



FALL 2012



FOUR WINDS

Summer is peak season for sailing & it is a peak season for Windjammer Sailing Club activities as well. Our Vice-Commodore Don Kozak did an outstanding job organizing the Chicken and Rib dock party, which a majority of members participated. This was followed with a wonderful cruise during the July fourth week to Cape May.

Our Cruise Chair Bob Fahey organized the entire week, and those of us who participated, had a terrific time. During the trip we stayed at the Golden Nugget Casino in Atlantic City where members made use of the Casino's amenities (pool, spa, restaurants), and took excursions to the boardwalk, beaches, bike rides, and more. Next stop was Cape May, where we took in the beach, downtown shops and restaurants, fire works displays, and a trip to the zoo. They have a fabulous zoo! On the return trip we sampled Rum Cove and Meyers Hole. While it was a heat wave for the record books during our trip, we all found ways to keep cool with frequent swims, or cold refreshments.

Next up was the Ladies Helm race, which was extremely competitive, having Angela Getzel on Tiki take the prize! All participants met after the race to share in the annual club tradition, the Iron Woman's Feast.

Later in July a small contingent got together for the "Beat the Heat" float trip down the Cedar Creek, followed by an even smaller contingent in early August to the Seaside Heights boardwalk. The club has organized two mornings of bagels and coffee at the dock, and these events have been well attended.

In late August we held the long distance race, which six boats participated in. The race started just North of Berkeley Island Cove, and finished at Tices Shoal. Boats Tiki and Sunset were battling for lead position much of the race until Tiki blew out their mainsail and had to drop out of the race. With Tiki out of the race, Dale Harman helmed Sunset to the winning finish a good twenty minutes ahead of the second place boat! Following the race, six boats met up for an evening flotilla at Tices Shoal where we had a huge assortment of entrees and sides in the spacious cockpit of Rob and Kim Windl's 38 foot Sailitude. Lots of camaraderie and flotilla antics were had. Thanks go out to Richard and Valerie Gard for their culinary expertise at this event, and the numerous dock parties that they have organized and supported. Richard has been a first rate Dock Party Chair!

Next was the Labor Day Lighthouse Cruise with numerous club boats participating. Meyer's Hole continues to be a favorite spot for relaxing, and taking in the last summer weekend to walk out the Barnegat Jetty, shop Viking Village, and sample one of the island restaurants. We had a record 15 Windjammer boats out at Meyer's Hole, and it was the most crowded I have ever seen that anchorage, but we seemed to find a way to make room for everyone.



With early September upon us, it was time for the Commodore to throw the quintessential party with the Pig Roast. This year's party not only featured traditional Pig, but included a number of activities before the party. Early afternoon the younger Windjammers and families participated in games and a nautical treasure hunt. Later in the afternoon the older members competed in a surf board paddling contest. Adam Getzel won the men's competition, and Kathy Minchin took the ladies event. Stormy weather forced us to serve the meal inside, where we served over 50 members and guests a delicious dinner.

So Fall is now upon us. No worries, we still have an entire season remaining to do all the sailing that we've wanted to do. Besides, Fall is my FAVORITE sailing season. The weather gets a bit cooler, the crowds on the bay are gone, and the wind is a bit fresher. We've got the Tall Oaks Challenge, the Frostbite Race, a cruise to Cattus Island, and of course the Fall Dinner. You'll see me at all the Fall Windjammer activities, and you'll see me out on the bay too. I hope to see you all there as well!

Yours In Sailing,

Jim Nowicki,

Commodore, WJSC





FOUR WINDS

Greeting fellow Windjammers,



Well the summer is rapidly coming to a close and the fall sailing season is soon to begin. Many of you will be thinking about closing down your sailing and start preparing for the long off season ahead. Consider getting out more rather than less, now that schools started and the summer crowds are gone for the season. This Labor day weekend provided a stark reminder that when the hot, sunny (and wind-less) days are gone, the crowd at Tices also disappear. Returning from Barnegat light on Labor day Monday you could be forgiven for not being able to identify the usual "Tices Party" sailing North. With the stiff wind we all enjoyed sailing home, the view toward the east was not one of hundreds of boats bobbing in the shallows, but of the beautiful island that Island Beach State Park is for most of the year. Our time has come; reclaim the Bay!!

