



SUMMER 2011



FOUR WINDS



Sailing into the Summer

Summer is on its way and most members are sailing with good winds. Unfortunately, we have a few members that are stuck in irons because of boat problems; hopefully they can get their sails up soon.

I want to thank all officers, chairs, and members who have helped in running recent events. Working together and helping each other is what Windjammers do, without this there would be no club, and the bond of friendship that keeps us together. Lets join together and get the season going.

I would like to welcome new members, Wally Bennett, whose home port is Ocean Gate Marina, and Barb Santoloci who hails from Loveladies. Make sure to give them both a hearty welcome when you see them at events.

The season began with a cruise on the River Lady on the Toms River. This was a relaxing and fun afternoon, shared for some, with family and friends. The next event was our annual Wine and Cheese Party, with about twenty five in attendance, and many different wines shared. Considering the amount of wine drank this evening, there were no noise makers and no one had to be flagged. Our Cruising Chair, Justin Pasca was not able to make the trip to Beach Haven on Memorial Day weekend, but Jim Nowicki, our Vice Commodore, led the nine boats down the intercostal waterway. The weather was perfect and everyone had a safe cruise with no mishaps. The damp, rainy weather, could not damper our spirits when it came to the Chicken and Ribs party. Crammed in the clubhouse, with over forty in attendance, this party was a huge hit as usual.

Racing this year, we have new members, and old getting involved. Jim Nowicki did an excellent job of presenting a racing seminar in June. A couple of short races were sailed with Mike Bandera, in Retro, winning both. The Father Goose race had eight boats racing with Paul Schill, in Chianti, taking first.

We have a full schedule ahead of us, with our first full week cruise the first week of July. If you can't do the full week, maybe you can make the weekend trip to the Barnegat Light House. From there the group plans to head to the Toms River to watch the fireworks on Monday. Contact Justin Pasca, our cruising chair for further details.

In July don't miss the Ladies Helm race and the Iron Women's feast that follows. This is a fun race for the ladies to show off their skills and give orders to the men. Whether Irish or not, come join the fun on St. Patrick's Day in July, be sure to wear green and get dressed for the occasion.

Ruth Ochia and John Robinson have some interesting and fun activities planned for our Junior Windjammers. June 25th will find the Juniors preparing to go crabbing at Berkeley Island Park; meet by the club house at 1:00. Before the St. Patrick's Day event, the Juniors will have instruction on how to sail the sunfishes, and then set sail for some hands on learning. Adults are welcome to join in the fun, help out with sailing, and possibly get in some racing.

In closing, it's your club, so keep active and it will stay alive! As always, if you have any suggestions or concerns, you can reach me by phone, e-mail or at slip eleven. Don't forget to look over your calendar for a list of other events for the remainder of the sailing season.

Enjoy the season, be safe and may the wind be with you all the way.

Cliff Simpson, Commodore
commodore@windjammersailing.com





FOUR WINDS

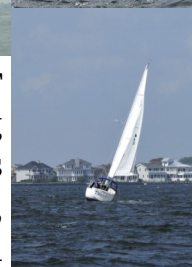
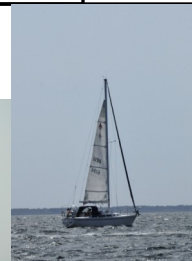
WindJammer Cruising News



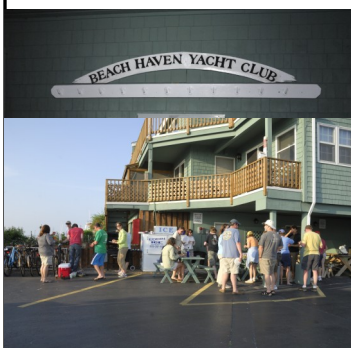
The Annual Shakedown Cruise

Beach Haven Cruise 2011

By Jim Nowicki



Participating Windjammers enjoyed a wonderful trip to Beach Haven this year during the Memorial Day weekend. Nine boats joined in the flotilla, departing Saturday morning in a solid warm Southern breeze and sunny skies. The boats along for the cruise were April Star, Aquinnah, Fortuitous, Providence, Sashay, Stormy Petrel, Sunset, Tiki, and Waterloo. The fleet experienced a spirited sail South to Conklin's Island where they picked up the channel for the inter-coastal and had to motor or motor sail the rest of the way with the wind predominantly on the nose. I am happy to report that everyone navigated the channel and docked without incident, with those arriving earliest to help those reaching port later. I guess we will have to look toward other future Windjammer events for eligible recipients of the Dock Meter and Running Aground awards.



