



summer 2012



FOUR WINDS

Commodore's Summer Letter 2012

Well the sailing season is in full swing, and I've seen many of our members enjoying the various club events so far. The weather has been reasonably cooperative during the weekends, so I've also seen lots of you out sailing the bay.

We kicked off the season with a seminar on rig tuning and sail trim. This event was well attended by 15 members, and was presented by a guest speaker from the U.S. Power Squadron. We followed the seminar with our traditional wine and cheese party, with the addition of pizza dinner and a member meeting to describe the coming club events for the year.



Our next club activity was our annual cruise to Beach Haven. A 13 boat flotilla of club members filled the slips at BHYC. During the trip, there were two engine malfunctions and several minor groundings, but everyone made it to and from our destination safely. For several boats, this was their first trip to Beach Haven. As boats pulled into their slips, they were greeted by the crew of Stormy Petrel, who got the award for traveling the farthest distance to participate in this event (returning from Florida)! Activities in Beach Haven were diverse, ranging from dock parties to swimming the ocean surf (it was cold), museums and shopping to our annual mini-golf tournament. The best score in mini-golf was achieved by Dawn Almada and the winning team was Crew Tiki. Later that evening, the Commodore gave the Past Commodore a lesson at the arcade in air hockey (final score 7 to 2). We wrapped the evening up with an ice cream social back at the dock. Everyone who made the trip to Beach Haven had a great time.

With club events in full swing, we held a number of safety related activities for the first weekend of June. On Saturday club members met at the dock to discuss crew-over-board (COB) maneuvers, then ventured out on the water to either practice, or watch the demonstration. The practice boat was Sashay, and the "victim" was none other than your adventurous Commodore. Waterloo and Providence II were spectator boats, with Lucky Charm trolling the area to take photos. I must confess that it is a strange feeling to deliberately launch yourself off your own boat and see the stern sail away from you under full sail at close to five knots. The crew of Sashay retrieved its victim in six minutes on the first try, and in under 3 minutes on the second attempt. The COB demonstration was followed by our Burger & Brats dock party, and a full moonlight cruise that ended as a small raft-up at Berkeley Island. The next morning we were all up and back at the dock early to have safety vessel checks provided by Power Squadron volunteers.

So you can see, the club and its members have been busy building sailing skills and having good fun! As Commodore I would like to personally thank all the Officers, Chairs, and member volunteers who have run these events thus far. These volunteers do a lot of things behind the scenes to make these activities happen, and I appreciate all the hard work, and how everyone is pitching in. This is one of the key attributes that makes Windjammers such a great sailing club.

Speaking of volunteers and members, I'd like to welcome our new members. Newly joined are; Associate member Elizabeth Braun-Folmer of Browns Mills; Associate member Brian Sardo of Monmouth Junction sailing his boat "Green Bean"; Members Mark and Heather Zavanelli of Pennington sailing their Sabre 30 "Indigo" from Cedar Creek. Please take time to get to know our new members at the next party, club activity, or at the dock, and invite them out for a sail. No better way to make new friends than when heeled over on Barnegat Bay in a 20 knot breeze!



Now that our season is in full swing, I encourage all of you to join in and contribute to the wide range of activities we have planned. These events are the most valuable and greatest fun when lots of us show up to participate. Next up is a race day, combined with the annual Chicken and Ribs party. Following that is a 4th of July cruise to Cape May. I hope to see all of you out sailing, and at our many club activities this Summer!

Yours in sailing,
Jim Nowicki



FOUR WINDS

From the office of the Vice Commodore

Greetings fellow Windjammers,

As I write this we are at the precipice of the Memorial Day weekend. This is a great warmup event for most of us and always the first time the club ventures away from Cedar Creek for a sponsored event. By this time you should all be up to date on the calendar of events for sailing this summer and we all look forward to seeing you, your family, and friends at several Windjammer events. As the Vice Commodore, I am tasked with hosting a couple of the 'big events' on the club calendar. The first up is Chicken N Ribs. This event will be at the clubhouse on Saturday, June 23rd. The usual times, appetizers at 6 and eats at 6:30. As I'm writing this, a decision on the caterer/menu has not been finalized. Based on the name of the party, you have a pretty good idea of the menu. I'm am trying to improve on the quality of the product and am soliciting bids from several 'Rib joints' in the NJ area. My intention is to provide a more southern style BBQ experience, in the belief that the taste and experience will be more satisfying. As is in most things in life, better usually means more expensive. I'm am working to keep the cost at the \$15 point this party has been for the last several years. As costs have risen, I think we can all appreciate that this becomes a harder task to meet. As one of our main events (the other being the end of the season, Pig Roast) we like (hope) to see a high percentage of the membership attend. In years past, Windjammers could expect to see as many as 70 members and guests at these two events. In recent years the numbers have been less, coming in at 47 paid guests last year. As in planning for anything, I'll be sure to have enough food for the expected numbers, plus a little more. Please help me and the finances of the club by allowing me to order for who I know is coming and not have to guesstimate our attendance. Please take the time to RSVP if your sure you will attend, but in the event if you can't commit, be assured I will have provided for the pop up arrivals who didn't know they could make it until the last moment. We will seat you, please attend this party, if you are new to Windjammers or haven't been in awhile, I promise to make the eats worth your attendance!