Moving on. While fall sailing should be glorious, the 2012 sailing season will eventually come to a close. Other than a few diehards sailing into November, the majority of us will drive to the end of the year banquet. This year we will be back at Captain's Inn. This decision was made after careful consideration of the alternatives, their cost, and the feed back we received from you after last years banquet. This year we are trying something different. Dining will be buffet style with three serving stations. A carving, pasta, and fish station will allow us the opportunity to sample several entrées. As a bonus, we will have a seafood "raw bar" along with appetizers, prior to the main course. Dessert will include warmed apple strudel with ice cream and table pastries. Note on your calendar, Saturday, November 3rd. This is an RSVP event and notices will be sent out to remind you before November. The cost will be \$50 per head. If you haven't been before, you can sail to Captain's Inn. I would suggest calling ahead of time to be sure the docks are available, open, and you can spend the night, on that date.

I look forward to seeing you during the waning days of the 2012 sailing season and look forward to your ideas and suggestions for next years as well.

Donald Kozak

Vice Commodore

Now is the time that club members need to give some thought if they want to volunteer for a Chair or Officer position with the club for next year. This is a great way to help the club, a way to get to know club members even better, and a lot of fun in the process. Talk to anyone who is a current committee member, or has served in the past, and they will tell you what a fun and rewarding experience it is.

Our bylaws state the following: "Any regular member who meets eligibility requirements interested in holding a position may express his desire for any Flag Office or Committee Chair position, except that of the Commodore since that role is filled by the sitting Vice Commodore. Flag Officers should be members in good standing for two years as a regular member before holding office. A regular member in good standing can be a Committee Chair. A regular member's interest in being on the ballot must be conveyed in writing to the Commodore by the last day of September."

So if you are interested in volunteering for a position as a Flag Officer or Committee Chair, please let me know in writing (an e-mail is acceptable) before the end of September.

I have listed all the positions below for your information.

Elected Flag Officers:

Vice Commodore, Secretary, Treasurer

Elected Chairs:

Cruising, Dock Parties, Historian, Fund Raiser, Membership, Newsletter
Editor, Racing, Seminars, Supplies, Webmaster



FOUR WINDS



Life has Chapters

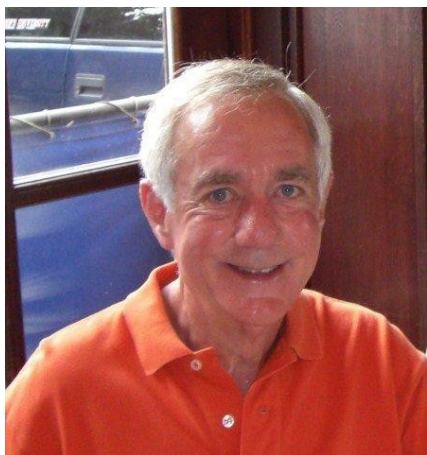
We accelerated our planned move to our home near Charleston, South Carolina. We will move in the winter of 2013. It seems that whenever you gain something in life, you give something up, therefore; with great sadness, we've decided to transfer ownership of our O'Day 28 – the *Queen Elizabeth* to a family that we know will enjoy her, the Edwards – Craig and Susan, and their children: Emily, Stephen, and Lauren.



Pleasant memories of our 18 years at CCSC are numerous, although it's with regret that we are leaving our friends. There are just too many people to name here, but you all know who you are. Each of you, in your own unique way, made for better days and an enriched life. We're grateful for Tom's and Liz's careful attention to our boat's needs and that kindness and expertise will always be appreciated. We will miss you all.

The three most favorite events in our 18 years at CCSC are the cruises to Cape May, north on the Hudson River, and having the pleasure of watching the *New York Yankees* win their 27th World Series, while anchored at "Governor's." Those happenings are now bucket list cross-off's.

It was an honor to serve as your Secretary for the past three years. We know the Windjammers will continue their long history of mentoring, encouraging, and promoting safe sailing on the Barnegat. We intend to remain members, as we will visit the marina in future summers.



What's next? We're looking for a classic wooden sailboat to use on day cruises with our three grandchildren. Love of woodworking and sailing should be a good marriage and keep us busy.

Until we meet again, stay safe.

Bob and Beth Ragolia



FOUR WINDS

WindJammer Racing News

Ladies Helm Race : Due to very light wind and approaching rain the Ladies Helm Race was postponed. The Iron Woman Fiesta occurred as planned Saturday night. The race was rescheduled for Sunday at noon & Our commodore generously volunteered his vessels services as committee boat for the 4 boats .

