



FALL 2011



# FOUR WINDS

## MESSAGE FROM THE COMMODORE

Fall is in the air as our 2011 sailing season comes to a close. The days are getting shorter and a bit cooler, but don't be fooled, some of the best sailing happens in the fall. Clear, crisp days, and NO boat traffic make this season's sailing one of the best. So stop complaining about the cooler weather, get some warm clothing on and hoist the sails.

This summer has been filled with cruises, races and a variety of dock parties. I want to thank everyone who got involved in making this work. Tom Fogarty did an excellent job being the dock party coordinator. Many thanks to all the windjammers who hosted parties as well as to those that contributed in different ways including those who helped to set up and clean up.

We had two terrific weekends at Barnegat Light which occurred over July 4th and Labor Day weekends. The lighthouse is always one of my favorite places to go. Just think people travel from afar to visit it, and we get to go via boat and miss all the traffic. The beach parties of course are always a blast with lots of delicious food, and of course Adam's delicious pizza cooked on his propane stove...way to go Adam! Many thanks to all the kids that roasted the marshmallows to share with us adults.

We had our annually pig roast which was cooked by the German Butcher in Lacey, who as usual did a fabulous job. His establishment has a nice selection of fresh meats and deserts as well as a nice dining area to eat. Although the weather forced us in doors, this did not deter the Windjammers from having a good old time. A big thank you to Mike and Audrey of the Barnegat Sailing School who supplied a keg that was enjoyed by all; I think a few members were reaching for the aspirins the next morning.

John and Ruth put a lot of effort in making the Junior Windjammer program work, however, except for the Sunfish Day, participation was minimal. I do see other children around the marine so perhaps next year those of you who could not make these events will join in.

My family and I were able to cruise for two weeks on the Long Island Sound with Bob and Kelley and Ruth and John; the Nowicki family joined us during the second week meeting us at Port Jeff. The Long Island Sound offers a lot of ports as well as sights to see. I had a terrific time, and as usual can add more stories to the ones I already have. More on our trip from Jim, Ruth & Bob inside this newsletter.

Don't forget the Annapolis boat show the following weekend. If you are interested in car pooling let me know and I can hook you up with people who plan on going. Our last race of the season is our frostbite race which is followed with the Chili cook-off, a competitive and tasty affair. The annual fall dinner will be held on Saturday November 5th at Latitudes' in Forked River. This event is a great way to recap the season with a slide show of the summer events and awards given out.

I of course have to make mention that my wife, Nancy, won for the first time, the Ladies' Helm race.

I want to thank all the officers and chairs, and those of you who have helped this sailing season for your dedication and hard work; you have all made my job a lot easier.

Last but not least a very special thank you to Tom and Liz for their hospitality and help throughout the year. As you can see, changes are coming for our marine, Tom has begun to put in the new bulkhead and I am very excited to see what the marine is going to look like in 2012.



REMEMBER . . .

MEMORIES ARE MADE ON SAILING DAYS

Cliff Simpson,  
Commodore



# FOUR WINDS

## Remembering 9/11 at CCSC

As we mark the 10<sup>th</sup> anniversary of 9-11, it's worth taking a look back the various happenings during that horrific week at the Cedar Creek Sailing Center.

The following are my most vivid recollections:

Numerous people came to the Marina during the week following 9-11, many more than usual. All were very angry, but grateful that their families survived the attack. People hurriedly placed large American flags on their flag-staffs and backstays. Almost every boat raised a flag, in a proud display of patriotism and defiance against the terrorists. Many had also adorned their cars with flags and various bumper stickers.

Rumors abounded about a possible attack on the nearby nuclear plant, thus destroying our boats with a massive radiation release. Scuttlebutt had it that troops equipped with ground-to-air missiles surrounded the plant. Gratefully, the plant remained secure.

On Friday and Saturday night, honking cars and trucks, draped with American flags packed Route 9. The vehicles paraded up and down the road, long into the night. It seemed that the drivers elected that display in lieu of any other way to vent their outrage.

At the Marina, I remember one woman saying to me in total despair, "To think, we work so hard to care for our families, homes, and boats and in the meantime, these crazy people are trying to destroy our country – I hope we catch them soon." Even the unflappable Tom Wright seemed bewildered about the attack and concerned about the future.

Throughout the Fall of 2001 (and to the present), numerous giant Air Force transport planes continually crossed the Marina's sky to support our counterstrike in Afghanistan. It seemed that a plane flew over the CCSC every few minutes.

A fellow sailor pundit stated that it would take 50 years to defeat the terrorists. Ten years later, despite tremendous progress, it seems that prediction may be correct. In the meantime, the terrorists failed with their principal goal: changing the American way of life. Who amongst us thinks about al Qaeda when we raise our sails? For that peace of mind, we need to remember and thank our brave military people and all the others who make our country and coastal waters safe for us to enjoy.

Bob Ragolia,  
skipper of the *Queen Elizabeth*

### *Special Note:*

*At their annual "Pig Roast" dinner on September 10, 2011, The Windjammers voted to contribute to the National Park Foundation's Flight 93 Memorial in Shanksville, PA*



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## A One Week Cruise to Long Island

By Jim Nowicki , Vice-Commodore

Anyone who has cruised with the Nowicki family knows that we do it energetically. There was a two week cruise vacation some years back where, on a Friday night, the four of us promptly loaded, provisioned the boat, and departed the dock in a record 35 minutes. Once we are on the move, we find it hard to stay in any given place for too long. So when we arrived at 10:30AM on a lazy Saturday morning to set off on our 2011 cruise, I could tell that we were in for a decidedly different experience this time around. It wasn't till well after the lunch hour (3 hours later) that we pulled away from the dock and sailed North in a moderate breeze to Bay Head and anchored just off the Bay Head Yacht Club in about 10 feet of water. By the time we reached our anchorage it was the dinner hour, so we settled into a delicious meal while we watched a bride arrive by launch for a wedding reception at BHYC. That evening it poured rain, with the wind clocking out of the Southwest to generate a one foot standing chop in our anchorage. This made for a rather restless night's sleep.

