



SPRING 2013



FOUR WINDS

Greetings fellow Windjammers. Spring seems to be taking its sweet ole time coming to the Barnegat Bay. I hope by the time you read this we will have had at least a couple days over 50 degrees. I'm sure you are as excited as I am to get out and start prepping the boat for the up coming summer sail. This looks to be a very interesting year of boating on the Bay. I figure we will have many interesting stories to share by the time we wind down in the fall.

Ruth Ochia, club secretary is preparing the club roster for this year. Please take the time to send her your 2013 application for membership and make sure your email address is correct. Already we are seeing emails bounced back due to bad addresses based on last year's roster.



Your officers and committee chairs spent a fruitful day planning the 2013 calendar for the club this year back in January. If you didn't see the email posted at the beginning of the month, please take the time to look through this issue of Four Winds for the activities we have planned. Traditionally, we kick off the season with the Wine and Cheese party, and this year we will also be hosting DIY day (Do it yourself) on May 11. A seminar is planned to help prepare your boat for the upcoming season. We hope the weather will cooperate and you will be down (possibly taking your boat out for the first time). Take the time to come and ask our veterans a question or two regarding your boat preparation. After a day with your boat, please stay and enjoy the company of your fellow Windjammers at 6:00pm with the Wine and Cheese party.

I would like to thank all our officers and chairs for stepping forward to help make this sailing season memorable. This is your sailing club, so please help to make it a rewarding and interesting social experience by joining in and participating on whatever level you choose. Whether its racing, cruising or just a meal at the dock, after a day on the water, please come out, bring your friends and enjoy the camaraderie of your fellow club members. We look forward to seeing you!

Donald Kozak
Commodore Windjammers Sailing Club



FOUR WINDS

WindJammer 2013 Officers & Chairs

Commodore

Don Kozak



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Vice-Commodore

Richard Gard



vice-commodore@windjammersailing.com

Past-Commodore

Jim Nowicki



past-commodore@windjammersailing.com

Secretary

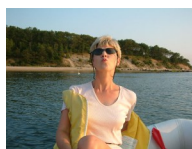
Ruth Ochia



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Bob Fahey



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**Photographer/Historian/
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Webmaster

Chip Hitchens



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Supplies Chair

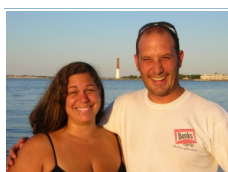
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Adam Getzel



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Membership Committee

Fillis Samuel



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FOUR WINDS

Memories From the Winter Dinner

Our in-coming Commodore did a fabulous job throwing the annual Club Dinner. The dinner was held the evening of January 26th at the Captain's Inn with over 45 members in attendance. All member who attended enjoyed a sumptuous array of appetizers, and a wonderful meal, followed by a club meeting. At the club meeting out-going Commodore Jim Nowicki presented the annual club awards, and officially passed command to the new in-coming Commodore Don Kozak. The new Commodore then conducted the official installation of Officers and Committee members for 2013.

Here's a list of awardees from the Winter Dinner:

Racing Trophies:

Ladies Helm—Angela Getzel

Distance Race—Dale Harman

Tall Oaks Challenge Race—Jim Nowicki

Frostbite Race—Val Bernhardt

Awards:

Running Aground—Juan and Daun Almada (grounding during Beach Haven Cruise)

Dillion Dock Meter—Richard Gard (Ramming speed returning to slip @CCSC)

Turkey Award—Justin Pasca (running out of fuel while sitting in CCSC slip)

Honorary Awards:

Charles Rocknak Award—Adam Getzel— “Presented to the member who has noticeably improved their sailing skills, or contributed the most to improving the clubs’ members sailing skills.” Award was given in recognition for both the great job Adam has and continues to do with the Newsletter, and for the noticeable skill improvements he has demonstrated in Windjammer Racing.

Walt Spratford Award—Bob Ragolia— “Presented to the member who has devoted much of their time and energy to promote the ideals of the club.” awarded to Bob in recognition for the many years of faithful service as club Secretary and for the tremendous friendship, advice, and guidance over the years he has provided to the club committee members and executives.