Once at dock there was general socializing and of course the Saturday evening appetizers, where members dined on copious amounts of shrimp cocktail, humus, cheese, and all kinds of other sumptuous delectable's. With tanks full, the younger jammers took off for the arcade while the older ones took in a beautiful sunset, or headed off for entertainment downtown.

Sunday morning, a large contingent of the group visited the Museum of New Jersey Maritime History. This is a free museum with an extensive collection of artifacts and information about New Jersey shipwrecks. I would strongly recommend visitors to Beach Haven add this as a must see during a visit to this shore town. After the museum tour, a splinter group walked across town and spent the afternoon on the beach (the ocean water was frigid), while others went for a walk, fishing, or bike rides of the island. Most found time at some point to visit the various shore boutiques for window shopping, or to update their summer wardrobe. ***Rumor has it that our Commodore was caught (by his Admiral) sampling three different ice cream shops this particular day!***

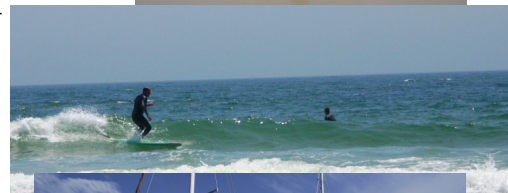


Sunday night the Windjammers competed in the annual mini-golf tournament. The Commodore and Vice-Commodore took



turns successfully distracting the captain of Stormy Petrel on hole 11. The crew of Sunset took first prize with matching low scores of 48 strokes each. Bob Fahey of Waterloo tied the Harmon's low scores, and Chip Hitchens of Fortuitous proved his worth by scoring two holes in one!

Monday morning rolled around too soon for most, as many commented that they had such a good time (and great weather) that they'd like to stay longer. With skies clearing after a brief thunder front, one by one we all departed to head home in a gentle Western wind. The sail and motor-sail back to home port was pleasant and equally uneventful. Many thanks to our Cruise Chair Justin Pasca for organizing the event. It had been several years since I'd done the Beach Haven cruise, and I'd forgotten how much fun it was. You'll see me there next year!



At least three boats sailed the whole way back from Beach Haven . It is not unusual that Ron and Dale would sail, but Chip and Jen are also real sailors as they sailed back to CCSC too. Ron and Dale discovered that when it comes to spinnakers size does matter.



FOUR WINDS

Windjammers Cruise On The River Lady

By Jim Nowicki

Sixteen Windjammers and guests participated in the groups cruise on The River Lady in Toms River. The boat departed around 12:30PM on a beautifully sunny May day. The group was seated at two neighboring tables with large window views of the river. A delicious hot lunch was served after we pulled away from the dock, with our captain describing the history of the river during the two and a half hour cruise. After lunch and dessert, we wandered around the two open levels of the bow of the boat to take in the sun, as well as the enclosed upper deck. At one point we watched an entire fleet of E-Scows race around the river. Below is a photo decoupage of this special event.





FOUR WINDS

Summer Cruises

This coming weekend is the July 4th weekend already, can you believe it! We have a lot of activity going on and something for everyone weather you have a day off , a long weekend or the whole following week!

Saturday 7/2 there is a trip to Barnegat light planned. We have a nice window for catching a fair current out Oyster Creek Channel to the anchorage. I am looking at leaving around 11:00 am. The current is in our favor till about 6pm so as long as you leave by say 2:30pm you should have more than enough time. If you want to follow me, like I said I'd like to go at 11:00 am. Plenty of time to enjoy sailing down and get a spot at the anchorage early enough to relax before dinner.

For first timers this is many folks favorite anchorage and is not to be missed! If you want to go ashore to either LBI (see lighthouse, shop, got to bar/restaurant, ice cream shops, etc.... you'll need a dinghy or at least hop a ride with one of us with a dinghy. When you anchor watch your depth! This is not the bay and the tide range is a few feet. If you are trying to anchor close to the beach you'll need to know the state of tide and how much more it is going to drop. Call me if I'm there before you if you need an update as you pull in. Do not rely on your chart plotter coming up Oyster Creek Channel! Use the markers and believe them even if your "TV screen" shows you about to hit dry land! The bottom shifts up there constantly. Keep watching in front and behind you as you go up the channel. It dog legs a lot and you can get a significant amount of cross current pushing you out of the channel at times. Make sure you are lined up between the markers in front and behind you.