In other news. I will be hosting the end of the year banquet which traditionally ends our sailing season. Due to the required lead time, that event has been planned and set. I'll leave it to discuss in a future news letter. If you must know the details, look for me down by slip 3 on Lorelei. Hope your enjoying your sailing to date. See you at a Windjammer event.

Donald Kozak

Vice Commodore Windjammers





FOUR WINDS

WindJammers Cruising

We venture from land and learn it takes 5 hours or more by boat to get from Cedar Creek Sailing Center to Beach Haven. During the trip we learn more about what's out there and more about yourself. Then we're social . . . You know . . . tour museums, playing on the beach & in the surf, play minigolf then eat ice-cream & sail together.

The season is young but the FourWinds is bursting with this years adventures and plans for the season.

Another year of cruising to Beach Haven Yacht Club with family & friends.

We have been doing this cruise for over 35 years. We started out going there in our Catalina 27 White Wave, and now on our Sabre 36 named Providence II.

For the past four years our granddaughters Katie & Megan Durrua have been collecting sea shells on the beach while they are there. Four years ago they started painting them and selling them to the Windjammers and boaters at Beach Haven Yacht Club. They only charge from 25 cent to as high as a dollar depending if you request a certain design. For past three years they have donated the money they made to their local food bank in Point Pleasant Beach, N.J.

This year Karington and Emily Windl joined them in the painting and selling shells. One women who keeps her boat at BHYC was so happy to see the girls back selling their custom shells. This year the money the girls raised went to the Leukemia Society. Katie and Megan have a little friend named Daisy that has leukemia. So this year they decided to donated the money they made to the Leukemia Society. I am so proud of my granddaughters and their friends for caring for other people that are less fortunate.

Martina Bernhardt

Providence II



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Every year, but one, for the past 10 I have looked forward to our shakedown cruise to Beach Haven Yacht Club Marina. I love the proximity to the beach and the beautiful sunsets. We have been so lucky to have great weather these past couple of years. Our appetizer party, mini golf and Windjammer camaraderie make it all a fabulous weekend. This year being special to have Captain Ron Minchin to greet us at the dock and Kathy. They have been sailing the high seas since January enjoying the good life.

The Beach Haven cruise is always an adventure for Day Dreamer II my 39.3 Beneteau. With a 5' 1" draft she seems to find all the new shoals on our ever shifting Barnegat Bay bottom. Of course leaving Monday Memorial day at low tide was a good excuse for my 3 YES 3 groundings.

Only my crew of husband Byron and daughter Jayme know that I was busy texting, talking on the phone and basically not paying too much attention in the narrow channel. I did manage to sail off each time, but grounding # 3 sent my 7 year old granddaughter Alyssa flying down the companion way. All I saw from the helm was a kid flying thru the air doing back flips. Thank goodness for her life jacket with the floatation collar. It padded her landing and she just got shaken up. "Grandma goes aground" should be our new calling. In spite of it all we had a great time and Day Dreamer II returned to Cedar Creek unscathed.

Yours in Adventures of Day Dreamer II

Fillis Samuel



# FOUR WINDS

## A Fortuitous Cruise to Beach Haven

We didn't name our boat Fortuitous, although we've come to appreciate the name. Most people think that fortuitous is a positive word, like "fortunate," to the point where that's slowly becoming an accepted meaning as the language evolves, but the actual definition does not assign value: it's just random; happening by chance rather than design. In a lot of ways, I think the original meaning more accurately describes sailing.

Our Memorial Day cruise to Beach Haven was quite a demonstration of fortuity. The club was set to leave at 8:00am to catch slack water at the Beach Haven Yacht Club. We would ordinarily have left early since the Catalina 22 isn't known to set the water on fire with blazing speed, but we did this trip last year and then successfully completed an even longer trip on our own to Tuckerton and were feeling pretty confident that even if we left late we'd be fine. Or at least that was our justification for neither wanting to get up ridiculously early (we're not morning people and don't really start functioning until lunch) nor spending an extra night in the less-than-luxurious accommodations of sleeping with a porta-potty under our v-birth.

As it was, we shoved off around 8:45. We still could see Windjammers' sails when we rounded Berkeley Island, but the gap widened throughout the day. The wind was generally from the south, so when we got to the narrow portions of the channel and could no longer beat upwind we unleashed 5hp of fury and switched to our trusty out-board. The wind built and was gusting to near 20kts by the time we got through the Route 72 bridge, which made for slow progress.

Progress came to a halt, however, when we rounded the first marker after the bridge and our engine stopped. Completely. We began to slowly pirouette through the narrow channel as I frantically tried to restart the motor. I went through my limited mental checklist: do we have fuel? Is the vent on the fuel tank open? Is there a kink in the fuel line? We were ok on all of the obvious stuff. I asked Jen to drop the anchor, and in the mild panic probably flubbed the scope calculation, or at least didn't take into account that we couldn't back down on it. I was busy pretending like I'd taken Sally Strothers' class on small engine repair and hadn't noticed that the anchor was dragging, and that we were making decent speed toward the causeway. Worse, we had slid back into the channel near the opening of the bridge, with power boaters passing us on both sides, apoplectic that we'd made them come off plane.