- Jim Nowicki



FOUR WINDS

WindJammers Cruising

In the wake of Superstorm Sandy, one question I have asked is: "Will we be able to still sail on Barnegat Bay, and cruise to our usual destinations?" Certainly the bottom contours have changed as the result of the storm, and there is still much debris in the water. Once the sailing season gets into full swing, I think we will all have a much clearer picture of the state of the bay when we get out there on the water again. Will it be the same bay as before the storm? Probably not, but we will learn and adjust as we go!

This year's inaugural cruise is to Beach Haven on May 25. Beach Haven Yacht Club suffered damage during the storm, but I've received word that they have been rebuilding and should be ready by Memorial Day. Stay tuned for an email that I'll be sending towards the end of April, with information about the cruise. If you are planning on attending, please come to the Captains' Meeting on Saturday, May 18.

In late June we will be going on a 1-week cruise to western Long Island. We're planning on leaving on June 29 and returning July 7. This cruise has a little bit of everything: going through the Point Pleasant Canal and out through Manasquan Inlet, ocean sailing, New York Harbor, calculating currents for the East River and Hell Gate, and spending some time in western Long Island. As we get closer we'll decide our eastern-most destination, which could be Oyster Bay, Port Washington or City Island, and cover this during our Captains Meeting on Saturday, June 23.

We have a number of other cruises planned, such as a trip to Toms River for the July 4th fireworks (for those not able to go on the western Long Island cruise), a Moonlight Cruise to Toms River on July 20, and a 1- or 2-week cruise in August to either Block Island or the Hudson River, depending on where club members would like to go. We also have several potluck raft-ups planned throughout the year on the bay, and will close out the cruising season with the annual cruise to the Cattus Island Festival the first weekend in October.

Do you have ideas for other cruises? I'd love to hear them!!

Please send me an email to: cruising@windjammersailing.com.

Fair Winds,
Bob Fahey,
Cruising Chair





FOUR WINDS

WindJammers Cruising

Many have been wondering about the state of the bay, and whether we can get into our favorite local destinations (or even if they still exist). Our home waters most certainly have changed because of Superstorm Sandy, so we must all be aware of this and remain alert. With so much debris that ended up in the bay and the shifting bottom contours, our charts may no longer be accurate. So what do we do? Stay informed!

I've read a number of articles that said the priorities have been to keep the navigable waters navigable. Crews have been removing debris from the water, dredging major channels, and updating sounding depths in those channels. At least during the beginning of the season, it may be wise to not venture too far outside of the marked channels until crews have a chance to continue clearing the debris.

The Department of Environmental Protection (DEP) has published this helpful Frequently Asked Questions for Boaters – April 2013: <http://www.nj.gov/dep/special/hurricane-sandy/docs/faq-boaters.pdf>

Sound advice from the DEP:

- Stay in the navigation channels or deeper water

- Proceed at lower speeds and use a lookout, as if piloting in uncharted waters

- If you see an area marked to stay away from, stay away from it

- Keep your eyes open for debris that might be out there but isn't marked

- Stay clear of debris removal and dredging operations

- Report any sightings of unmarked debris in the water or shoaling to 1-877-WARN-DEP

- Always wear a life jacket

Be sure to also check the Local Notice to Mariners for the latest information about our waters: www.navcen.uscg.gov. Here you will find the latest notices about bridges, nav aids that may be missing or incorrect, dredging or debris removal operations, and other important information from the US Department of Homeland Security and the US Coast Guard.

This website has up-to-date information on the debris removal from our waterways:

www.nj.gov/dep/special/hurricane-sandy/wwdebris.htm. They have separated New Jersey into zones, and are reporting information per zone. These are the ones that we are most likely to be passing through are:

- Zone 4 – Manasquan Inlet

- Zone 5 – Bay Head to Toms River

- Zone 6 – Toms River to Barnegat Inlet

- Zone 7 – Barnegat Inlet to Manahawkin Bridge

- Zone 8 – Manahawkin Bridge to Beach Haven

- Zone 9 – Beach Haven to Little Egg Inlet

A list of all zones can be found here: <http://www.nj.gov/dep/special/hurricane-sandy/docs/waterway-debris-mgt-zones.pdf>

Now more than ever we need to share local knowledge. There is a website called the Active Captain (<http://activecaptain.com>), in which you can read others' notes and share your own about navigation, anchorages and channels. Please keep in mind that rather than being official information, it is instead fellow boaters' comments. While it may not be as reliable as official sources it does offer other boaters' perspectives and may be more current information.