Saturday night we could do a beach BBQ if anyone is interested so bring some appropriate food if you like that idea, of course there is a really cool restaurant/bar if you are so inclined that is only a dighy ride and short walk away. I am figuring on staying Saturday and Sunday night at the lighthouse anchorage.

Monday morning we have another perfect current window the other way. Flood starts at 8:00 am so we wake up have a nice breakfast and catch an extra knot or two ride back to the bay and make our way to Tom's River for the fire works display. Early is better here folks! Get there, drop the hook, and be done! If you've never been before it is insane with boat traffic. Staying overnight is really the best way to go. I personally will be anchoring by the TRYC because of family obligations but there are two better spots further west up river a bit with lots of room. If you are not familiar give me a call or see me on the dock or grab someone who has gone before and we can point you in the right direction. If you don't go to the lighthouse and want to join the group I plan on leaving the lighthouse anchorage by 9:00 am Monday morning so I'll be back in front of Cedar Creek by around 11:30-12:00. If you want to sail together plan on being out around the mouth of the creek around then and give me a call ahead of time so we can look for you. If you are not going to the Lighthouse and will be leaving from the marina Monday and would like to help out as a kind of coordinator for those boats with that same plan please contact me and we can coordinate efforts to get everyone on the same page.

For those of you with the rest of the week off and looking to do some more sailing there has been talk of getting out of the bay and possibly heading up to Sandy Hook, the highlands and maybe even over to NYC. I am not going to be able to do this unfortunately. I know a couple club members who do want to do this and we need to know how many people are seriously interested so we can get a list and start letting those boats talk about a possible itinerary. So please contact me if you would like to do something like that so I can put people in contact with each other. If you would like to act as the cruise leader for this cruise north let me know!

This should be a fun 4th of July day, weekend, and week! You pick!!

See you soon,

Justin Pasca
Cruising Chair



FOUR WINDS

A Lesson in Living – The Ultimate Team

The very first day I docked at CCSC in 1995, a man approached me and asked if he could help me with anything. He then asked if I'd like to meet his family and see his boat. During the brief visit, it was obvious to me that his family and his boat were the proudest parts of his life. My boat paled in comparison to his in quality, size, equipment, and condition, but I never once felt that was the purpose of the invitation or that the striking differences between our boats meant anything to him. His sole interest seemed to be exploring my aspirations for my boat and my desire to learn more about sailing.

For the next two years, I rarely saw the man because our marina travel schedules differed widely. When I did see him, he always offered valuable advice about a diverse variety of sailing topics. It was apparent that he was an expert in engineering, fiberglass, electronics, paint formulas and application methods, marine engines, canvas design and fabrication, woodworking, sailing, racing, cruising, and general boat maintenance – all skills that I did not have, but was eager to hear about, and learn.

One day the man told me that he was leaving New Jersey for a continuous two-year cruise. I pondered how a person does that – putting a career on hold at 40, quitting a good job, and sailing off into the uncharted world of a multi-year family cruise, all the while living aboard a sailboat. On a summer day in 1997, I watched him sail away with his family and wondered if, or when, I would see them again.

During their absence, I would often ask how that family was doing. The CCSC grapevine reported that they were Ok, but provided no details.

Two years later, I looked up to see another boat silently docking in the vacant slip next to mine. Totally surprised to see him, I said, “Ron, you’re back! Welcome home.” He seemed startled, yet pleased, that I remembered his name. I thought to myself, “How could I forget about this unique family and their cruising adventure.”

Over the next 12 years, I watched the family mature. Dawn and Scott leaped through adolescence, graduated from college, and successfully entered their chosen professions. During the past 12 years, I’ve had the pleasure of, not only having the Minchin’s as thoughtful neighbors and kind mentors, but also the opportunity to draw upon their vast knowledge of the multi-faceted nautical world.

While the marine education is valuable, it does not compare to the lessons learned while watching the well-practiced choreography of Ron’s and Kathy’s unique ability to raise a lovely family and complete varied and numerous projects with an obvious dedication to excellence and simplicity – all the time demonstrating a confident serenity. That lesson is permanent and priceless.