We had a very exciting Ladies Helm race today. Winds were light at the start and built as the race progressed to a comfortable breeze. The fleet had a close start, followed by several exchanges of the lead boat position through the race. This was perhaps one of the closest Ladies Helm races I've witnessed in years. Your Commodore officiated on the race committee boat Sashay. I must tell you that having such a close race made it very exciting for the committee boat to watch.

With Angela Getzel at the helm, the crew of Tiki took line honors at the start on a daring port tack. Despite the light winds at the time, she had that boat moving like a freight train. Hot on her wake Waterloo's Kelley Fahey, followed by Valerie Gard and the crew of Arpeggio only 9 seconds behind! Talk about a close start! Shortly after, Callisto's Linda Laks crossed the start on the favored starboard tack, which she used to her advantage to close the gap on the first upwind leg.

By the windward mark, Valerie Gard had sailed Arpeggio so fast she took the lead position followed closely behind by Tiki and the rest of the fleet. The downwind looked like a dogfight between Arpeggio, Tiki, and Callisto. Arpeggio battled hard and maintained her position as the lead boat around the leeward mark. The wind had built considerably these last few minutes before the final upwind. As the boats rounded the leeward mark, Tiki came on strong, pointing high and fast to take the lead and finish first to the line. Arpeggio developed some issues with it's big genoa in the building winds and unfortunately fell out of the race. Callisto finished next, with Waterloo driving very hard to close the gap for a close finish! I could swear I felt Waterloo's wake as she stormed by.

What an exhilarating race to watch! A big thank you to all the gals who came out today to compete. It takes a lot of guts to come out for a race. All four of you competed so strongly and skillfully. You are all champions in my ship's log!

Here's the actual race results for the boats that finished:

Boat Name	Elapsed Time	PHRF Factor	Corrected Time	Place
Tiki	45:54	1.1738	39:06	1st
Callisto	49:02	1.1185	43:50	2nd
Waterloo	50:49	1.1460	44:21	3rd

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

<http://documents.clubexpress.com/documents.ashx?key=rE501bdwzwYpp32V99jrN3kfOcPDnWfrz3AelakdUxRfKIgCly0xD7Uc8RqSLh6U>

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.



FOUR WINDS

WindJammer Racing News

The Distance Race : For this race, rain threatened , but if you went out on the bay, you enjoyed an ample breeze from the East that kept the rain away on Saturday, and blew in beautiful weather for Sunday. On Saturday we had the long distance race, and six Windjammer boats participated. It was a challenging start just off the fishing dock at Berkeley Island. Starting line honors went to Sunset with it's crew crossing the start line at the pin end within 2 seconds of the horn (a duck call). Tiki was close by crossing the line within 5 seconds of the start, but on the committee boat side of the line. Both boats hit the line at full speed and a true course toward marker 39. Callisto followed, with Lucky Star II, Arpeggio, and Sailitude close behind. Rumor has it that Sunset had to conduct a HOB (hat over-board) drill on this first upwind leg. Following a port rounding of marker 39, the fleet charged South to the "F" racing buoy some eight nautical miles South near marker 42. After port rounding the "F" racing buoy, the boats tacked North to the finish line that had been moved to Tices Shoal between the committee boat (Sashay) and the club's red racing pin that was a few feet off the starboard side of April Star. Both Sashay and April Star got a wonderful view of the finish. At some point during this last leg of the race Tiki radioed the committee boat that their headsail blew out and they had to drop out of the race. It was later learned that Tiki and Sunset were in very close competition at the time the headsail failed. Kudos to Tiki for such great sailing, and for putting up such a valiant effort! Sunset crossed the finish line first, more than 20 minutes ahead of the next boat. Arpeggio was the second boat to cross the finish line, with Callisto soon behind. The remaining boats decided they'd had their fill of sailing for the day and gracefully bowed out of the race.

The full race results are shown below:

Boat Name	Elapsed Time	PHRF Factor	Corrected	Time Place
Sunset	3:28:36	1.1185	3:06:30	1st
Arpeggio	3:50:03	1.1092	3:27:24	2nd
Callisto	3:57:35	1.1185	3:32:25	3rd
Lucky Star II	DNF	1.2108	DNF	DNF
Sailitude	DNF	1.0585	DNF	DNF
Tiki	DNF	1.1738	DNF	DNF

DNF = did not finish

Kudos to all the boats that participated on this race day. Every boat was sailed well and everyone I spoke with had a good time.