We decided to try to sail out of this problem, but didn't want to sail through the bridge with who knows what swirling winds were under there and no backup plan. I asked Jen to bring in the anchor and I unfurled a tiny scrap of jib (still with our keel up, which is inherently problematic) and sailed toward Manahawkin parallel to the bridge. I furled it back in as soon as we were clear of the channel and had Jen re-deploy the anchor, this time with ALL of the rode. The wind was relentless though, and I soon had to give the now-hilarious order, "Prepare to fend off the bridge abutment." My dialog apparently gets really stilted in high-pressure situations. She had been focused on the anchor and hadn't noticed that we were about to go backwards through the wrong opening of the bridge and responded with perfect comedic timing, "You want me to do *what*?"

We didn't hit though, and 200ft of rode was apparently enough to set the anchor. We calmly came to a stop about half way between the Route 72 bridge supports and the remains of the old drawbridge that used to connect the island. This being our first major nautical calamity, we weren't really sure what to do. We could have *maybe* sailed home, although it would have been harrowing to try to get back into the channel with the keel up and the draw-bridge remnants downwind. We called TowBoatUS to ask for advice, but I think they're better set up to deal with specific requests and sent a tow boat. We considered getting a tow back to Trixies, which would have effectively ended our vacation but may have been preferable to having to do the dock of shame: showing up at Beach Haven under tow. It was around this time that Sashay hailed us, just to check on us. When the commodore learned of our status, he immediately started pulling together plans to help us get back from Beach Haven and reassured us that the club would help us continue the trip, no matter what that meant.

When the tow boat showed up, the operator was a little surly (perhaps warranted given our indecisiveness), and his opinion was that we should get towed to a nearby marina to have our motor fixed. He gave us the name of a local marina and puttered off to give some other stranded boat some fuel. I tried to call that marina and couldn't get an answer, and in the mean time we got more potential solutions from the Windjammers, so we decided to continue on and demand a tow to Beach Haven.



# FOUR WINDS

When the tow boat got back, he pulled up beside us and started pitching a local tow again, but before he could even begrudgingly toss us a line, his engine died. Completely. He looked back at it from his wheelhouse, uttered a single profanity, and that was the last we heard from him. The winds gripped his boat and spun him back into the drawbridge pilings where he got hung up dramatically, with waves crashing into his transom. He somehow got it off and then drifted away slowly, literally all the way over the visible horizon. I tried to hail him to ask if he needed assistance, which may have been a little spiteful, but he didn't respond.

A second tow boat did eventually come, and it was a much different experience. The boat was far more substantial, had a crew of two, and did not catastrophically break down. The person working the deck was patient and clear in her instructions, which was helpful since we had no idea how to be towed. Our arrival at Beach Haven had just about the right mix of gentle ribbing and genuine concern, and a bunch of Windjammers helped get the boat tied up and later docked (which required a third tow boat). We were welcomed with beer and understanding, and the story-swapping of that evening put us at ease that we were far from the first Windjammers to have arrived at a destination under tow.

The following day, several experienced Windjammers took a look at our motor, and when it couldn't be repaired we received several offers to swap for the trip home—one of the advantages of having a small boat is that our main engine is the same size as a larger boat's dinghy motor. We wound up using Providence II's dinghy motor for the trip home, which would also prove fortuitous.

With the wind again from the south, we were able to sail all of the way home on Monday. As we approached the Route 72 bridge from the south near markers 69 and 70, exactly where our motor had quit on Saturday, Stormy was hard aground just outside the channel. We furled in our jib and pulled up our keel to assist. With a lot of orchestration (and hiking out) from Stormy's crew, we were able to use Providence II's motor to pull them free, possibly repaying a tiny bit karma to the Windjammers' pool.

Despite our problems, we were able to have a pretty fun (and certainly exciting) weekend. We're not sure why there were so many problems concentrated in that area around the bridge. I suppose that random and fortuitous things are bound to happen out there, but we were certainly glad to have the help and support of the Windjammers.

For more on the adventures of Fortuitous check out the blog . . . <http://sailingfortuitous.com/node/126>

## We've had some good times but the season is young & our cruising chair has more in store . . .

Windjammers,

We have 6 boats confirmed as going on the 4th of July cruise. If you're attending, please be sure to attend the Captains Meeting this Sunday morning, June 24 at 10am at the clubhouse. We'll be going over the departure times, tides & currents, approaches to the marinas and anchorages, what one should consider bringing, etc.

Here is who has confirmed: ~ Sashay ~ Waterloo ~ Arpeggio ~ April Star ~ Lorelei ~ Yacht C

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On a similar note . . .