Early Sunday morning I checked the weather radio and learned that we were in for some nasty mid-day thunder squalls with a small craft advisory, so we decided to hold up for a day, rather than chance a dangerous passage to New York harbor. We spent the bulk of the day sailing back and forth the length of the Metedeconk River, and the weather cleared and never produced the squalls that were predicted. Too bad, since this cost us a day of potential cruising in the Sound. Regardless, we had a wonderfully relaxing day of sailing in the Metedeconk. We anchored just inside a hook of land along the North shore by Brick. This provided a very peaceful anchorage that was somewhat sheltered from the powerboat wakes that are ever present in this river. We had a very relaxing evening, and a restful night's sleep. Clearly a much slower pace than a traditional Nowicki sailing vacation!



Up at 7AM on Monday morning and through the Point Pleasant Canal and out the Manasquan Inlet by 8:30AM. We stopped near the railroad bridge in Manasquan to top off our supply of ice. The current there was quite strong and pushed the boat up against the fuel dock, making it a challenge to pull away when we departed. Once we were out in the ocean we found a fresh breeze from the Northwest. We sailed the entire distance to Sandy Hook on a close reach at five knots with calm seas. When we reached Sandy Hook our course turned to port up the Verazzano Narrows and put the wind on our nose, so we had to motor from that point on. We reached Battery Park and the East River by about 2 PM. The East River was several hours into a flood tide (North and Eastward), which meant we had close to a four knot current helping us along. We motor sailed up to the UN building, where we were forced to take in our sails due to the fluky winds swirling between the tall buildings. Our GPS was reading around 10 miles per hour over land through Hell Gate. Just before we reached the Throgs Neck Bridge at 4 PM, entering Long Island Sound, the weather radio came alive with a security alert. A squall line with damaging winds, rain, and hail was reported out of the Northwest headed right for our location. I instinctively slowed the boat and turned it into the wind out of the Northwest and began scanning the charts for a safe place to set the anchor and hold up until the squall passed. Thirty seconds later we got slammed with several bursts of wind that heeled the boat over despite the fact we were not sporting any sails. I located a small cove on the North shore of the river, half way between the Whitestone Bridge and the Throgs Neck Bridge. In about five minutes we were safely anchored in the protection of this cove in about 16 feet of water. The holding ground was good, and the wind gusts were dampened by the high banks of the river around us. We decided to eat an early dinner, then press on for Manhasset Bay in the evening. The thunderstorms had passed by 6 PM, so we raised anchor and moved on to Manhasset Bay. Here we anchored for the overnight in about 10 feet of water on the North side of the Bay, just inside the spit of land called Plum Beach Point. We watched the sun set in an orange sky as we relaxed from a long day of travel. The entire Manhasset Bay is a no wake zone, so this made for a very restful night's sleep.







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Tuesday morning started with a leisure breakfast around 8 AM, and a departure for our next destination around 9 AM. We sailed out of Manhasset Bay, but winds were light and going was slow, so we decided to motor sail. We passed Hempstead Harbor, followed by Oyster Bay, before the wind came up and we were able to shut off the engine and simply sail our way into Huntington Bay. The weather was sunny and cool, but we could see thunderstorms developing to the West. We turned East and sailed through Northport Bay and into Northport Harbor by 2 PM. Northport and the connecting labyrinth of bays are beautifully protected waters for simply sailing around and tweeking sail trim to you heart's content. This is what a sailing vacation is all about! When we reached Northport Harbor we raised the harbor master on channel 68 and made arrangements to pick up a transient mooring at Seymour's. The transient moorings are the orange colored balls and cost \$40 per night. Seymour's has bathrooms, but no showers, fuel, ice, water, and pump out. Just as we picked up a mooring the thunderstorms hit, and we ended up with rain on and off for the remainder of the day and evening. The mooring comes with unlimited launch service from 7 AM to 11 PM, which is handy because the downtown of Northport has a wide assortment of shops and restaurants to explore. We made our fair share of trips back and forth to the boat and shore. The shops are only a one minute walk from Seymour's. There is a town dock where it is free to tie up for several hours, but you need to pay (\$4/foot!) to stay overnight. The tide is considerable here at about 4 feet, so you need to tie to the dock to accommodate this, and may need to climb a ways down onto your boat when you return. Despite the rain, our first stop was an ice cream shop. Eventually we picked "Skipper's" as our dinner spot, where I had a delicious swordfish steak, and Kathy and Lauren had fresh lobster with New England clam chowder. The food was excellent, and the lobster dinners were on special for \$24. We returned to our boat after dark in the rain. We really enjoyed Northport and will be certain to return on future trips.