Stay Safe,



Windjammers Online !

The Windjammers' website performed well in 2012. This was the first full year that we used a service called "Google Analytics" to track how the site is being used, so we don't have much to compare it to yet, but there were about 1,641 visits to the site by 899 unique visitors. They viewed a total of 8,069 pages, with traffic rising over the summer as one might expect. The site was up and running 99.35% of the time, which means that it was down for 12 hours, 25 minutes over the course of the year, most of which was planned down time in order to enact system upgrades and routine maintenance.

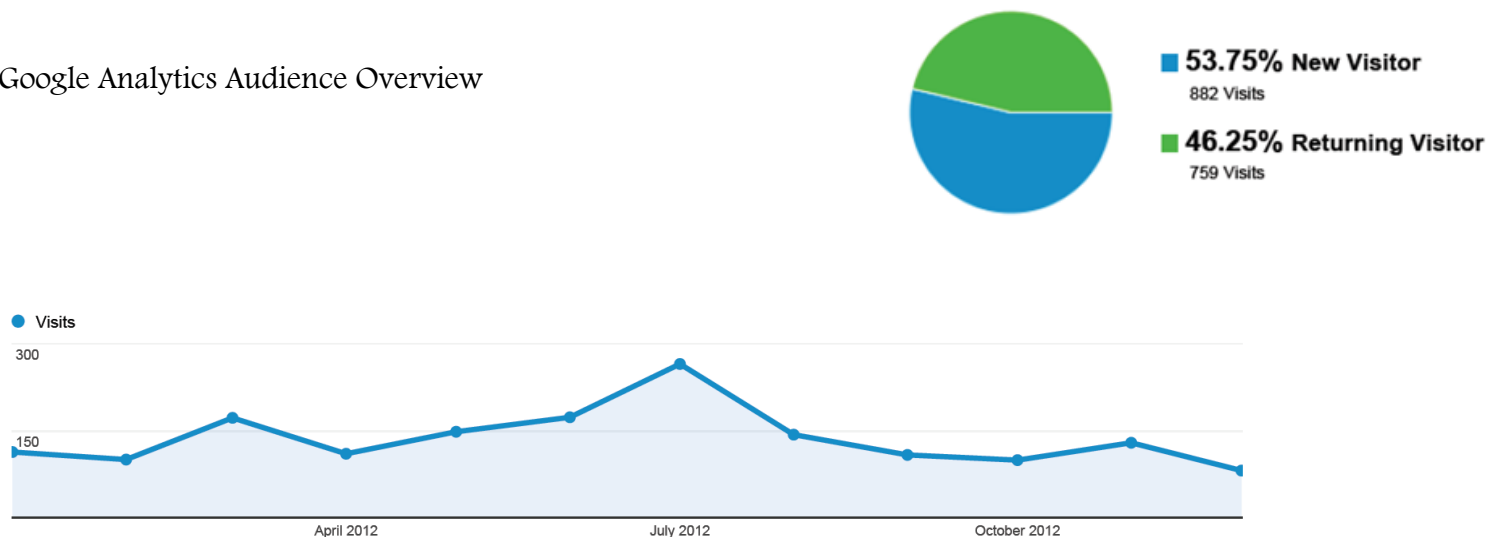
Several new features were added in 2012:

- * I compiled a [brief history](http://windjammersailing.com/history) of the Wind Jammer Sailing Club by conducting an interview with Val Bernhardt and Ron Minchin. Additional content and editing was provided by Bill Jarvis, Olwen Jarvis, Kathy Minchin, and Tom Wright: <http://windjammersailing.com/history>
- * Pat Zagaria put together a list of the club awards some time ago, and I edited them with Val's help and posted them to the history page
- * I also added the list of past commodores
- * I scanned 25 paper [newsletters](http://windjammersailing.com/newsletter) going back to 1989 and added PDF versions to the website: <http://windjammersailing.com/newsletter>
- * A new page was created to share [links](http://windjammersailing.com/links) to content of interest. This replaced (and incorporated) the "Affiliates" tab on the navigation bar: <http://windjammersailing.com/links>
- * There were lots of little enhancements to the styling and consistency of the site

I'm always on the lookout for ways that the website can be improved. Please let me know if you have any ideas.