Several boats made it to the flotilla later that day. Due to the strong East wind, the decision was made to hold the flotilla at Tices Shoal where the water conditions were much smoother than at Berkeley Island cove. Present at the flotilla and rafted were Sashay, Sailitude, Lorelei, Sunset, and Arpeggio. April Star was anchored nearby, and joined the raft by dingy. As is typical of Windjammer raft-ups, there were good stories, great camaraderie, and some interesting tests to our rafting skills. Several of the boats stayed the night, while several more returned to home port as the sky got dark.

Many thanks go to Rob and Kim Windl for hosting the party in the spacious cockpit of Sailitude.

Yours In Sailing,
Jim Nowicki
Commodore, WJSC



FOUR WINDS

WindJammer Racing News

Tall Oaks Challenge

Please note, *the date for the Tall Oaks Challenge is WRONG* in our club calendar.

The actual date for the race is Saturday September 29th.

Hopefully this change doesn't impact any club members who want to participate in the race.

Also, the club is looking for a member (with a boat) willing to volunteer to serve as Race Committee Boat. Please reply to me or to our Race Committee Chair, Justin Pasca at racing@windjammersailing.com if you are interested in serving as the race committee boat.

Yours In Sailing,
Jim Nowicki
Commodore, WJS

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).

		Boat Speed													
Angle	Percentage	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												

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FOUR WINDS

DOWN BAY INVITATIONAL, 2012

Saturday, September 15th

Metedeconk River Yacht Club

INSTRUCTIONS

RULES – Will be as designated in the Club and Open Races Sailing Instructions, MRYC, 2012 except as indicated herein.

ENTRY – May be made by registering at the Club after the races on Tuesday, September 11th. Boats may also register at the committee boat prior to 1230 hours on September 15th. Entry fee is \$5. per boat. Five boats must be entered by September 11th or the race is cancelled.

CONTESTANT'S MEETING – None.

COMMITTEE BOAT – Is expected to be the blue-hulled Grand Banks 40, *My Jewel*.

CLASS – There will be a single start. The class flag will be "F". Boats registered without spinnaker will receive a 12 second per mile allowance.

THE START – The warning signal will be displayed at 1300 hours, Saturday, September 15th. The start will be between an orange flag on the committee boat and a yellow inflatable near FIG "39" south of Good Luck Point.

ALTERNATE SITE – In case of inclement weather making a down bay cruise inappropriate, the event will be sailed in the Metedeconk River. In this event the course chart entitled METEDECONK RIVER COURSES 2012 will be used. In case of doubt, information regarding status of the event may be obtained by calling 732-232-3595 between 0900 & 1000 hours on Saturday, September 15th.

COURSES – Will be indicated by placard on the committee boat as follows:

		Distance (nm)
01	A-S — FIW"BB"-S — A	7.5
02	FIR"40"-P — C-P — FIR"39"-P — C	7.9
03	C-P — D-P — C-P — D-P — C	9.1
04	AP — FIR"40"P — A	9.2
05	FIR"40"-S — FIW"BB"-P — A-P — FIW"BB"-P — A	9.4
06	FIR"40"-S — FIW"BB"-P — C-P — FIR"40"-P — C	9.5
07	FIR"40"-S — FIW"BB"-S — FIR"40"-S — A	9.9
08	A-S — B-P — A-P — B	9.9

FINISH LINE – Will be between indicated mark and an orange flag on the committee boat.

ACCOUNTABILITY – All boats intending to race must hail the committee boat with their sail number prior to the warning signal. Boats that abandon the race must report their intention to the committee on VHF channel 66.

COMMUNICATION – The committee will monitor VHF channel 66 after the start until all boats have finished or reported their withdrawal. Communication is limited to safety related messages or withdrawals.

ABANDONMENT – The committee will use VHF channel 66 to notify boats should the race be abandoned for any reason.

SCORES/AWARDS – Scores will be posted on the Official Notice Board at the Club by 1200 hours, Sunday, September 16th. Awards will be made at the raft-up.

PROTESTS – Must be submitted by 1300, Sunday, September 16th and will be heard at a time posted on the Official Notice Board.

DESCRIPTION OF MARKS – See accompanying chart for location.