Wednesday we were up and at Seymour's fuel dock at 7 AM to top all our tanks. Then it was on to Port Jeff in a 10 to 15 knot sailing breeze out of the West. We sailed with the wisker pole out wing on wing and made almost 6 knots the entire distance, arriving in Port Jeff just after lunch. What a terrific sail, and we are doing so much of it this trip! When we entered the harbor we headed directly for the pump out barge in it's center. A few minutes into the pump out job we realized that we didn't have the hose connector we needed to match my deck fitting. After a bit of reflection I realized that I might be able to get the hose to seal to the deck with the aid of some duck tape. Sure enough, by holding the hose firm against the deck and wrapping two layers of tape around the entire perimeter, I was able to get a very effective seal. Necessity is the mother of invention! Now with an empty holding tank, we headed for the protected anchorage of the Sand Hole. This anchorage is now a mess of private moorings, and there is official signage describing fines if you take a mooring that is not yours. Not to worry, we just dropped our hook amongst all the moorings. It's a free country. After we settled in we took the dingy for a ride to shore and walked the beach and climbed the steep sand piles. We realized that there was a live reggae band playing on the back of a pontoon boat at one end of the anchorage. Eventually we motored by dingy over to the

reggae concert and listened to the band play. Now this is a sailing vacation! Later that afternoon we were joined by fellow Windjammers; Waterloo, April Star, and Nora. April Star rafted to Sashay for the night. That evening we got everyone together on Sashay for appetizers and cocktails and shared stories about our various sailing travels to get to Port J e f f .





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Thursday it was time to begin our return voyage. We departed the Sand Hole around 8 AM and motor sailed in a light North breeze to Manhasset Bay. This took the better part of the day since at times the wind would clock around to the Northwest, which put the wind on our nose. By 3 PM we arrived in Manhasset Bay and took free town moorings. These moorings are yellow, and are located to the North side of the channel that runs to the Eastern most part of the bay. While the town moorings are free, the launch service into town is \$24 per day for each boat. The town has a number of shops, a very nice bookstore, an ice cream shop, and several restaurants. The entire Windjammer group met for dinner at a family style Italian place that all enjoyed. There was a live guitarist performing at dinner. Eventually we made our way back to our boats for another peaceful evening. The crew of Sashay visited April Star for the evening, and we played board games into the dark of night.

Friday departure was 8:30 AM for the East River. The East River ebbs West and Southwards, so you want to time it so you reach Hell Gate at slack high tide or later. Slack high tide in the East River was scheduled for around 10:30 AM, and we made Hell Gate right on time. There were a tremendous number of commercial vessels traveling through the East river at slack. So we constantly monitored channel 13 and made a point of hugging the edges of the river during our passage. Sashay exited the river ahead of the rest, and we decided to swing by Ellis Island and Liberty Island for photos to give some of the other boats time to catch up. Sashay and April Star passed under the Verrazano Narrows motor sailing around noon. Once we were off of Sandy Hook the breeze freshened out of the West and we were able to do a mix of sailing and motor sailing to keep pace with April Star. Eventually the wind strengthened and clocked far enough out of the South that we had to motor sail into some chop for the last hour as we approached Manasquan Inlet around 5 PM. We went in the inlet and by luck only had to wait three minutes for the next opening of the Brielle Bridge. Our passage through the Point Pleasant Canal went smoothly, although the Bridge Avenue tender had a malfunction with his roadway gates that delayed us a few minutes before he could raise the bridge. By 7 PM we had motored through all the bridges and had sailed into Silver Bay, where we anchored and rafted with April Star. One final night of celebrating the cruising life before returning to home port at Cedar Creek.

Saturday morning came slowly as the crews of the two rafted boats were quite tired from the long day's voyage the day before. Eventually April Star headed back home, while the crew of Sashay lingered on and landed the Dingy for a walk and explore of Cattus Island. By mid day we departed Silver Bay and motored home in a headwind to Cedar Creek. There is always a sense of accomplishment and comfort when you are back from cruising and in the protected familiar waters of Barnegat Bay.

I have lost count of the number of times that we have cruised to Long Island Sound, but we still manage to find new places to visit and things that are new to see and do. This year's cruise was filled with so many new things, and more sailing than most. It was only one week long, but we chose shorter distances, stopped at more places, and took more time to relax and take in our surroundings. All in all, a very good cruising vacation!







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## A Beginner's Guide to Cruising Long Island Sound

By the novice crew of *Nora*

For those of you new to longer term cruises, i.e. over one week and not staying in NJ, we would like to offer some personal growth experiences that we learned during our trip in August 2011 up to Long Island Sound. See if you can answer the following questions to test your knowledge of long term sailing: What are the points of sail during a cruise

- A) Close hauled port tack
- B) Close hauled starboard tack
- C) No wind = sails down
- D) All of the above

If you answered D all of the above, you're right. On Barnegat Bay, with the constant southerly breeze, you can experience many points of sail on any given afternoon. On Long Island Sound, the constant headwind, allows for two points of sail: port tack and starboard tack. Unless of course, the August heat is beating down on you with no wind to cool you off.

What is the normal operating temperature of your diesel engine

- A) Less than 180°
- B) 210 to 240°
- C) 240°
- D) All of the above

As a sailor on Barnegat Bay, you may be wondering why we're even asking this question. After all, an engine gets you out of your slip and out onto the bay, right? Since it barely has time to warm up, you probably don't even know where your temperature gauge is, much less if it works. The correct answer is A but cruising Long Island Sound you may get to experience D.

Determine your actions for the following situation: you notice that your engine is running a bit hot, say... 240° and you are not at a marina, not near home, and still have 15 miles until you meet up with the rest of your sailing group, who are located 4 miles up a river that they told you that you will need to motor up. Oh yeah, it's a headwind. What do you do?

- A) Turn off engine and sail as best you can to meet your group
- B) Turn off engine and sail to the nearest marina with an available mechanic
- C) Anchor where you are
- D) Tow your boat with the dingy... 15 miles
- E) Move to shallower water, anchor and call a towboat.

If you answered A you're a better sailor than we are. If you answered C, you should know that in Long Island Sound depths approaching 100 feet are the norm. If you answered D, you either have a bigger dinghy engine than we do or you're a very muscular sailor. In the interests of full disclosure, Nora tried B until we were uncomfortable sailing the last mile to the slip and decided on E.