Regrettably, as we all know, they are leaving us to cruise again. This time, I have their cell number, and hopefully, our future travels will cross many times. In the meantime, we’ll miss them.

Bob Ragolia – Skipper of the Queen Elizabeth



FOUR WINDS

WINDJAMMERS WELCOME

Barb Santoloci's sailing career may be short but she spent many years on the waters of the Barnegat Bay. Barb originally hails from North Jersey but grew up on the water, spending her early summers on her father's cabin cruiser in Island Heights. While most of her water life was motorized she has seen the light and is repentant. She even bought a boat with a finicky motor so she is less tempted to use it. Barb did actually start sailing at a young age falling in love with her little sunfish, which she sailed up and down the Toms River

She began sailing bigger boats a couple of years ago taking lesson to help her hone her skills. Barb looks forward to getting to know the Windjammers, and she is eager to learn more by talking to our members. She told me how the marina at Cedar Creek brings back fond memories of her time spent at the Cozy Cove in Island Heights. "There something special about the people and their great attitudes in marinas" she said as she reminisced about how much she enjoys marina life.

Barbs most exciting boating adventure was a trip she and her family took when she was young. They motored down the intercostals to Atlantic City. She said it was then that she really saw the beauty of LBI and the Barnegat Bay.

Barb sails primarily with her friends Julie and Bernard on her 23 ft Oday. She has a husband and 5 children.

Make sure when you see Barb at the marina you tell her how happy we are to have here as a member and away from those stinky power boats.

Wally Bennett is another new member this year. Wally sails his Cape Dory 30 "Evensong" out of the De Rouville Boat on the Toms River. Look for more information about Wally in the Fall Newsletter but be sure to welcome him when you see him around Cedar Creek.



FOUR WINDS

The Adventures of Cookie Monster

For some the winter means the end of sailing season. But not for Corbett & Robin, they escaped our winter buy following the wind to where the sun and sand makes one think it's summer. Along the way they've written about the adventure. The following is an excerpt from the Cookie Monster Blog:

Be sure to follow them



Corbett & Robin



S/V Cookie Monster



<http://cruisinwithcookiemonster.blogspot.com/>

<http://share.findmespot.com/shared/faces/viewspots.jsp?glId=0ltQqq7rpv3FOA9VTpu7a3vqgfBjFApSk>

On Mar. 22nd after spending a few days in Blackpoint and celebrating Corbett's birthday with Tortuga, SunCat, Sea Camp and Some Dream we headed back south. Sea Camp accompanied us and we stopped at a few snorkeling spots on the way to Galliot Cay, the others headed north. After good dinner Sea Camp decided it was time for them to start slowly heading back to Ft Pierce, Fl. The next morning we said our goodbyes and went a few miles south to Rudder Cut Cay then on March 24th we sailed for Calabash Bay, Long Island. Up early we continued on to Rum. No fish were harmed while underway!

