked up and we were sailing at 6 knots with quarter throttle and just the main. The tide was at flood stage in the Barnegat which made for a fast ride in the channel. Once in the bay, we set the genoa and sailed with the engine out of gear at 6-7 knots. The best winds can always be found in our Barnegat Bay.

After returning to our home in Cedar Creek Marina, we cleaned things up on board, off loaded needed excess contents to the truck and enjoyed a wonderful evening which included a landside dinner at the Shady Rest; best BBQ Ribs in town.

On Saturday we sailed about the bay in the usual breeze. It was wonderful. The main had a deep reef and the 125% Jib and were turning a wake at 6+ knots. We had lunch while on a bean reach (smooth and fast) and then headed back to the Light House to spend the evening with Lorelei, April Star, Sashay, and Day Dreamer II. What a zoo it is going through the channel to the lighthouse. We started bogging down again just like we did a week earlier. Val moved forward to drop anchor just in case the engine died. Boats buzzed by and through their wakes, fisherman posted in the channel and drifted their bait while we bobbed and weaved. Just before the engine cut out, I thought of the sea grass and then it dawned on me to through it in reverse then forward, no more bog down. I can be slow on the uptake at time. As a result, of the bouncing on the wakes, Val hyper extended her hip and was in some pain. She was also still shaking from having to hang on for her life. It was a consequence I had not anticipated. Being on the big waters since I was 4 years old, the swells and wakes are normal and fun. Val has nearly drowned twice as a child. Our fear factors are on the opposite ends of the stress on the water spectrum. Geez I be dense at times.

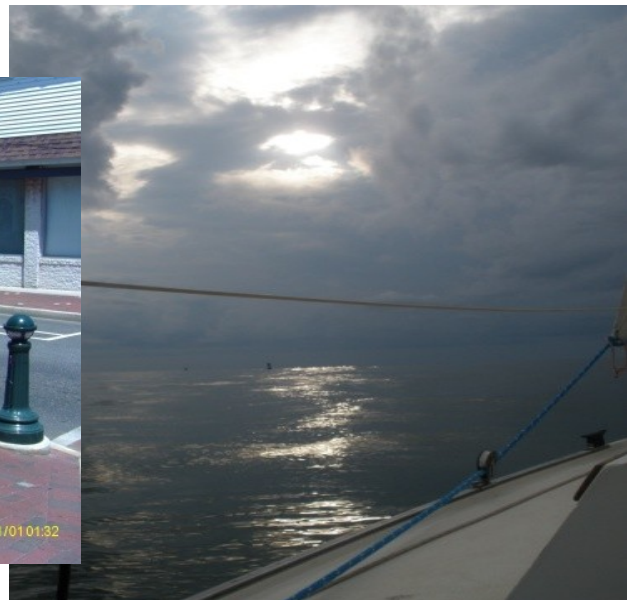
Lessons learned: If you do not have towing insurance, I highly recommend Tow Boat US unlimited towing. You never know when you might need it. Also, make sure you add biocide to your diesel to kill the bacteria. Carry extra fuel filters and learn how to change them and bleed the fuel lines. Learn how to deal with Eel Grass with the reverse/forward trick. Don't put your crew into situations that they are not comfortable with. As much as I like Cape May, seeing dolphins, and catching stripers, Cedar Creek is the place to be and the Barnegat is the best place for sailing.

Thank you Boat US!

Rich and Val Gard

Alradee-Chi

1976 Tanzer 26





FOUR WINDS

Two Week Cruise North

Four boats ventured north for a two-week cruise this summer: Waterloo (Bob & Kelley Fahey), Stormy Petrel (Ron & Kathy Minchin), Mystique (Richard Barker) and Callisto (Randy & Linda Laks). After a 38 hour offshore run, the group finally made it to Montauk, a brief and pleasant detour on the way to Block Island. After Block, they had a lovely stay at the Mystic Seaport Museum. Next was Shelter Island, which also included a ferry ride over to Greenport. The next stop was Mattituck, and then Port Jefferson, which is always fun to walk up the sand dunes. The group tried to stop at the Sand Hole at Lloyd Neck, but were greeted with a sign that said that the inlet was not navigable, so they ventured into Oyster Bay instead. After a zippy run through Hell Gate, the group anchored in a basin behind the Statue Of Liberty. Last year the Windjammers stopped there on the way up into the Hudson, but it has gotten a lot more crowded since then. The Manhattan Sailing School has a bunch of boats and floating docks in there now, so there isn't much room for a lot of boats to anchor. After a trip to the Statue of Liberty, the group had a bumpy ride down to Sandy Hook, but had a great view of the lighthouse when anchored near the Coast Guard Station. The ocean run back was a roller coaster ride, but a lot of fun.