What do you do if you are in a marina with engine troubles and are waiting for a mechanic to arrive?

- A) Curse the sailing gods for your trouble
- B) Go sailing in your dingy
- C) Go swimming at the pool
- D) All of the above

If you answered C, you'd know we're at a 4star marina with 4star prices. Of course, we're sailors so we also did A and B so D is the correct answer.

What should you not leave home without prior to making a longer term cruise out of your home waters?

- A) Replacement and spare parts
- B) Charts and other navigation aids
- C) Provisions for two weeks on the water
- D) Camera
- E) Frequent users card for LongIslandSound mechanics
- F) All of the above

Trick question. D is optional.

How do you know that you are not in the Barnegat Bay anymore?

- A) You set anchor with 40 feet of rode and realize, after checking with your lead line, that you have a scope of 2:1
- B) You have your centerboard down and don't care
- C) Tankers and barges pass you doing 10+ knots
- D) Large reddish jellyfish appear in the water
- E) All of the above





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The answer is E assuming your boat has a centerboard.

What is "eel grass"?

- A) A marine plant that grows around Barnegat Light
- B) A marine plant that can be found in the sea strainer of your water intake line
- C) An engine killer
- D) Evil and hereafter called the "plant that must not be named".
- E) All of the above Grrrrr....Let's not talk about this question, shall we?

What is a "sea strainer"?

- A) A frequently installed in-line part of the raw water system that collects debris prior to flow into the engine
- B) Something to be checked and cleaned prior to any trip
- C) A vital part of your raw water system that you should have to avoid hours of aggravation & money spent at 4star marinas due to an engine clogged with "plant that must not be named"
- D) See questions 2, 3, 5 and 7. Grrrrr....

What are some great places to visit on LI Sound?

- A) Cold Spring Harbor with its quiet anchorage and the ability to replenish with cold spring water
- B) Hamburg Cove on the Connecticut River, an absolutely picturesque anchorage in fresh water.
- C) Mattituck, NY, a town accessible by walking after anchoring up the "hurricane hole" inlet
- D) Misery Cove near Port Jefferson with its fabulous sand dune.
- E) There were so many places that this list is not complete.

The answer is E, but these places were wonderful.

What do you experience on a cruise of Long Island Sound?

- A) You learn to provision for longer trips.
- B) You see the Statue of Liberty for the first time and learn just how fast the Staten Island Ferry moves.
- C) You learn a lot about diesel engines.
- D) You learn to anchor, moor, and navigate outside of your home waters.
- E) You get to sail with the wonderful members of the Windjammer Sailing Club.
- F) All of the above

The answer, of course, is F. Plus you may get to meet some lovely mechanics, if you are as lucky as we were.



Special thanks to the crews of *April Star*, *Waterloo* & *Sashay* for making our 1st long cruise much more enjoyable than it otherwise could have been.



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## Long Island Cruise, Summer 2011

By: Bob Fahey

This summer in early August the Windjammers had a cruise to Long Island Sound, attended by Cliff, Nancy and Nicole on April Star; John, Ruth and Adrian on Nora; Jim, Kathy and Lauren on Sashay, and Bob and Kelley on Waterloo. April Star, Nora and Waterloo left on July 30<sup>th</sup> for a two-week trip, and met up with Sashay about halfway through the cruise. For our first stop we anchored right in front of Bay Head Yacht Club. We were only a few minutes from the entrance of the Point Pleasant Canal, allowing us to quickly get through the canal the next morning.

Early the next day April Star, Nora and Waterloo went through the canal and out Manasquan Inlet, and headed up to Atlantic Highlands. It was a lovely day, and we had a pod of dolphins accompanying us. One breached right next to April Star. Then, the cruising gremlins began tinkering with the Windjammers fleet, and left a dead battery on Nora and an overheated engine on Waterloo. Upon arriving in Atlantic Highlands, we began to undo the gremlins' deeds: Nora replaced a battery and was ready to go, but Waterloo had to stay behind an extra day to sort through the mysteries of coolant systems and heat exchangers.

With a 5:30am departure to hit the currents right going through the Narrows and the East River, the next stop for April Star and Nora was Cold Spring Harbor. Waterloo caught up the next day at Oyster Bay, and from there we departed for Branford, CT. The gremlins again struck the Windjammers and transferred their engine overheating mischief from Waterloo to Nora, and unfortunately didn't release their grip until the end of the journey.

Waterloo and April Star proceeded up the Connecticut River to Hamburg Cove, a small, protected beautiful anchorage just north of Essex. Well, it used to be an "anchorage". Now it is filled from shore to shore with mooring balls, and anchoring would be tight at best. But all is not lost: there are 10 painted rental mooring balls that are first come, first served, and we were able to pick up separate moorings. These are very reasonable at \$20 / boat / day, and that includes use of their bathroom and shower facilities at Cove Landing Marina at the head of the creek (albeit a 10 minute dingy ride away), and they have free laundry facilities. After showers and laundry, Kelley and Bob brought their folding bicycles and rode through the beautiful countryside.

Hamburg Cove is a must-stop destination for anyone traveling through this area. The river switches to all fresh water south of here, so swimming is pleasant. There isn't a town close by, but up the street from the marina is H.L. Reynolds General Store, which has been there since 1859. This general store reminds me of the one in Little House on the Prairie, and is still run by Jane who has been the proprietor there since 1953. In there you'll find the necessities such as soap, food, and of course, ice cream.