Got into Rum Cay around 1300, that's 1pm for land lubbers, and pulled into the same slip we had last visit. It was kinda quite. Within the next 24hrs the place filled up with a flotilla of trawlers led by Wayne and Sharon on "My Sharonna". We had met them in Georgetown around Christmas and found that Wayne was a S. Cal. surfer. He did not bring a board and since Cookie Monster travels w/two we said that when he gets to Rum we will surf together. On Sun. Mar 27th after Robin returned from church about 15 of us at the marina piled into marina owner Bobby's boat and set out for a circumnavigation of Rum Cay. First stop was the ruins of an old village on the NW shore in Flamingo Bay. A large bay with many coral heads just below the surface. Bobby, knowing each one by name, calmly navigated to within 100ft of a sandy beach and dropped the hook. Some of us checked out the beach and ruins and others SUPed(stand up paddleboarded) . It was hard to imagine that this was a thriving settlement in the early 1900's. Completely overgrown and now home to the wild cattle roaming the island. Apparently there are good sources of fresh water for them in this area. Back on board Bobby was preparing the fresh conch salad that JJ(The Conch Master) just caught. As we munched on the conch salad, wahoo salad, prepared by Paul and Sue on "Independence" , and other snacks we motored on to Gin Hill. This is a great surf spot on the North Shore. Wind was from the SE which made for "offshore" conditions on the 5ft swell. Bobby, Wayne, and Corbett jumped off the boat after it anchored within 100yds of the break. This spot breaks about 1/2 mi off the beach and is only accessible by boat. Corbett forgot the board leashes and had to surf "old school" along w/Wayne. They both go back to the leashless days so not that big of a deal. After a fun 1 1/2 hr session we pulled anchor and continued east. It is a true wilderness feeling along this coast as there are no buildings, beautiful beaches, sheer cliffs, sea caves and more than a handful of deserted surf breaks. The wind direction was not cooperating and we motored on. Around the NE corner is a surf break called Gun Bay. Conditions were choppy but as we passed and looked back you could see the swell wrapping down this bay and could only imagine how good it can get! Bobby sights a humpback whale breaching about 2mi away. As we head towards it the breaching continues, probably more than one. They seemed to be moving faster and we could not catch them. Still it was a great sight even from a distance! Adjusting course we headed towards SE point. This is a relatively "shallow bank" area that juts out about 5mi ,and is a few miles wide, from the island. It stays at 100ft depths and then drops off to 6000ft in a matter of boat lengths! Needless to say this makes for fantastic fishing as the food sources for big fish flow on and off these banks with the tide and north flowing current. Getting closer to shore on the south side there is a 30ft wide entrance of swift flowing water to the Salt Pond. The massive area behind it is full of mangroves, sand bars, lots of sea life and of course salt flats. These natural salt collectors were a large source of income back in the late 1800's-mid 1900's. We took our dinghy back to explore and found it quite fascinating. Bonefishing is reported to be world class, and some do it on SUP's! The water is so pure and it is home to many turtles and conch. Back to the marina after taking the shallow route through the coral heads that are so close together we avoided them with our dinghy! Bobby takes it in stride and barely squeaks his 35ft single engine boat through with a sly smile on his face!



FOUR WINDS

On the surf front this would be the only day of surfable waves during our 9 day stay. For us there are so many other things to do such as snorkeling, renting an "off-road" golf cart bicycling around and of course Robin putting in her teaching at the school that time flew by! We went fishing one day with Bryan who keeps a boat at the marina. Caught a few yellowfin tuna. Made dinner for Bryan and Ben, a charter boat captain who lives on a 68ft sportfishing boat at the marina, at Bryan's home. Bryan, and his wife Cathy, have been on the island for 8+ years and he fishes with a passion. He is originally from Parsippany Hills, NJ! Ben is a native from Eleuthra and has an extensive nautical background. He captained mailboats all over the Bahamas and has delivered all sorts of boats throughout the East Coast and Caribbean. Also he has a produce farm back in Eleuthra. He is a true ambassador for the Bahamian people with a personality second to none. His wife is a teacher on Eleuthra and will be moving back to her birthplace on Rum Cay to teach in Sept.





FOUR WINDS

WindJammer Racing News

The Practice Race

After breakfast and a racing seminar in the CCSC breezeway, we took to the water in three boats. We ran two short races and the second was a photo finish! Everyone had a great time and learned about the basic rules of racing while practicing the starts and mark rounding. We didn't calculate the corrected results for the practice races.

Racing Chair:
Pat Pezzano



Race 1

Race 2

Retro 24:29

Retro 14:00

Nora 25:15

April Star 14:04

April Star 26:23

Nora 14:09



Father's Day Race

Calculated as Time on Distance

Fathers Day Race					Start Time 12:35	Distance 6NM	
Boat Name	Skipper	PHRF	Finish Time	Elapsed Time (Secs)	Correction (Secs)	Corrected Time (Secs)	Place
Tiki	Harvey Gretzel	204	14:30:08	6908	1224	5684	6
AlradeeChi	Rich Gard	216	14:23:20	6500	1296	5204	4
Chianti	Paul Schill	258	14:16:37	6097	1548	4549	1
Sunset	Dale Harman	171	14:12:48	5868	1026	4842	3
Providence	Val Bernhardt	129	14:08:28	5608	774	4834	2
Callisto	Randy Laks	171	14:19:00	6259	1026	5233	5

I do time on distance with distance taken off my GPS. It is easy and does not require a calculator
Corrected time = Elapsed Time - (Distance * PHRF) All in seconds.