Chip Hitchens, Webmaster

Google Analytics Audience Overview



Visits:	1,641	Pageviews:	8,069
Unique Visitors:	899	Pages/Visit:	4.92
Visits/Day:	4.5	Avg Visit Time:	04:08



FOUR WINDS

Tips & Reviews

That brings us to another feature in *FourWinds* that we call “Tips & Reviews”. In this section, anyone can offer their solutions for problems onboard, in the slip or when underway. Have you done all the research and purchased a new piece of equipment lately? Why not share your research and let everyone know if you love it or hate it? This Spring edition of FourWinds we’ve got a double shot of projects: Fairing the Keel & a Custom Hard Bimini. Let’s all thank all our past & present contributors for sharing their ideas.

Spring DIY Project – Fairing the Keel

By Past Commodore Jim Nowicki

Ever since we purchased Sashay more than 20 years ago I’ve known that the keel on the boat had a number of chips and craters in the surface. Not only are these flaws a bit unsightly during dry storage, but once in the water they certainly create turbulence as the boat slides through the water, ultimately slowing the boat down. I’ve been a pretty busy fellow for the past 20 years, but finally decided that I had the time this spring to correct these flaws to help Sashay go a bit faster, and sail a little higher to windward. If you’ve ever wondered what’s involved in fairing a keel, here’s the method I use.



Before starting the job check with your yard to be sure you are following any rules for completing such a task. Be sure to put down a tarp to capture any of the paint and loose materials that will flake off your boat. Make sure the tarp is held down well so that it isn’t caught by the breeze and spreads scrapings all over the yard. It’s best to pick a day with a gentle breeze so that you are getting fresh air to see and breath as you do the job, but at the same time dust and flakes are falling onto the tarp rather than blowing around the boat yard. Wear sturdy work clothes, safety glasses, gloves, and a mask to protect yourself from contamination by toxic flakes and dust. At the end of the day throw out the gloves and mask, clean your safety glasses and launder the work clothes.

The first stage of the job is to prepare the surface by removing bottom paint and any loose materials attached to the keel in areas that you want to make fair. The first thing I do is scrape off all the old bottom paint and any materials that are loosely attached to the keel. I fashioned my own design of a handle from 1” plywood to turn my paint scraper into a two handed tool that gives me lots of leverage to cleanly remove the bottom paint. Here’s a photo of me scraping the bottom paint with my two fisted scraper:

Notice the plastic tarp on the ground to catch all the chips and dust. In the photo you can see the areas of brown bottom paint being removed, the tan colored epoxy of the old fairing compound, and light colored areas of exposed lead metal keel where the old fairing was loose and flaked off.

After the keel has been completely scraped, I then take a grinder to remove stubborn spots and to feather and taper the edges of all the craters. The next photo shows the keel part way through the grinding process:



You definitely want to wear a mask and safety glasses for this because the grinder kicks up a lot of dust that can get in your face. A good grinder will have no trouble sinking in and removing the materials the keel is made from. Carefully work the grinder with a light touch pulling it towards you, as this gives you the greatest amount of control. Pushing the grinder away or from side to side tends to allow the grinder to bite into the keel generating deeper gouges than you really want to make.

When you’ve completed your work with the grinder it is now time to sand. I use an electric palm sander with 100 grit paper. I just started using 3M’s “pro grade” paper and I am sold on it. The paper comes with a non-slip grip coating on the back, and is much more flexible than traditional paper. The manufacturer claims it lasts 7 times longer than traditional paper. I found that it did a much better and faster job of sanding because the paper didn’t clog up with dust as quickly or easily as traditional paper. Also the non-slip coating helps the electric palm sander grip and vibrate the paper. The flexibility of the paper helps it hold up longer to the abuse of sanding. You can tell this paper from others at the store because it has a purple color to the sanding surface. Palm sanding with 100 grit paper smoothes out and major rough spots from the grinder, and also opens up the surface of any of the epoxy or fiberglass areas so they can be bonded properly by fairing compound.