Ruth and John caught up with the Simpson's and Fahey's at Hamburg Cove, and decided to stay longer while April Star and Waterloo ventured over to Montauk at the end of Long Island (affectionately known as "The End" by locals). We timed the currents to get a push with us through The Race. The forecast was a little off: they called for 10-15 knot winds, scattered showers and seas 1-2 ft. When we got out there, it was 25-30 knots on our nose with gusts to 35 raging against the current, squall line after squall line of heavy, stinging rain to the point where we couldn't see, and a 4-6 ft confused current-induced chop. We double-reefed, slugged through it and made it without incident.

Now about halfway through the trip, the Simpson's and Fahey's spent the day in the village of Montauk and went out to the lighthouse. Nora left Hamburg Cove and went to Mattituck, enjoying a pleasant day in town. The following day April Star and Waterloo left Montauk, motor-sailed through Plum Gut, and rejoined Nora in Mattituck in the evening. As soon as we started discussing grilling on shore, some rain came and put an end to that.

On Wednesday, August 10<sup>th</sup> it was another lumpy day on the sound with the wind on our nose opposing the current as we headed to Port Jefferson. There we met up with Sashay in Mount Misery Cove on a gorgeous clear evening. The plan was to pick up an open private mooring, which we have done in many years past. However, this is no longer permitted. A welcoming floating sign is posted at the entrance to the mooring field: "Brookehaven Town Code – need mooring permit to pick up a mooring ball in Mt. Misery Cove." We saw local law enforcement come in several times looking for offenders. So we anchored in the middle of the field, and enjoyed the reggae band that was playing on shore.

Jim had heard there were town moorings in Manhasset Bay, so we decided to head there as our next destination. The town has 10 free mooring balls (they're painted yellow), and we all were able to get moorings. There's a water taxi to take you into town for a nominal fee, but taking a dinghy to the town dock is also an option. We enjoyed a nice walk and dinner in Port Washington.

On Friday we left Manhasset Bay early to hit the currents right through Hell Gate, for the 68 nautical mile run down to Silver Bay. We had perfect weather conditions, and caught the flush the entire way down the East River, through The Narrows and down the Jersey shore. By nightfall we were in Silver Bay, and all were back safely in Cedar Creek by the next morning, and the cruising gremlins have since left to find their next victims.

After writing this summary, it already has me thinking of where <sup>8</sup>we should cruise next year. We hope you'll be able to join us!





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A little shallow at Hamburg Cove



April Star going through Plum Gut



Sandy Hook Lighthouse at Sunrise

## Long Island Cruise 2011



Hamburg Cove



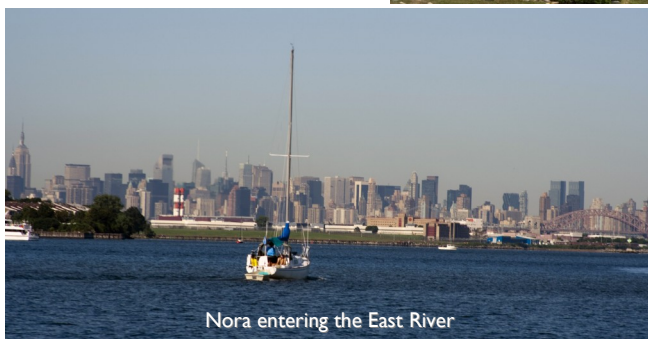
Saybrook Breakwater



Montauk Point Lighthouse, NY



Lower Manhattan



Nora entering the East River



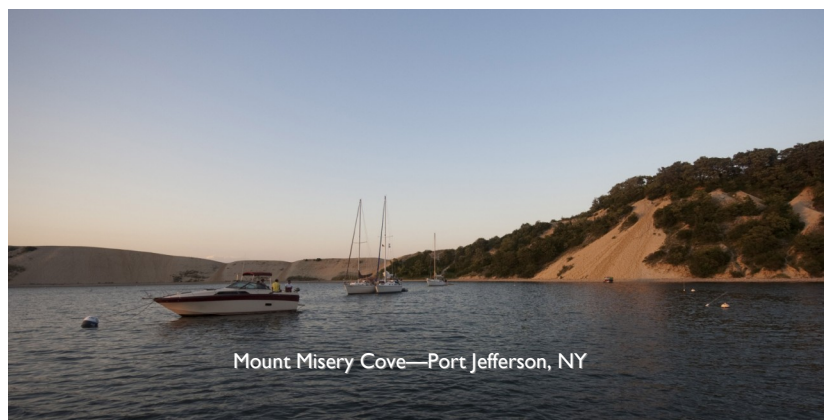
Execution Rocks Lighthouse, NY



Lynde Point Lighthouse, CT



General Store in Old Lyme, Hamburg Cove, CT



Mount Misery Cove—Port Jefferson, NY





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## WindJammer Racing News

Racing Chair:  
Pat Pezzano

### Ladies Helm Race 2011

Place		Corrected Time in Min.
1	Sashay	42.72
2	Stormy	44.92
3	Stormy Petrel	45.55
4	Nora	47.37
5	Alradee-Chi	47.85
6	Tiki	49.27
DNF	Calisto	



The handicap book in the club house is 20+ years old. The link below is for the Western Long Island PHRF ratings & corrections

Long Island PHRF base ratings & corrections

<http://documents.clubexpress.com/documents.ashx?key=rE501bdwzwYpp32V99jrN3kfOcPDnWfrz3AelakdUxRfKlgCIy0xD7Uc8RqSLh6U>

Please either request a PHRF rating from NJ PHRF or take a few moments & look up your boat & it's rating in the Long Island Sound online reference.





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## Tall Oaks Race Results 9/17/11

Despite Providence II taking the start, watching the race in the rearview & taking line honors, unfortunately 50/50 correctly strongly to take 1st.