FOUR WINDS

Vessel Safety Check Day Postponed

We have postponed the Vessel Safety Check Day originally on the Windjammers calendar for Sunday, June 12. **This is being postponed until a later date.** Once we have the new date and time, we'll send out an email announcement and post it in the clubhouse and CCSC bathrooms.

What is checked during a vessel safety check:

- ☐ Display of numbers
- ☐ Registration / Documentation
- ☐ Personal Flotation Devices
- ☐ Visual Distress Signals
- ☐ Fire Extinguishers
- ☐ Ventilation
- ☐ Backfire Flame Control (for those with inboard gas engines)
- ☐ Sound Producing Devices
- ☐ Navigation Lights
- ☐ Pollution Placard
- ☐ MARPOL Trash Placard
- ☐ Marine Sanitation Devices
- ☐ Navigation Rules (for bigger boats)
- ☐ State and/or Local Requirements
- ☐ Overall Vessel Condition

If you'd like to learn more about courtesy vessel safety checks and what is checked and common reasons boats do not pass, please visit: http://safetyseal.net/what_is_vsc.asp

Regards,

-Bob Fahey

other vessel examiners in the area visit
<http://safetyseal.net>

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

1. Monofilament fishing line		7. Painted wooden stick
		
2. Plastic bottle	a. 2 months	8. Aluminum can
		
3. Apple core	b. 3 months	9. Styrofoam cup
		
4. Glass bottles & jar	c. 13 years	10. Disposable diaper
		
5. Styrofoam buoy	d. 50 years	11. Tin can
		
6. Wooded milk carton	e. 80 years	12. Plastic 6 pk. ring
		
	f. 200 years	
	g. 400 years	
	h. 450 years	
	i. 600 years	
	j. Could be forever	

Answers: 5-21 7-11 14-01 15-6 16-7 17-1 18-5 19-4 20-4 21-2 1-1
Help keep waterways clean and sea creatures safe. Keep your
trash and recyclables in separate bags or containers and
properly dispose on land!

CNC/MIA - 456-9026 and www.cncmiala.com



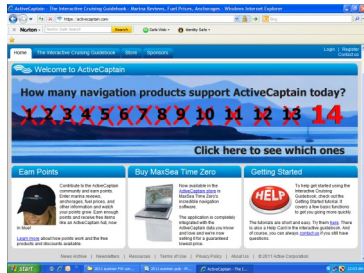


FOUR WINDS

Check out these interesting websites:

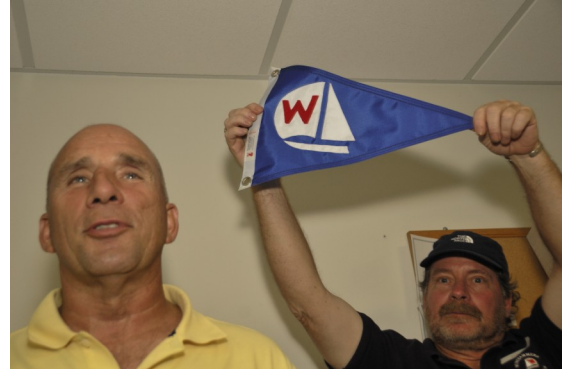
WWW.ACTIVECAPTAIN.COM & WW.LIVESKIPPER.COM

The 1st is an interactive trip planner with NOAA chart & local knowledge, the other is a racing simulator with day long races or round the world races in real time with current weather.



Cliffs & Richard said

“Get your WindJammer gear.”



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Owners Operators

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Bayville, NJ 08721

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Fax 732-237-9225
Cell 732-674-1205
Email:ccsc@comcast.net



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Cell: 609-290-1756



valrb@hotmail.com

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

Whether you've broken an old piece of gear or would like to upgrade something on your sailboat, be sure to ask the Ship's Tailor & the pros @ Cedar Creek Sailing Centers/Marina Store .

The WindJammer Sailing Club sincerely thanks Cedar Creek Sailing Center for the use of the clubhouse & all you do for the WindJammers!!!



FOUR WINDS

Important Info for Boaters

This is the season of fireworks displays, sailing events, regattas, races, rowing, tall ships visiting, swimming around islands and across bays and many other types of summer events. There are far too many to list here. Bridges may be closed, channels inaccessible and waterways blocked, usually only for a few hours. Events for each USCG District are listed either within the body of the Local Notice to Mariners or as an enclosure at the end. Check <http://www.navcen.uscg.gov/?pageName=lnmMain>.