The City Island Yacht Club has extended the privilege of its facilities to all current Windjammers members. The yacht club is conveniently located on the west side of City Island in the Bronx, close to the intersection of Long Island Sound and the East River and is just east of the Throgs Neck Bridge. <http://cityislandyc.org/>

For those Windjammers who will be traveling through Long Island Sound and are interested in taking advantage of this club membership benefit, please contact me and I will provide you with a copy of the card

-Bob Fahey



FOUR WINDS

WindJammers Cruising

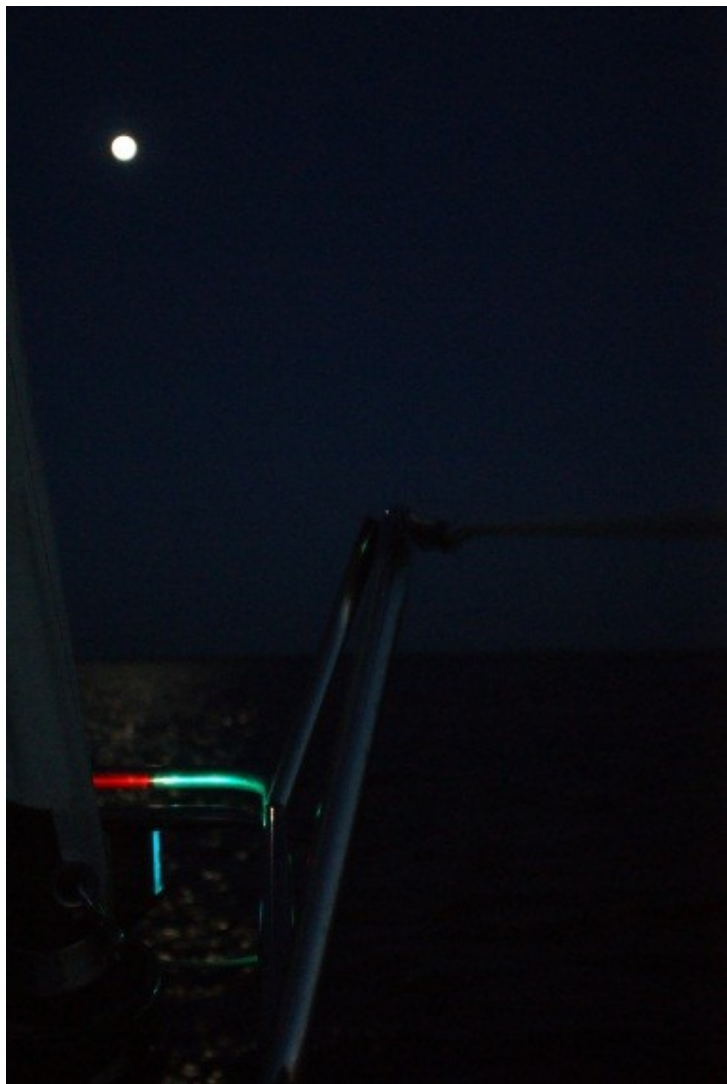
MOONLIGHT CRUISE ON THE BAY

By Rich Gard

The evening sail started mysteriously; a darkening eastern sky with a train of sailboat steaming out to slip under the cover of darkness. When most water craft were looking for quiet cribs at the wharf to snuggle into, a few sailing craft set out on June 2 to experience the exhilaration of silently gliding along a deserted body of water. Even though a few loved the prospect of speeding out a full 0.25 knot faster than the next silent glider, others were just there to experience the empty silence and the moon glow over the water's surface.

From the caboose of the 6 boat train, we could see the other boats hoisting all the cloth they had. It did not matter to our unassuming Arpeggio; captain and crew (Ruth from Nora lore graced our sole with her presence) were there with the others, enjoying the moment; in silence, in control of our course and speed. We laughed at stories of sailing experiences. We shivered as the night air cooled. We covered up under blanket and quilt as temps continued to drop unusually low for an early June evening.

The next time the club hosts an evening cruise on the bay with only the light of the moon to guide the way before a nav light or two, take up their offer and experience a quiet evening sail. You may find a connection to the sea from a different perspective; the connection of being there in the moment, ghosting along over the darkness into the light of the moon. The captains and crew of Stormy Petrol, Sashay, Sunset, Arpeggio, Mystique and Waterloo know of what I speak.





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WINDJAMMERS WELCOME New Members:

Mark and Heather Zavanelli and their two sons Nathan 15 and Duncan 13.

They hail from Pennington NJ just a few doors from our very own Bob Ragolia !

Heather has sailed since a little girl on her parents boat which was on Long Island Sound and Mark started when he met Heather in High School. They owned a Nomad 17 foot day sailer for 6 years which they kept in Ocean Gate on Toms River. Last season they found their 30 foot Sabre "Indigo" and sailed it up from Anapolis. Indigo was previously kept at Lanoka Harbor but was a little too shallow for her. Luckily for us they have found her a new home at Cedar Creek.

Mark has raced J24's in New York Harbor. They are busy getting Indigo ready for this season.

Please give them a warm "Welcome to Windjammers" when you see them at the marina. Indigo is in slip # 9.