Below is the order of finish NOT including corrections and handicaps:

Providence II  
50/50  
Escapade  
Bay Rhumb  
Lorelei  
Bitter End  
Lickety Split  
Picante  
Chianti  
Island Breeze  
Callisto  
Zig Zag

TALL OAKS TOOK HOME THE  
TROPHY WITH 50/50  
COMING IN FIRST.



### Distance Race 2011

Place		Corrected Time in Min.
1	Providecell	183
2	Restless	209.7
3	Island Breeze	218.3
4	Tiki	221.3
5	Callisto	224.6

## Angle of Deviation & Speed Chart

If you think like me, the question, 'go faster' or 'toward your destination more slowly' always led me to calculations that I wasn't interested in doing during

cruising or didn't have time for during a

race. Luckily someone has done all the work for us & they're posted to the right.

Find your boat speed across the top & the

Degrees you'd like to fall off down the side.

The intersecting value is how much faster

you'll need to sail to keep your VMG

(Velocity Made Good).

Angle	Percentage	Boat Speed															
		2	2.5	3	3.5	4	4.5	5	5.5	6	6.5	7	7.5	8			
5	0.4%	2	2.5	3	3.5	4	4.5	5	5.5	6	6.5	7	7.5	8			
10	1.5%	2	2.5	3	3.6	4.1	4.6	5.1	5.6	6.1	6.6	7.1	7.6	8.1			
15	3.5%	2.1	2.6	3.1	3.6	4.1	4.7	5.2	5.7	6.2	6.7	7.2	7.8	8.3			
20	6.4%	2.1	2.7	3.2	3.7	4.3	4.8	5.3	5.9	6.4	6.9	7.4	8	8.5			
25	10.3%	2.2	2.8	3.3	3.9	4.4	5	5.5	6.1	6.6	7.2	7.7	8.3	8.8			
30	15.5%	2.3	2.9	3.5	4	4.6	5.2	5.8	6.4	6.9	7.5	8.1	8.7	9.2			
35	22.1%	2.4	3.1	3.7	4.3	4.9	5.5	6.1	6.7	7.3	7.9	8.5	9.2	9.8			
40	30.5%	2.6	3.3	3.9	4.6	5.2	5.9	6.5	7.2	7.8	8.5	9.1	9.8	10.4			
45	41.4%	2.8	3.5	4.2	4.9	5.7	6.4	7.1	7.8	8.5	9.2	9.9	10.6				
50	55.6%	3.1	3.9	4.7	5.4	6.2	7	7.8	8.6	9.3	10.1	10.9					
55	74.3%	3.5	4.4	5.2	6.1	7	7.8	8.7	9.6	10.5							
60	100.0%	4	5	6	7	8	9	10									
65	136.6%	4.7	5.9	7.1	8.3	9.5	10.6										
70	192.4%	5.8	7.3	8.8	10.2												
75	286.4%	7.7	9.7														



# FOUR WINDS

## Tips & Reviews

That brings us to another feature in *FourWinds* that we call "Tips & Reviews". In this section, anyone could (& should) 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 learn how to love our diesel & catch up with our tiller pilot from the Summer 2011 FourWinds.

Let's all thank all our past & present contributors for sharing their great ideas .

## SAILBOAT ENGINE SECRETS

Does your small marine diesel engine hesitate like a lamb or roar like a lion when you increase speed? Cruising boat skippers can expect great service from their small boat diesel engines when they follow these simple preventative maintenance tips.

- 1. Clogged Fuel Filters** Dirt and gunk block a smooth flow of fuel from the tank through the fuel filters back to the engine. If your primary fuel filter has a separator bowl, shine a flashlight through the bowl to check for water or dirt. Drain the bowl of contaminants. Change fuel filters at least once a year in separator and non-separator type fuel filters. Remember to change the secondary fuel filter (located on the engine near the injection pump) once a year. This filter serves as the final sentry to stop dirt before it gets to the injectors. Keep your fuel tank 90% full to discourage algae growth on the tank walls. Add a biocide solution to the fuel to stave off harmful microbes. If you cruise to foreign ports, change fuel filters more often. To be on the safe side, use an in-line filter between the fuel hose and your tank.
- 2. Clogged Air Filters** Look for black smoke coming from the marine exhaust hose at the stern when you accelerate. This indicates air blockage, overload(see below) or dirty or clogged injectors(see below). Change your air filters once a year to keep the engine purring like a cat.
- 3. Overload Warning Signs** If you know your fuel and air filters are clean, your engine could be working too hard. Check these three things: fouled boat bottom (barnacles and algae), bent or oversized prop, line wrapped around the propeller shaft (rope, fishing line or trash) If practical, dive down or send Adam to check the propeller and shaft. Otherwise, you might need to hire a diver or haul your boat out of the water.
- 4. Stuck Valves Create Back Pressure** Small cruising sailboat skippers rarely run their engines at high throttle long enough. Carbon deposits in the cylinders can gum up valves and cause them to stick in the closed position. Back pressure causes your engine to lose power. Change your oil and oil filter twice a year to avoid this problem.
- 5. Dirty or Clogged Injectors** When dirty fuel gets past your fuel filter "gate guards", the injectors clog up. Your diesel engine loses power, hesitates or refuses to run. Change your fuel filters at least once a year (see #1).

*Change your fuel, air and oil filters often to keep your engine running like a top!*

*This article came from Captain John Jamieson's SkipperTip.com. Jamieson, with 25+ years as a master mariner, has developed a unique, step-by-step training method that will show you the skills you need for safer sailing anywhere in the world. You can buy his book with 187 different lessons or subscribe to his website where you can watch short videos or read concise articles like this*

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 Frank Schaffer our Seminar Chairs or Cliff our Commodore.