FOUR WINDS

Tips & Reviews

Sanding is also a dusty step, so you will want to wear safety glasses and a mask for this step too. When sanding is complete I take a lightly dampened rag (not wet) and wipe down the surface to remove any fine dust still clinging to the surface of the keel. This is what the keel looks like when it is ready for application of the fairing compound:

My plan was to use West Systems epoxy 105 with their fast set hardener 205 and 407 or 410 micro-balloon filler. You need to use an epoxy for the water resistance below the waterline, and because they are very good at bonding bare metals like steel and lead. You want to use the micro-balloon filler in the mix or the epoxy will cure so hard that you can't sand it to shape it. The problem with the West product is that the mix ratio is an odd 5:1 by volume that requires special pumps to dispense (the pumps are plastic and constantly break). Also, you have to mix in quite a bit of filler so that the mix won't slump or sag away from where you put it. I have worked with this material before and it works well once you get the hang of it, but it does take some practice to get good with it.

Lucky for me Tom Wright suggested that I try a two part epoxy from Interlux called Interfill 830 Base and Interfil Fast Cureative. This material comes with the micro-balloons already pre-mixed into the system, and the mix ratio is a simple 1 to 1 by volume so you can eyeball the amounts you need to mix together. Kudos to Tom for steering me in the direction of the Interfill product. It was very easy to use, and has the right paste consistency when mixed to be smoothed and maintain its shape while curing. Below is a photo of me applying and smoothing the mixed fairing compound onto the keel with a plastic knife applicator:

Notice that I am wearing rubber gloves to work with the epoxy, since it can give you a skin rash if you don't wear protective gloves. The Interfill needs to cure overnight, and is then sanded to smooth it to the final shape desired. You can make additional applications of your fairing compound after sanding until you get a perfectly shaped keel. I used about 1 ½ quarts of mixed epoxy to fair both sides of Sashay's keel. I am told that you can apply bottom paint directly to the sanded surface of the interfill. I have also read that it is good to seal the surfaces of filled epoxies with a barrier coat. I really don't want to have to do this dusty job again, so I'm going to apply several coats of an epoxy barrier coating before I finally finish the job with a coating of bottom paint. In another weekend or two I should have the job completely done and Sashay should be ready to launch!



Spring Spruce up of the interior:

This spring Richard Barker gave himself many projects, including some exterior wood work on Restless with his buddy Pat. But he still found time spruce up the interior of his boat with some wonderfully fitted wood. Stop aboard to check out the joinery & handy work.



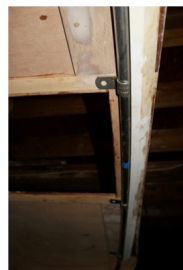


Hardening the Bimini

One of the more signature looks of Ron and Kathy's Pearson 35 is their bright white hard top Bimini. The hardtop provides not only shelter from the storm, but also a platform to mount solar panels; the ultimate objective for this project. This project is not for the faint at heart and requires sufficient space to build and remove the Bimini after the build (mine just barely made it up the basement steps when carried on a diagonal through the stair well). The picture to the left is the top after 3 months of design (started in February), build, fighting bad polyester resin and cold temperatures. It has two coats of Awlgrip Primer and is waiting a topcoat (2 coats actually) of Jade Mist Green; hopefully this weekend



The first step is determining the size of the top for the frame you have or will have to build. My frame is made of 7/8" thick walled SS tubing and was 5' by 6'. The bimini had a split backstay coming through the top at about 1/3rd the way aft of bimini length. This made a convenient break for the side window to the mainsail tell-tails and wind vane. The bimini canvas bends around the side edges and I wanted to keep that look on the hardtop. The top was split into 3 - 1/4" plywood sections; left, center, right. The left and right sections were cut to 32", the center section was 19.5 inches. These sections were joined with 1x2 cypress cut with dado grooves to accept the sections. After fitting the sections, it was determined that the width was too wide, so I cut the outer cypress pieces off and then sliced the corner of the cutoff piece off. This then provided a mount point for the top to the frame. I was able to bend the 1/4 inch marine plywood around the frame, clamp to the frame, then fill the grooves cut into the top with an epoxy and sawdust mix. The grooves were 1/8th+ deep and a saw kerf wide.



The top was mounted to the frame using SS tubing hangers modified to allow easier use. They were ordered from a company called M Stainless fasteners; The frame is supported by 1" PVC lumber epoxied to the top. The leading edge is trimmed at a 45 degree angle. <http://fmstainless.thomasnet.com/viewitems/hold-down-clamps/stainless-steel-hold-down-pipe-clamp?&bc=100|1031|1016|1133> and cost \$3-\$4 or so. After getting the hold-downs, I had to cut one end off so maybe the one hole pipe clamp would have been better; <http://fmstainless.thomasnet.com/viewitems/one-hole-pipe-clamps/one-hole-pipe-clamp?&bc=100|1031|1016|1131>



Additionally, the top was reinforced with 1/4" gussets and the edges flushed out with 1/4" cork and each corner was fastened to the top with brass let-ins, # 10x32 screws.