Fillis Samuel
New Member Committee Chairperson





Tips & Reviews

It takes several years for anyone to learn to handle a yacht reasonably well, and a lifetime to admit how much more there is to learn.

Maurice Griffiths

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. We've had tips on everything from 'Simple Refrigeration' to 'how to get more mileage out of that tube of marine caulk'. This edition of FourWinds you'll find tips on how to keep the old girl safe while you're not there. Thanks to CCSC there are all new docks & bulkheads to secure your pride & joy.

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

Battery Upgrade

By Rich Gard

In looking at my battery situation and knowing how many gadgets I intend to have in the coming months, I know I need to make an adjustment from the two deep-cycle batteries (dated Feb 2005) that came with the boat. So I used Nigel Calder's method for determining my daily needs to size the battery banks. (if you do not own a copy of Nigel's book, I highly recommend it: http://www.amazon.com/Boatowners-Mechanical-Electrical-Manual-Essential/dp/0071432388/ref=sr_1_1?s=books&ie=UTF8&qid=1332177106&sr=1-1)

If my calculations are correct, I would need about 100-125 Ah per day. The properly sized house bank would then be set at 300-375 Ah in capacity. Adding 20% fudge factor as Nigel calls it, puts me between 360-450Ah of capacity. Now actually using that much and putting that many Ah back in is a second part of the electrical problem I will be working on, but first let's build in the capacity from the start. So I went down to my friendly SAM's club and bought 4 Duracell EGC2 6 volt golf cart batteries with 225 Ah capacity each. Hooking two in series gives me 12 volts with 225 Ah, and then putting two pairs in parallel, I get my 450 Ah capacity and a 12 volt deep cycle system. Now what to do with 4 golf cart batteries, each weighing 68 lbs? Here is what I did on my H33C.



The first thing is to determine the approximate location for where they should go. I know the original batteries went over the shower sump, but the boxes I needed to house the batteries would stick up over the chart table (not a good thing). I cleaned out the sump, and lowered the support brackets as much as I could without interfering with the bilge pump output hose. This was about 1.5" on Arpeggio. In the picture of the cleaned out sump-well you can see the two screw holes on the side of the well just above the new aft 1x4 PVC support board. Those two screws went through a 1x1 piece of teak and supported the aft end of battery platform.



FOUR WINDS

Tips & Reviews

With the supports lowered, I was below the chart table but still too cramped to get the second box in place without tipping it over. So I took everything home and setup a mock sump well and engine enclosure (already made the engine enclosure cabinet frame and walls) and determined that I needed to lower the whole thing by another 1.75". hmmm. (BTW - I have a new Automatic Rule 750 GPH bilge pump to install in the well.)



In looking at the Pro-Fill hydration system purchased, I determined I really only needed 1.25 inch clearance from top of battery to the bottom to the bottom of the battery box lid. So I cut each box down so that the space from the bottom of the lid to the battery was exactly 1.375 inches (1/8 inch to spare). In so doing, I trimmed about 2.5 inches from the stacked height of 28 inches; down to 25.5 inches. This gave me the clearance I needed. I set the second box back from the front edge of the lower box by 1 inch (the back of the top box was back now even with the front edge of the access opening on the port side), but this may go back a little more once I run the cables and hydration tubes. The important part to this placement is making sure my access door can still close. The internal dimensions for each box are 14.25" wide x 10.375" deep x 11.625" tall. Since each lid has a 1/4" rabbit edge, this lowers the interior height to 11.375".

I painted each box (inside and outside) with Zinsser Mold Proof Interior paint tinted to the same color as Cream Kiwigrip. All interior paint for this boat will be the Zinsser mold proof stuff. I will use it in the head to freshen the wallpaper and engine compartment's unpainted/unstained/non-varnished wood. Looking good! All wiring inside and outside of the boxes is 1~AWG. (After painting, setting batteries in each box, I connected each pair with a 5" connector. I then routed the positive lines to the 225Amp fuse block and the negatives to a ground bus terminal.



The Pro-Fill tubing can clearly be seen here with the gallon of distilled water next to the column. The hand pump is not in the picture (I do have it though). Everything fits nicely and is ready to go into the boat. I secured the top box to the bottom and the top lid to the top box with simple hook and eyes. Because the lids of each box were rabbetted and set into their boxes, they will not leave their box even without the hooks. I tested this to about 40 degrees (about the balancing point). The hooks just help to keep them together. I will secure the boxes to the sump supports when I get them to the boat and before I load them with their battery pairs. I picked up a carrying handle from Batteries Plus. The clerk said they don't normally sell them and gave me one for free. How do you like that?



FOUR WINDS

Tips & Reviews

With the cabinet remade and assembled on the boat, she is ready to receive her new house batteries. Note the two switches; house and starting battery isolator switches. These are brought together by a smart charging relay under the charging relay.



Above the house battery isolator switch is a 4 pole bus for taking the battery chargers and other non-switched devices like bilge pumps, VHF-radio, stereo memory, etc... The back of the crank battery switch has just enough clearance for between the engine mount and switch cover plate (about 1/4"). I inserted closed cell foam here to eliminate any potential vibrations. After muscling the batteries up and into the boat, I loaded them in their boxes and set them in place. The hard part was lifting the upper battery box and setting on the lower box. However, taking the map table (the part that slide) out, it was actually quite manageable. However, it would have been a lot easier with two guys for sure.