# FOUR WINDS

## ST2000+ Tiller Pilot Installation & Use

In the past had experimented with bungee cords, tying the tiller & the 'tiller tamer' but remained a slave to it. After some research (available in the Summer 2011 FourWinds) I purchased the ST2000+ by Raymarine & installed it according to the directions.

I tied the tiller straight & marked the approximate locations required on the tiller & the cockpit seat with Blue tape. Using a tape measure, accurately marked on the Blue tape a cross hair where the holes belong. Once the exact locations were determined holes need to be drilled to exact depths. I'm terrible at guessing depths while drilling, so I've used my tape measure & more Blue tape to mark the depth on the drill bit as a guide. Be sure to place a tarp or drop cloth in the cockpit before drilling.

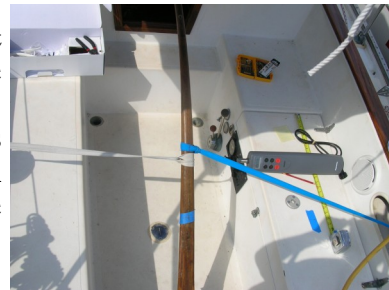
Once the holes are drilled, epoxy is used to set the pin on the tiller and the brass seat for the unit to rest. One more hole needed to be drilled to add the socket for the power & data cable connection.

Electrical connections for the quick connect socket & to the breaker panel must be neat and tight & the wire needs to be supported. Everything moves around on a boat!

Time for the test drive & several slow circles in a special mode to calibrate the tiller pilot's internal compass. The 6 buttons on the face are self explanatory, but there are some useful combinations that steer the boat through a tack or gibe, allowing the skipper to attend to the sheets.

Last year we cruised from CCSC to Atlantic City & Cape May. After 6 hours at the tiller we were exhausted and not having much fun. Our vacation this year began the weekend after this installation, it was 4th of July. The ST2000+ performed spectacularly for 9 days including two 12 hour days. At the end of every day we both got to relax and enjoy the evening instead of feeling like we just drove to Cape Hatteras.

The addition of halyard clutches forward of the cabin top winches simplified raising the main. These together with ST2K+ have improved our sailing experience & made Tiki *a breeze to single-hand.*



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](mailto:web@windjammersailing.com), and we'll include them on the website. If you have a lot of pictures burn them to a disk & contact Bob Fahey.





# FOUR WINDS

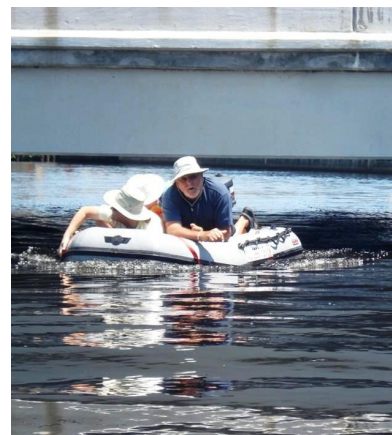
## Fall Dinner Award Contenders . . .



Running aground  
SandyHook 5th of July



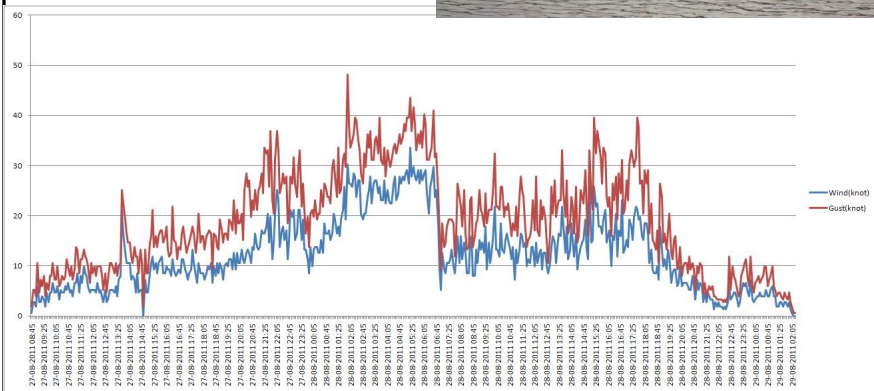
? Y M C A ?



What's the award for  
getting in the dink with  
out a paddle?

## Good Night IRENE !

As Hurricane Irene pass CCSC our boats faired well . The graph of Richard's onboard weather station re-corded wind speed & gusts is below.







# FOUR WINDS



## COURSE OFFERINGS

### ASA 101 - Basic Keelboat Sailing Certification

This introduction to sailing is designed to give the beginner the skills and confidence needed to sail a 22-24 foot boat. Instruction includes nautical nomenclature, rules of the road, points of sail, proper tacking procedures, rigging, sail trim, and anchoring.

Class Size: Maximum 4 students  
Schedule: (2) 7 hour days.

### ASA 103 - Basic Coastal Cruising Certification

This more advanced course is designed to take the confident keelboat sailor and make them a competent skipper able to handle a 30-foot sailboat in coastal waters. Instruction includes boat handling, seamanship, reefing, weather and navigation.

Class Size: Maximum 4 students  
Schedule: (2) 7 hour days

### NJ Safe Boating Certification

This course is designed to meet the mandatory New Jersey Safe Boating requirements for all operators of sailboats, powerboats, and wave runners.