Intracoastal Waterway flasher – FIG"39"

Intracoastal Waterway flasher – FIR"40"

Intracoastal Waterway flasher – FIW"BB"

A -	Yellow inflatable near Tices Shoal	N 39° 49.44'	W74° 06.82**
B -	Yellow inflatable near Laurel Harbor	N 39° 51.01'	W74° 07.95**
C -	Yellow inflatable east of FIR"40"	N 39° 51.68'	W74° 06.36**
D -	Yellow inflatable north of Cedar Creek	N 39° 52.78'	W74° 07.99**



FOUR WINDS

Windjammer Cruising News

Cookie Monster weighs it's options & hails some suggestions :

We hoping to be heading from N Fla. to San Blas Islands this Fall. Still undecided whether to go Bahamas-Jamaica-Panama or Key West-Mexico-Honduras-Belize-Panama. Looking for current charts, guides etc. Advice is more than welcome.

My wife and I have been in the Bahamas the last three fall/winter/springs and are looking to expand our cruising range in search of surfing/snorkeling/serenity.

Thanks,

Corbett and Robin

S/V Cookie Monster

41' Morgan Classic

Follow them on their adventure . . . <http://cruisinwithcookiemonster.blogspot.com/>

Stormy Petrel returns after summering in New England:

As we're getting more comfortable with the tides, we've managed to poke into some really beautiful spots with very narrow entrances and strong currents. The Basin, on Vinalhaven Island, the entrance is about 100' wide and less than 3' deep at low tide with a maximum current of 4-5 knots. The timing of the entrance was critical but it revealed a peaceful anchorage with lots of seals, birds, and many small islands to dinghy around and hike on. The past couple of days, we have taken a break from the quiet anchorages to spend some time at the Maine Maritime Museum in Bath where the largest wooden sailing ship, the 450' six-masted schooner, the Wyoming, was launched in 1909. We are now enjoying a beautiful double rainbow.

Sitting anchored at Myers Hole behind Barnegat Light enjoying the company of friends allows us to reflect on the beauty the New Jersey has to offer. After seeing many lighthouses along the coast of Maine I don't think any compare to the sight of Barnegat Light at night standing watch over the inlet and bay. We plan on spending the next few weeks at CCSC participating in the Windjammer Sailing Club's activities and doing some minor maintenance on Stormy Petrel.

Follow them at . . . <http://cruisingstormypetrel.wordpress.com/>

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-site. If you have a lot of pictures burn them to a disk & contact Bob Fahey .



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’, ‘Sail Care’ & ‘engine maintenance’, & . In a future edition of *FourWinds* a retired cruiser will give us some tips on computer aided navigation. With details on how to turn your lap top into a chart plotter. This issue we focus on . . .

Hurricane Prep from Boat US!

At a Dock

At a Fixed Dock. Members of the BoatU.S. CAT team estimate that as many as 50% of the boats damaged at fixed docks during hurricanes could have been saved by using better dock lines: lines that were longer, larger, arranged better, and/or protected against chafing. If you decide to leave your boat at a dock, you’ll need to devise a docking plan that is liable to be far different than your normal docking arrangement. By the time preparations are completed, your boat should resemble a spider suspended in the center of a large web. This web will allow the boat to rise on the surge, be bounced around by the storm, and still remain in position. Take a look at your boat slip and its relation to the rest of the harbor. For most boats, you’ll want to arrange the bow toward open water or, lacking that, toward the least protected direction. This reduces windage. The exception is boats with swim platforms, especially swim platforms that are integral to the hull. These boats have been sunk when their platforms were bashed against a bulkhead. If your boat’s swim platform can’t be kept safely away from a bulkhead, secure the boat with its stern toward open water. Next, look for trees, pilings, and dock cleats—anything sturdy—that could be used for

securing dock lines. Not all pilings are sturdy. Old wood pilings that are badly deteriorated (rot, worms) should obviously not be relied on in a storm. The same is true of older concrete pilings, which seem to be more susceptible to snapping in two (and sometimes landing on boats) than their more pliant wood counterparts. Many of the boats that were wrecked in Hurricane Charley had been secured to concrete pilings that couldn’t stand up to the lateral stress and twisting. And at least one marina in Pensacola had almost all its concrete pilings fail. All things being equal, wood is a better choice. With most docking arrangements, lines will have to be fairly taut if the boat is going to be kept away from pilings. The key to your docking arrangement is to use long lines, the longer the better, to accommodate the surge. (A good rule of thumb: Storm dock lines should be at least as long as the boat itself.) You will probably want to use other boat owners’ pilings (and vice versa), which calls for a great deal of planning and cooperation with slip neighbors and marina management. Lines should also be a larger diameter to resist chafe and excessive stretching. On most boats, you should use 1/2” line for boats up to 25’; 5/8” line for boats 25’ to 34’; and

3/4” to 1” lines for larger boats. Chafe protectors (see “Critical Points”) must be on any portion of the line that could be chafed by chocks, pulpits, pilings, etc. To secure lines to hard-to-reach outer pilings, put the eye on the piling so that lines can be adjusted from the boat. For other lines, put the eye on the boat to allow for final adjustment from the dock.