The final assembly is shown to the left. The ladder is mounted to the panel/door that sits in the Mahogany frame I made. The ladder seems solid enough. It is certainly easier getting in and out of the boat having one.

I have a Blue Sea ACR controlling the charging of both banks. The ACR is mounted under the pilot berth in the compartment with the battery charger and main circuit breaker panel. I followed the instructions for the most part. However, the ground line is 14 AWG (instead of 16 AWG) and I used the house line post (the one on the left as a bus to connect the DC main (6 AWG). The cranking battery line is 4 AWG, and the 5' run from house switch to the ARC is 2 AWG.

The wiring for house and cranking batteries are detailed in the Blue Sea resources; article 57 reproduced below. The original is on the Blue Sea site:

<http://blueseas.com/viewresource/57>.

Also, see <http://blueseas.com/viewresource/58>.



As we thank Richard for this contribution. On the next page we have keep track of progress made on Richards list (from FourWinds Spring 2012).



FOUR WINDS

Project	Priority	Comments
21. Splash by May 1st	1	March 12 - T minus 56 days until launch and counting. May 5 Splash is scheduled. The boat is ready for a May 1 splash. Accomplished
1. Replace the 10 gallon waste bag with a 22 gallon hard tank , and all sanitary hose, vent filter and fittings	2	Done
23. Install Windlass	3	Installing Bow-roller/sprit instead, windlass maybe next year
4. Install Cabinet fronts port and starboard	4	Have lumber
5. Re-cover cabin cushions	5	in progress, Linthicum Sail Makers. Done.
7. epoxy fill base of compression post	6	
8. Move 2 27 G batteries to location over shower sump	7	Batteries moved from cabinet, wiring removed, transferring to battery compartment near engine. 4 house batteries and 1 crank battery bought. See Electrical upgrade page. Done. Also bought 3 new LED internal lights at the defender.com sale.
26. Repair screens	8	In Progress
9. Refinish cabin teak (table, bulk heads, knees, cabinets, drawers, table, etc...)	8	In Progress. Done.
18. Lots of cleaning	9	In Progress, Done.
15. Install New VHF, Chart platter, stereo	10	Bought a Raymarine e7, Standard Horizon GX1700, stereo on hold. Done.
17. Misc wiring	10	In Progress, Done.
19. Bottom paint	10	Bottom paint purchased (Petit) Done
10. Reinstall hanging cabinet over counter/sink with small microwave	11	Microwave going next to stove, Under counter TV/DVD going where old Dish Cabinet location used to be
12. Remove gelcoat oxidation (Poliglow stripper)	12	Poliglow on hand, waiting for weather Done
13. Kiwi grip non skid	12	Paint on hand, waiting for weather
14. Poliglow Hull and smooth surfaces on deck	12	Polyglow on hand, waiting for weather Done
20. Bowsprit for Anchor	13	New Anchor and roller mated, now waiting for weather break to mount sprit
3. Replace faucets in head and galley	14	Bought new faucets, will install eventually. Done.
11. Refinish (strip and oil) deck grab rail and combing step teak	15	In Progress - Stripped
25. Companionway Hatch door	16	
2. Move water pump to bulkhead	20	Done , moved under lazarette floor
6. Refinish cabin sole	20	Bilge boards Done t The wind lull will dictate when the rest is done.
22. Rub Rail Install	21	maybe not
16. Keel fin extension aft (may wait until next year on this)	25	maybe not
24. New Traveler blocks	26	Done , need two fairleads on combing
27. New Primary Jib Sheet Winches	28	next year, have new 1/2" jib sheet line and winchers for this year



WindJammer Seminars



So far this year we've had several seminars. The two pictured are the Racing Seminar (to left) & Sail Trim Seminar (below). Our Commodore gave us tips on starts & mark rounding in the morning. While later that afternoon a member of the local Power Squadron gave a sail trim & rig tuning seminar. Followed

by a question and answer session with the experts. Everyone that attended also got a printed copy of this power point presentation & a laminated 'sail trim' note card. It was great to go over all these important topics early in the season. May thanks to our Seminar Chair & Commodore.



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 our :

Seminar Chairs @ seminars@windjammersailing.com or
Jim our Commodore commodore@windjammersailing.com



FOUR WINDS

WindJammer Seminars

Person Overboard Demonstration

On Saturday, June 2, our Commodore gave a presentation on reviewing several techniques to recover a person who has fallen overboard. If you are not familiar with at least two ways save the life of crew member/loved one who has gone overboard please learn them before you go out on the water again. First and foremost, there must always be a minimum of *two* people on board who know the drill and can handle the boat in all situations. If there is only one, and that person is in the water, he/she may be lost. So, learn the techniques and practice them; it can be fun, and it can save a life; yours, perhaps....