Class size: Maximum 25 students  
Schedule: (1) 8 hour day

## BARNEGAT BAY SAILING

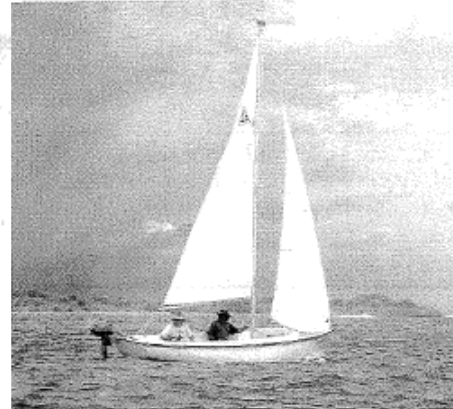


- Daily Cruises
- ASA Sailing School
- Sunset Cruises
- Sailboat Rentals

### BARNEGAT BAY SAILING SCHOOL

Located at Cedar Creek Sailing Center  
100 Harbor Inn Rd., Bayville, NJ 08721

732-269-1351  
[www.sailingnj.com](http://www.sailingnj.com)



## SAILBOAT RENTALS

### Bareboat Rental

Enjoy Barnegat Bay in your own 19-23 foot sailboat for the day. Well maintained and coast guard approved sailboats are available for daily rentals to any certified sailors or ASA graduates.

### ASA 101 Practice Sessions

Practice sailing sessions with a certified instructor are available Monday - Friday aboard a 19-23 foot sailboat for all ASA 101 graduates.

### ASA 103 Practice Sessions

Practice your coastal cruising skills aboard a Catalina 30 sailboat with a certified instructor. Open to all ASA 103 graduates.

### Private Instruction

These private sailing lessons are designed specifically for the boat owner who needs a little refresher or advanced skills training on their specific boat.







# FOUR WINDS

## CEDAR CREEK SAILING CENTER/MARINA A SAILORS MARINA

Tom Wright / Liz Barto  
Owners Operators

100 Harbor Inn Rd.  
Bayville, NJ 08721

Phone 732-269-1351  
Fax 732-237-9225  
Cell 732-674-1205  
Email:ccsc@comcast.net



## 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

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 .

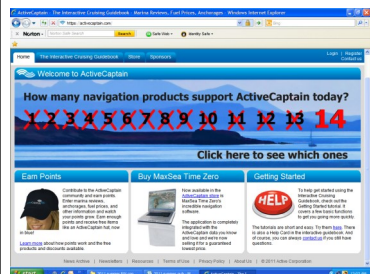


*The WindJammer Sailing Club sincerely thanks Cedar Creek Sailing Center for the use of the clubhouse & all you do for us !!!*

Check out these interesting websites:

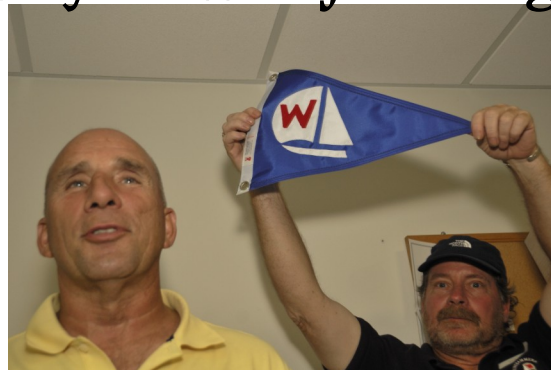
WWW.ACTIVECAPTAIN.COM & WW.LIVESKIPPER.COM

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.



## Cliff & Richard said

**“Get your WindJammer gear.”**







# FOUR WINDS

## Upcoming Events



WINDJAMMERS  
SAILING CLUB

### 2011 Fall Dinner

Come Join The Club!

Saturday November 5<sup>th</sup>

6:30 – 11:00 pm

at *Lattitudes on the River*



Cash bar & appetizers from 6:30 – 7:30 pm

Full Course Dinner – Choice of four entrées

Awards Ceremony – Induction of 2012 Officers

**WHERE:** Lattitudes, 361 E. Lacey Road, Forked River, NJ

**COST:** \$50 per person / \$12 for kids under 10

**RSVP and payment by October 23<sup>rd</sup>**

----- cut here

Name (s): \_\_\_\_\_

# of Adults: \_\_\_\_\_ (x \$50.00) = \_\_\_\_\_

# of Children (Chicken Fingers only): \_\_\_\_\_ (x \$12.00) = \_\_\_\_\_

Total Cost \$= \_\_\_\_\_

# of Entrées Selected:

\_\_\_ Penne Vodka      \_\_\_ Chicken Balsamico

\_\_\_ NY Strip      \_\_\_ Stuffed Flounder      \_\_\_ Children's Chicken Fingers (\$12)

MAKE CHECKS PAYABLE TO Windjammers Sailing Club

Mail this form and check to: Jim Nowicki, 258 Lamb Hope Road, Hopewell, NJ 08525

609-466-1249

vice-commodore@windjammersailing.com





# FOUR WINDS

## Final Thoughts

Wow what a summer. Tiki & BST2K+ safely took us from the relative safety of our bay to Perth Amboy & Manhattan. Plus we've enjoyed spending time at Beach Haven, Governors', Tices, & Myers Hole together with friends & WindJammers. I'm sure Richard's slide show for the fall dinner will be filled with great memories. While on the subject of pictures, thanks to everyone that contributed them: Angela, Norm, Richard B, Richard G, Ron, Kathy, Bob, Kelley, Val. & especially Don for the new aerial picture of Cedar Creek Sailing Center. If you have shots to share please send them to Richard Barker (before Fall Dinner to be included in the slide show) or Bob Fahey (the webmaster). Thank you also to everyone that contributed content to the FourWinds over my last 3 seasons as the editor. Without your contributions the whole club would have realized long ago what a boring writer I am.

Last but hardly least, congratulation to Juan & Dawn.  
Looking forward to seeing everyone at the FALL DINNER !

Cheers,  
g