Chafe Gear!

Nylon stretches and absorbs shock, which is good, but this stretching under tremendous loads also works the line against chocks and other contact points. Chafe protectors are essential on all lines: at a dock, at a mooring, or at anchor. At a dock, lines are liable to abrade against chocks, pilings and the dock itself. If your chocks are large enough, fit a second, larger-diameter hose around another hose that fits snugly to the line. Drill holes in both hoses, and use cord to tie them securely to the line. In a pinch, you can use a single hose. On moorings or at anchor, the line stretched over the edge of the rail can create sufficient heat to melt the line internally. Using hose to protect the line can encourage heat related failure by not allowing water to cool the nylon fibers. One solution is to mount the chocks directly at the rail so that the line won’t be worked against a chock. Another is to use polyester (Dacron) line, which has much less stretch, but is far more chafe resistant than nylon. By using a polyester line from the cleat through the chock and then joining it with a nylon line (use two eyes) to the piling or mooring, you can get

the best of both types of line—the chafe resistance of polyester and the stretch of nylon. An alternative is to use polyester sleeves, which are available at chandleries and will protect the nylon lines from chafe while also allowing water to reach the heated fibers.



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



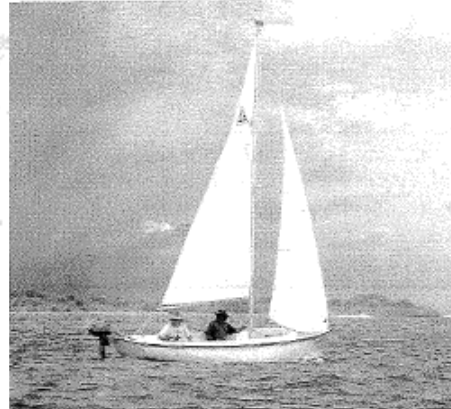
- Daily Cruises
- ASA Sailing School
- Sunset Cruises
- Sailboat Rentals

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.





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



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 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

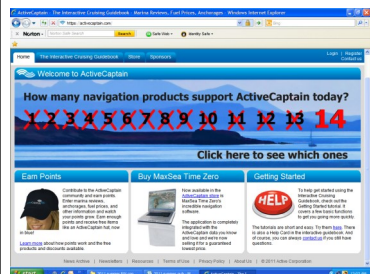


The WindJammer Sailing Club sincerely thanks Cedar Creek Sailing Center for the use of the clubhouse & all you do for us !!!

Check out these interesting websites:

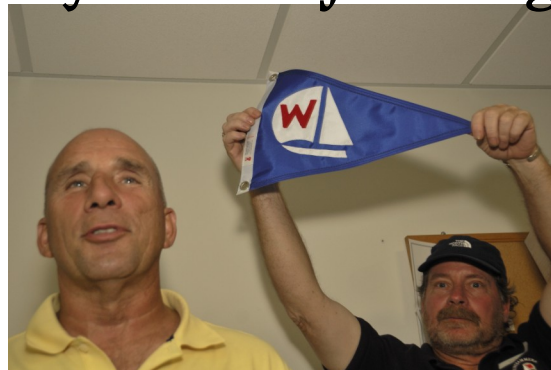
WWW.ACTIVECAPTAIN.COM & WW.LIVESKIPPER.COM

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.”





Final Thoughts & Upcoming Events

SEPTEMBER	29	Tall Oaks Challenge Race
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



Well the summer isn't officially over until the middle of next week. But it must be upon us as we've enjoyed another Labor Day at Myers Hole & the Annual Pig Roast. Plus the cooler weather & the empty bay on the weekends is another sure sign. But fret not this season has two more races, another short cruise, a few more parties & the Fall Dinner!

Speaking of time flying, congratulations to Dawn & Juan on their 1st anniversary.

& while we're celebrating, happy 5th birthday to Alicia!

Hope you've enjoyed the club's activities this year, if you want to make sure next year's schedule is as fun, speak with Jim, Don, or myself about your ideas.

Enjoy all the beautiful fall sailing you can get & looking forward to seeing you at the fall dinner!

Cheers,
g