-Kelley Fahey



The photo is a group of **Good Old Boats** that sail out of Cedar Creek on Barnegat Bay in New



Jersey. We are all members of the **Windjammers Sailing Club** and decided to raft up on a hot July night. Pictured are (L to R): a 24' 1971 Yankee Dolphin, a 1967 Greenwich 24, a 1971 Irwin 32, a 1968 Pearson 35, a 1970 Bristol 35, and a 1970 Morgan 30. A 1970 Bristol 32 had slipped off moments earlier. There are many more Good Old Boats on Cedar Creek and we'll try to get them all together for a group photo. Thank you very much for your consideration. We love our boats and your magazine.



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Windjammer's Cape May Cruise 2010

Fortunately, Val, the girls and I had a lot more fun than what might have been intimated in my previous article: "the Tail of the Alradee-Chi". What made it so was the people who came along on the sail. The group of 7 bouts involved in the cruise were only part of the story. The real essence of the journey was embodied in the crew that made the sailing adventure come to life.

It started with the idea of the cruise for those who had a limited time to adventure to distant places by sailboat. I am not sure if it was a committee or Justin spinning an idea from his experiences along the eastern seaboard. But it was a splendid idea that deserves special mention and I give full credit to our cruising director for seeing the idea through. Thanks Justin.



Then came the captains meeting with the participating crews on July 24th in the upstairs meeting room. Angela G, Mike R, Ruth and John, Ira T, Don and Jeanette, Mike and myself all listened with the intensity of grade schooler's stare down. All eyes were riveted to Justin's charts, tide and current tables, and chalk board diagrams. Notes were taken. Questions asked. Scenarios were played out in our minds and with each other. You would have thought this was NASA's mission control. No one was going to miss a thing lest danger befall the unprepared. Now mix in Justin's smile, easy going nature, jokes sprinkled in and soon the crowd relaxed and took it all in. Sugar (donuts and sweet treats) and the coffee I am sure helped with the jovial mood as did the eager anticipation of the coming adventure. The team was ready. We provided Justin with each of our contact details in case adjustments needed to be made to the plans made and Justin put it together and sent it out to us during the week of "wait" until the departure.

Two options were given for departing from the Barnegat Inlet; stay in the Creek and depart at 6:30, or anchor at the lighthouse and fall in line with the creek dwellers. The amazing is that everyone who stayed in the creek we cranking up their engines at 6:30; synchronized. I can't say how amazing this is. I have led motorcycle trips with 4 to 25 motorcycles involved, and even in the 4 cycle trips, there were always those who either over slept, woke up grumpy and disagreeable or just felt that the group could just wait until they were good and ready. Their thought was it was their vacation. Windjammers may have felt disagreeable, but they did not show it. Even the Lighthouse sleepers were on their radios and marking our progress up the channel from the BI marker.

At our first anchorage, some went swimming (I washed the boot stripe and hull of the Alradee-Chi from the refreshing water of the cove), some took naps, Adam did some fishing, Justin took Tessa for a bio break on shore and took orders for Dramamine, Ruth, John and Adrian brought out the dingy and buzzed around the cove. Later that evening many of the group shuttled over to the Compass Rose for snacks and refreshments. If you did not have a dingy, no problem, Pasca's Tender Server was open for business. On the Compass Rose, Stephanie made chocolate chip cookies and brownies and served them hot from the companion way. She even mixed up another batch of Margaritas. As the evening gloaming turned to darkness, the brilliance of the Atlantic City casino's lit up the mirror like cove. We returned to our resting sloops and relaxed for a bit and then turned in. I slept very well that night.



This evening seemed to set the pattern for the rest of our evenings. After a day's activity, there was always a gathering at the shelter near the Compass Rose. We told stories of our adventures. Everyone brought something to eat or drink or snack on while we visited. We even had a fisherman come over with a platter of fresh Dolphin fish (not the mammal type) and offered it to the group. It was simply delicious. Almost as good as the company we shared and connections made.