Below are some photos illustrating the *basics*:





FOUR WINDS

Classified

For Sail

Dahon Mariner Bicycle. Very High Quality bike (Please call the Minchins or the Faheys late @ night for an endorsement). This bike is very lightly used; no more than 20 miles (really, I rode it four times....) and is in new/perfect condition. The least expensive internet price is @ brandscycles.com @ \$599, & I will include the Dahon bag (\$149 new). Package price to Windjammers: \$600. Call Richard Barker @908-829-4054 or see me @ the marina.



WINDJAMMER MEMBER ESTATE SALE OF "APRIL II"

1988 O'DAY 302 IN GOOD CONDITION

Priced to sell at \$17,900

Type: Sloop/ cruising

Engine: 2 cyl. FWC 18 HP 2 GM Yanmar diesel fixed prop

LOA: 29.7" Beam: 10ft Draft: 3'11"

Electronics, sails, ropes etc all in good condition

Broker: Kevin McGettigan

Bus: 732 530 5500

Cell: 732 539 3250

For those of you who remember my husband, Alan Endter, you will recall how much time he spent maintaining the boat and how much he enjoyed using it. Please contact the broker if you, or anyone you know, is interested in purchasing it. Thanks and happy sailing.

Janice Endter

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

webmaster@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



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



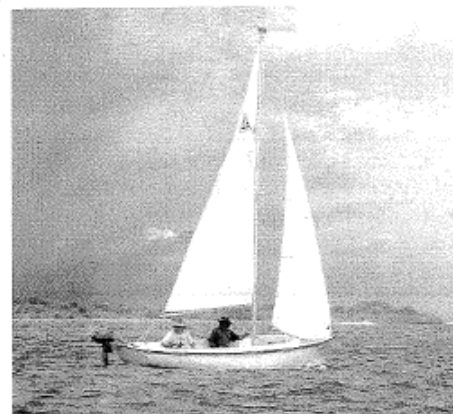
- Daily Cruises
- ASA Sailing School
- Sunset Cruises
- Sailboat Rentals

BARNEGAT BAY SAILING SCHOOL

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

732-269-1351

www.sailingnj.com



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.



A knot is never “nearly right”; it is either exactly right or it is hopelessly wrong, one or the other; there is nothing in between

Clifford Ashley



FOUR WINDS

Spring Commissioning Questions ~ Ask CCSC

Upgrades , Repairs or Need a part
for a DIY job?

ask the pros @ Cedar Creek Sailing
Centers' Marina Store . If you
need it, Tom & Liz can get it.