New Cape May Jetty Radio Activated Sound Signal:

On or about 15 July 2011 the Coast Guard will install a Marine Radio Activated Sound Signal (MRASS) on Cape May Canal West Entrance North Jetty Light (LL 1675). A MRASS is activated by the mariner keying their VHF-FM radio a designated number of times on a designated VHF-FM channel. The sound signal is activated for a period of 30 minutes after which the activated assistance automatically turns off. The channel and number of times a mariner must key their VHF-FM radio will be published in column (8) Remarks section of the Light List. *(5th District LNM 24)*

Absecon Inlet (Atlantic City), NJ Dredging:

The dredge ILLINOIS will be conducting dredging operations in Absecon Inlet until further notice. The dredge will monitor VHF-FM channels 13 and 16. *(5th District LNM 25)*

ATLANTIC COAST PORT ACCESS ROUTES STUDY (ACPARS):

The Bureau of Ocean Energy Management Regulation and Enforcement (BOEMRE) have identified numerous locations on the Atlantic Continental Shelf for potential development of Offshore Renewable Energy Installation (OREI) sites. This initiative has the potential to impact maritime traffic along the entire Atlantic coast. LANTAREA is sponsoring an Atlantic Coast Port Access Routes Study (ACPARS) for the entire Atlantic coast (Maine to Florida), to examine these potential impacts, identify mitigation measures, and facilitate balancing multiple, and possibly competing, uses of the waters along the Atlantic coast.

In order to provide safe access routes for the movement of vessel traffic proceeding to or from ports or places along the eastern seaboard of the United States, the Coast Guard is conducting a Port Access Route Study (PARS) to evaluate the continued applicability of, and the need for modifications to, current vessel routing measures. The data gathered during this Atlantic Coast PARS may result in establishment of one or more new vessel routing measures, modification of existing routing measures, or disestablishment of existing routing measures off the Atlantic Coast between Maine and Florida. Mariners are encouraged to submit comments before the deadline, August 9, 2011. 76 Fed. Reg. 7288 (May 11, 2011) <http://www.gpo.gov/fdsys/pkg/FR-2011-05-11/pdf/2011-11483.pdf>

Mission: Conduct an aggressive port level outreach campaign to ensure Atlantic coast MTS stakeholders are cognizant of the ACPARS and are afforded the opportunity to provide input to the study, either directly to the official record or through local stakeholder meetings. Utilize regional partnerships and relationships between LANTAREA Coast Guard units and local port partners to gather Atlantic coast MTS user information, comments and concerns to be included in ACPARS considerations and study findings. We encourage stakeholders to comment to the docket. *(5th and 7th District LNM 20)*

New Jersey Saltwater Recreational Registry Program

This Registry is NOT a License. All Marine Fisheries Rules and Regulations must be followed at all times.
Individual saltwater anglers ages 16 and older MUST register

Purpose:

The registry is an important tool that will help fishermen and policy makers work together to better account for the contributions and impacts of saltwater anglers on ocean ecosystems and coastal economies. It is part of a national overhaul of the way NOAA collects and reports recreational fishing data. The goal of the initiative - known as the Marine Recreational Information Program, or MRIP - is to provide the most accurate information possible that can be used to determine the health of fish stocks. Reliable, universally trusted data will in turn aid anglers, fisheries managers and other stakeholders in their combined efforts to effectively and fairly set the rules that will ensure the long-term sustainability of recreational fishing. For more information, visit www.CountMyFish.noaa.gov.

For more information on the New Jersey Saltwater Recreational Registry Program, please refer to our

WHO NEEDS TO REGISTER?

see: <http://www.nj.gov/dep/saltwaterregistry/index.html#who>



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.

If you recall the back issues of FourWinds contain tips on ‘Simple Refrigeration’, ‘SailCare’ & ‘how to get more mileage out of that tube of marine caulk’. This edition of FourWinds we explore tiller pilots. Let’s all thank all our past & present contributors for sharing their great ideas .