Capt. Rich and First Mate Val Gard

Alradee-Chi

1976 Tanzer 26



FOUR WINDS

Windjammers Racing

Long Distance Race

We had six boats show up for the "Long Distance Race" and with light northeast winds a 8.25 mile race seemed like a long distance race! The course was to start between 2 start buoys just north of Berkley Island, Go north east to Marker 39, Round 39 on starboard and continue south to BI Marker passing 40, & BB to port! With such light winds the race chairman (Pat Pezzano) suggested we shorten the race by rounding BB and heading back to the finishing line! Providence II took line honors and corrected to 1st place, Stormy Petrel finished 2nd and corrected to second place. Third place was won by Lucky Star who finished 4th and corrected with his handicap of 231 to 3rd place! Callisto finished 3rd and corrected to 4th with a 171 handicap. Tiki finished last but "Hey somebody has to fill that slot! Restless dropped out and went in early to meet a "date" line!

I think it was a enjoyable race even though the Barnegat Winds did not cooperate!

Come join the fun next month at the "Tall Oaks Trophy Race" September 25th.

Pat Pezzano Race Chairman
Val Bernhard Co Chairman



Ladies Helm Race

Ladies Helm Race (July 17th)

1st place: Layla (Porsche Brosseau)

2nd place: Stormy Petrel (Kathy Minchin)

3rd place: Island Breeze (Emily Schaffer)

4th place: Tiki (Angela Getzel)

DNF(did not finish): Restless (Vivienne Bezushko) and Stormy (Dawn Minchin)





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WINDJAMMERS WELCOME

DAVID BUTRYMOWICZ & VIVIENNE BEZUSHKO

David and Viv hail from Pennsylvania and have been sailing for the last three years. They sold their 25' MacGregor to another new member Ira Taylor and moved up to a 1970, 32' Bristol. They keep their boat, "Trumpeter" at Up the Creek. David brought "Trumpeter" up from the Chesapeake on Mother's Day weekend with some buddies only to meet up with some very heavy seas and winds. After a lay over at Atlantic City they made their way safely into the bay.

When not sailing they enjoy yard sales and shopping for antiques. Viv likes to garden and Dave is a great gourmet cook.

Please give David and Viv a warm and hearty Windjammer welcome when you see them around.

CHIP AND JENNIFER HITCHENS

Chip and Jennifer reside in Pine Hill, New Jersey. Chip used to crew on racing dinghies in college. The Hitchens bought "Fortuitons" their 22' Catalina last August after catching the sailing bug when they took lessons here at Cedar Creek with Mike and Audrey.

The Hitchens crewed their first race on Stormy Petrel during the Ladies Helm race and enjoyed it. They are soon hoping to spend their first time overnight on the hook

When not sailing Chip builds guitars. He recently built one out of formica so he can play it on the boat; the usual material would warp due to the dampness. Jennifer likes to spend her free time volunteering with children.

Please give both Chip and Jennifer a cheery hello when you meet them.



FOUR WINDS

WINDJAMMERS WELCOME Michael Sullivan

Michael Sullivan and his 19 year old daughter, Colleen, reside in Morristown, NJ. Michael sails with her and his significant other Tina, and his 100 pound Mountain Bernese. Colleen has just completed her freshman year at Monmouth University in Long Branch. She belongs to the University's Sailing Team.

Michael has been sailing small boats since his teenage years. He recently purchased his boat a 24' Bayliner Buccaneer named "Chelsea May". She is docked at Lanoka Harbor.

On June 5th Michael and Colleen participated in the racing seminar and practice race. Michael has nothing but raves reviews for both; Kaia had other thoughts about the race. He sailed his boat with Val Bernhardt as crew, and noted he did not know his boat's full capabilities until this race; needless to say he was very pleased. He is so go-hong that he and Colleen plan to race in the upcoming Father Goose race on June 12th. Colleen will be bringing some sailing team mates from Monmouth University.

Outside of sailing Michael restores antique furniture and is presently restoring a 28' Coronado Sloop which is currently parked in his driveway; he is hoping to sell it once he restores it.

Both Michael, Tina, and Colleen are looking to expand their knowledge about sailing and to meet and make new friends. Make sure to give them a hearty welcome when you see them.

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.

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.



FOUR WINDS

Maintenance & Winterization Just Ask CCSC

You don't have to feel all alone when you 'Do It Your Self'. Whether it's routine maintenance, sail care or winterization, ask the pros @ Cedar Creek Sailing Centers' Marina Store. If you need it, they can get it.