CEDAR CREEK SAILING CENTER/MARINA

A SAILORS MARINA

Tom Wright / Liz Barto

Owners Operators

100 Harbor Inn Rd.

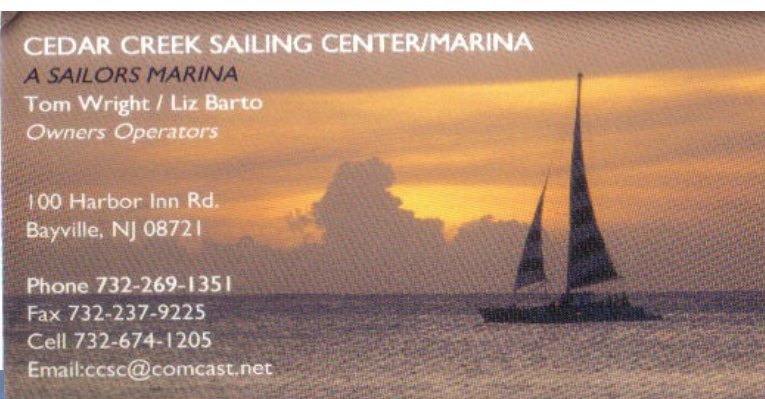
Bayville, NJ 08721

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

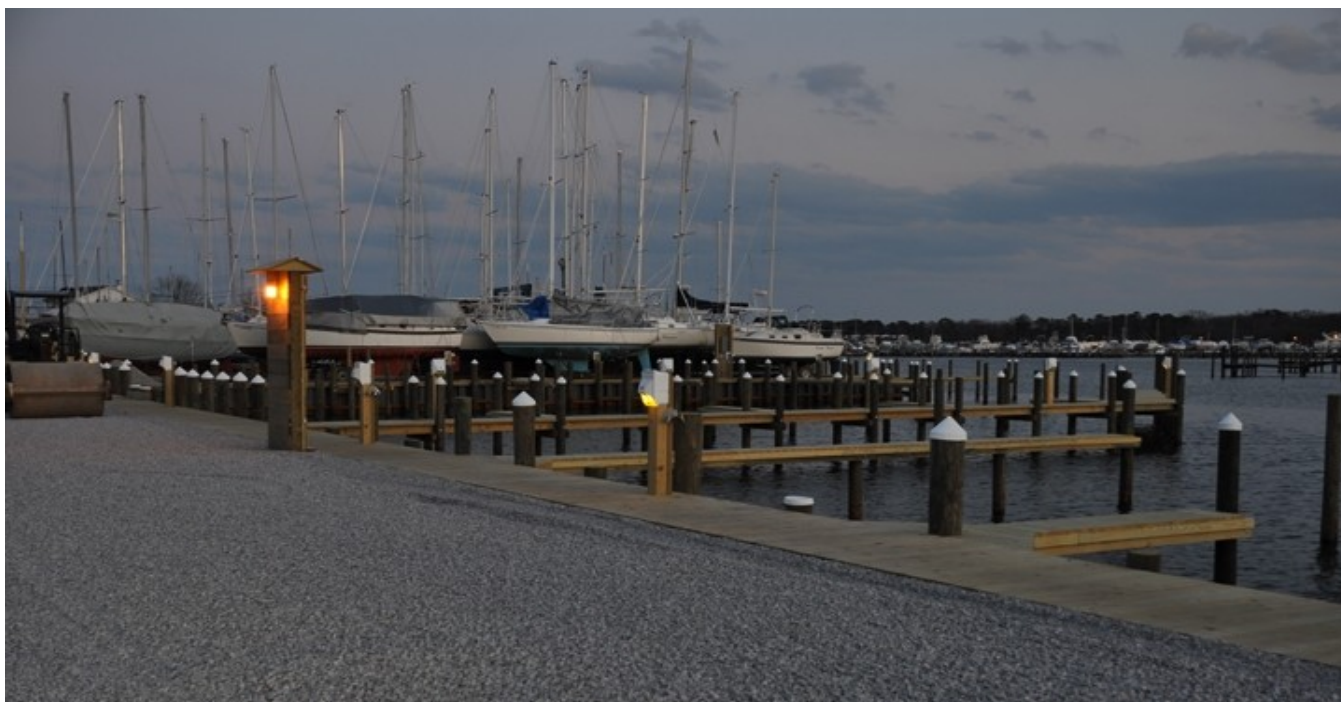
Cell: 609-290-1756



valrb@hotmail.com

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

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





FOUR WINDS

So What's the Plan???

Windjammers Calendar of Events 2012

JUNE	29	Cape May Cruise Begins (returns July 7)
JULY	4	Tom's River Fireworks Floatilla
	7	Pot Luck Raft Up
	14	Ladies Helm Race, Iron Woman's Feast
	22	Captains Meeting – Long Island Cruise Planning
	28	Long Island Cruise Begins (returns Aug 11) Beat the Heat Float Trip Down Upper Cedar Creek Ice Cream Social
AUGUST	4	Seaside Heights Floatilla, Boardwalk Games & Food
	18	Bagels at the Dock, DIY Day
	25	Distance Race Day, Berkeley Island Floatilla, Chicken Salad/Tuna Salad/Pulled Pork Dinner
SEPT	1 - 3	Lighthouse Cruise & Beach Party AM Yoga on the Beach
	8	Windjammer Olympiad, Pig Roast
	10	Fall Newsletter Articles Due
	22	Tall Oaks Challenge Race (we provide committee boat)
OCTOBER	6	Cattus Island Cruise, Floatilla and Pot Luck Dinner
	20	Frostbite Race Day, Hot Covered Dish Party
NOV	3	Fall Dinner

**** Be sure to Check <http://www.windjammersailing.com/> for updates !!!****



What bliss to be in the cockpit with the sun and the warm breeze on one's skin, just watching the sea, and the sky, and the sails....

Sir Francis Chichester





FOUR WINDS

Final thoughts . . .

Can tabs for Ronald McDonald House

Many families travel far from home to get treatment for their seriously ill or injured children. Often, it can be a long time to be away from home, or to divide a family. And, for children facing a serious medical crisis, nothing seems scarier than not having their mom and dad close by for love and support.

Ronald McDonald House program provides a “home-away-from-home” for families so they can stay close by their hospitalized child at little or no cost. Our Houses are built on the simple idea that nothing else should matter when a family is focused on healing their child – not where they can afford to stay, where they will get their next meal or where they will lay their head at night to rest. We believe that when a child is hospitalized the love and support of family is as powerful as the strongest medicine prescribed.

Collecting pop tabs is a great way to teach kids about philanthropy and the importance of recycling, and raise funds to help children and their families at the same time. Some of our Chapters raise thousands of dollars with their pop tab collections. One house raised \$30,000!

Ronald McDonald Houses collect pop tabs instead of entire aluminum cans because it's more hygienic to store tabs than cans, and collection and storage is easier. The program is an easy way for people of all ages to support RMHC and know they are making a difference for families and children.

Please deposit your can tabs in the container/s provided rather than throw away this valuable resource. Also, if you have the time, look into <http://rmhc.org> (from which the above paragraphs are taken) to learn more about their generosity. Thank you very much.

Richard

Glad you had a chance to browse the WindJammer: Summer 2012 FourWinds.

Several times a year the club publishes a newsletter & it's a group effort that requires lots of help. A huge thanks goes out to all our contributors (over a dozen) for their hard work. Submitting a spectrum of topics ranging from technical articles to cruising stories with the grandkids, pictures & thoughtful nautical quotes. Thanks especially for series of the commodore sacrificing life & limb as victim for MOB practice.

Adam & Angela
tiki