Tiller Pilot Shopping

With more cruising in our future & wanting to single hand TIKI, we have been searching for a way to lock the tiller. Never having had much luck with bungees, or sail ties, we were feeling like slaves to the tiller. I’d experimented with a tiller tamer which gives the operator time to raise & lower sails, go below (very briefly) to get more suntan lotion or Gatorade, but what about longer stretches? Like last summer’s cruise to Cape May, or this years to the Raritan & up the Hudson. With the internet & some back issues of Practical Sailor the research has begun... In the June 2009 issue of Practical Sailor an article compared the Raymarine ST1000Plus & Simrad TP10. Skip Allan tested both during a a SingleHanded TransPac Race (SHTP) from San Francisco to Kauai, Hawaii, which he won! On his return trip to Cali he was caught in a gale & scuttled his custom designed sloop Wildflower. His ultimate conclusion was he detected no clear difference in quality between the units. Although he did say the TP10’s screw drive was more noisy. The ST1000Plus is rated for vessels up to 30feet & 6600 pounds, the TP10 is rated up to 33 feet & 7500 pounds. Tiki is a 1973 Sabre 28, displacing 7900 (with our all our ‘stuff’) & is 28feet length overall, which moves our shopping out of the entry level category to the ST2000Plus vs TP22. The ST2000Plus is rated for vessels up to 36 feet & 10000 pounds, the TP22 is also rated for vessels up to 36 feet & 10000 pounds. I found both for between \$550 & \$700 depending on where I shopped.

Most of the folks I know have Raymarine equipment & they’re customer service has received praise from everyone that’s dealt with them. This afternoon I’ll be purchasing the Raymarine ST2000Plus.

I’ve been told to use high-strength tape to attach a lanyard & make a ‘custom case’

to protect it from sun & water. Check the Fall2011 FourWinds for a follow up

to this story ‘Tiller Pilots : Ease of Installation & Initial Impression’

Adam Getzel



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 Elizabeth Schaffer our Seminar Chairs or Cliff our Commodore.



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Upcoming Events

Jr. WindJammer Event This Weekend

Ruth and John have put together a fun day for the Juniors to go crabbing at Berkeley Park this coming Sat. at June 25th at 1:00. Meet by the Clubhouse. Please call or e-mail to let them know if you will be coming, so they know how many to plan for. roachia92@yahoo.com phone-610-609-6386



July

- 1-3 Cruise to Barnegat Light and July 4th fireworks in Beachwood.
- 2-16 two week cruise to the Chesapeake.
- 4-9 one week trip to Atlantic Highlands and New York Harbor.(cont. of Barnegat Light cruise)
- 16 Ladies' Helm Race & Iron Women's Feast
- 23 St. Patrick's Day in July & Sunfishes Races

August

- 1-13 Two week cruise leaves T B D
- 13 Hot Dog & Hamburger dock party & Moonlight cruise to Tom River
- 20 Distance race Mardi Gras party
- 27 Seaside Park cruise

September

- 3-5 Labor day weekend at Barnegat Light
- 10 Pig roast
- 11 Canoe trip
- 24 Tall Oaks Challenge



The Windjammer Sailing Club has a website, that can be found on the web at: <http://windjammersailing.com>. The website has up-to-date information about dock parties, cruises, seminars, races, and other events. If you have some pictures you'd like to include, send them to: web@windjammersailing.com, and we'll include them on the web-



FOUR WINDS

Final Thoughts

Be sure to stay in touch with your fellow WindJammers & participate in all the activities. To help you stay in touch Bob Ragolia & Kelley Fahey have worked very hard to put together a complete roster of members. This info should arrive in the mail shortly with your new WindJammer 2011 Membership Cards. Be sure to thank them for their hard work !

Whether you like Cruising, Racing or Dock Parties & Raft Ups, there's something for everyone. But please don't forget about the volunteers in the club working hard to bring such a great program of events. From Pat our Race Chair, Justin our Cruising Chair, Jim the Vice Commodore & especially our Commodore for the 2011 season '3 IceCream Cliff'. Thanks to everyone's hard work, this year's annual Chicken and Ribs party brought all of us together! Like you, these folks have jobs and families, but have a passion for sailing and sharing. Please remember the WindJammer Sailing Club is nothing without its membership and volunteer board. Please let them know you appreciate all the work they do & please get involved. Send in your pictures, host a dock party, be the committee boat for a race, spend time with family and friends, go sailing together,



& Have a safe, sunny summer

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