Take the Litter Quiz.
Can you match debris
with its life expectancy?

1. Monofilament fishing line	7. Painted wooden stick
2. Plastic bottle	8. Aluminum can
3. Apple core	9. Styrofoam cup
4. Glass bottles & jar	10. Disposable diaper
5. Styrofoam buoy	11. Tin can
6. Waxed milk carton	12. Plastic 6 pk. ring

a. 2 months
b. 3 months
c. 13 years
d. 50 years
e. 80 years
f. 200 years
g. 400 years
h. 450 years
i. 600 years
j. Could be forever

Answers: 1-21 12-11 11-10 10-9 9-8 8-7 7-6 6-5 5-4 4-3 3-2 2-1
Help keep waterways clean and sea creatures safe. Keep your
trash and recyclables in separate bags or containers and
properly dispose on land!

CMCMUA - 456-9026 and www.cmcmua.com

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



The Ships Tailor
Canvas Products for the Sailor
At
Cedar Creek Sailing Center/Marina

100 Harbor Inn Road
Bayville, NJ 08721

Office: 732-269-1351
Shop: 609-296-7266
Cell: 609-290-1756

valrb@hotmail.com

Sail & Canvas Repairs - Sail Covers - Screens - Bimini -Dodgers

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



Black Point School

This is just a note regarding the need of school supplies for Black Point School in Great Exeuma, Bahamas. Corbett and I visited Black Point three times during our cruise in the Bahamas last winter. This small school has a Principal, K-1 teacher, grade 2-3 teacher, grade 4-5 teacher, and two teachers for 6-9 grades. There are about 80 students in the school. When I was volunteering by teaching in grades 3-4 and 6-9 I noticed that the classrooms had only workbooks for mathematics (no books). The teachers handed out one pencil per child and if a child had to sharpen the pencil, they had to go to the teacher's desk and take out the single pencil sharpener that you find in pencil boxes here in the States. They have no graph paper, protractors, compasses, or manipulative of any kind. There are no overhead projectors and no colored chalk. There is one small chalkboard in every classroom. When I asked if I could copy a game that I had made up to help the children with fractions, I was told that they only had legal size paper. I used some of their legal size paper but I felt bad since the whole school only had one ream left. (This was February!) I did ask cruisers to donate copy paper and they came through by the next day.

I am asking the Windjammers if they could donate some school supplies/Target gift cards/Staples gift cards to Black Point School. Cookie Monster is heading out in mid-September and plans on being down in Vero Beach, Florida by Thanksgiving. At that spot we will ask fellow cruisers to help us deliver the supplies. The gift cards will be used to purchase the school supplies in Vero Beach, just prior to leaving for the Bahamas, and that way we do not have to carry all the boxes of stuff down the intercoastal waterway for 2 months. Most cruisers leave Vero Beach and jump off to the Bahamas from Fort Pierce which is a 23 hour sail. Here is a recent email that I received from the 6-9 math teacher at Black Point School:

Hello Monica:

I am doing well as well as the other teachers. I've just returned to Black Point yesterday, 22nd, August. We the teachers have to report to school one week before the students. One of our teachers, Mrs. Linda Phillips will be retiring at the end of this school year, which means that she has about two weeks left to work. She will be sadly missed.

Concerning materials needed; we do need the regular stuff such as pens, pencils, rulers, crayons, pencil sharpeners, line papers and the likes. What I am interested in is some form of math work books for grade nine students. We have so much challenges in the math department. In the meantime, we will do our best to raise them to a higher level.

We do have cloudy skies and some rain at this time. This is the season for the hurricanes.

Please give best regards to the family.

Sincerest blessings,
B. Musgrove

Feel free to leave any donations for Black Point School in the lounge (down by the office) at Cedar Creek Marina for Corbett and I to pick up. Thank you for your anticipated generosity.

Corbett & Robin
S/V Cookie Monster



FOUR WINDS

Final Thoughts & Upcoming Events

Windjammers Calendar of Events 2010

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 |
|----|-------------|

Angela, Sirius & I were fortunate enough to sail by the full moon this past Tuesday night and greet the fall season. During our sail we reminisced about the summer and all the great experiences we had with our friends. (some old and some new) Hoping the weather cooperates and everyone has a few more weeks of sailing left.

Thanks for another great season WindJammers!

See you on the Bay,

g



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, 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.