I added 1 inch thin walled tubing over the 7/8" SS tubing to enhance the strength on the essential load bearing loops of the frame. I will post an update once the top is mounted with the Solar panels, charger, and battery monitor.

The joint between the outer sections and the inner section was softened with epoxy filler and formed with the rounded corner of the Bondo plastic scraper/spatula as shown below next to the opening. The mid section aft of the opening was filled with cork as well. Cork is 1/3 the weight of plywood.



Two Boat Owner No More

I have often heard the phrase, “The happiest moments of a boat owners life is when he buys her and when he sells her”. My friend warned even me; albeit after the purchased of the Tanzer. It is a twisted turn of phrase with a paradox that until you have passed through the phases, it doesn’t make much sense. I could never like selling my boat much less being happier than any other time of owning her. Well, a week after having done just that (we sold the Alradee-Chi) I know what it

is all about. Although, even though I am happy that Alradee-Chi found a new home, I am sad to see her go. Our improvements, upgrades, and sweat have made it possible for her to sail on in another cove just off Raritan Bay, but they also make it hard to let her go.

Just after we purchased Alradee-Chi, I was making a long list of things to do that would make her better. I have documented most of those improvements on my website. Two of the hardest improvements were on that part of the boat that you never see except after haul out; the bottom. For six weeks I made 2 or 3 trips a week down to the boat to scrape, sand, chisel and curse the bottom of that boat. After applying the barrier coat, boot stripe, and bottom paint and polishing the hull, she looked just great. Never mind my hands cramped up for 4 weeks, or tracking bottom paint into the house, or ruining several pairs of jeans and shirts. The end result seemed to wash all the pain and filth away.

Other improvements made the sailing experience more pleasurable like building a custom rudder, tiller, soul plate for the cockpit, sewing cushion covers, installing a GPS/depth-sounder, stereo, Bimini, apply Awlgrip to the topside (thanks to Ron Minchin), or non-skid, or rigging a Tiller pilot (thanks Adam). But in doing each of these projects, I learned from them carpentry techniques, sewing, painting, new applications for fluid dynamics not used by me since the mid-1980s, and DC voltage principles learned in physics class before then. I built new relationships with my fellow Windjammers. It was all good.

So the first time since October of 2011, we are one boat owners and doing what we did with the Tanzer; making improvements and having fun. This time, I hope to enjoy Arpeggio for a few more years than we had with Alradee-Chi after all of the improvements. Not having to worry about caring for two boats paying the fees that go with that care, I am much relieved.

As you sail this 2013 season, sail what you like and like what you sail, but beware of the trap of buying before selling. Buying is a lot easier than selling. But whatever you do (buying, selling, fixing) enjoy your handy work, sweat, tears and sailing times.

Photo credits; top picture by Richard Barker aboard Mystique sailing to Cattus Island October 2011, bottom picture by the author at Ted and Sons of Forked River, May 31st, 2009.

Acknowledgement: Thanks to Tom and Liz for supplying many of the parts that went into my projects, the Awlgrip paint, patience and trust. There isn’t a better Marina in NJ. You make NJ sailing enjoyable.





FOUR WINDS

New Members needed for 2013 Sailing Season

Now that the weather has cleared and the skies are looking blue we are all looking forward to a fun and active sailing season. Hopefully the bay has been cleared at our end. If not I can assure you Day Dreamer II will find any hidden treasures in the bay.

If you know anyone who may be interested in getting into sailing or who is new in the marina please let me know so that I can welcome them to Windjammers and make sure they know about all our activities. Keep in mind members do not need to own a boat to enjoy the activities or even keep a boat at Cedar Creek Marina. We are looking for sailors from other marina's also. It is always interesting to meet new people, old salts as well as new, to join in our storytelling, fun and of course learning.

So lets all help bring someone new to a Windjammers dock party.

Fillis Samuel
Membership Chairperson

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. Note: professional model on similar bike.



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

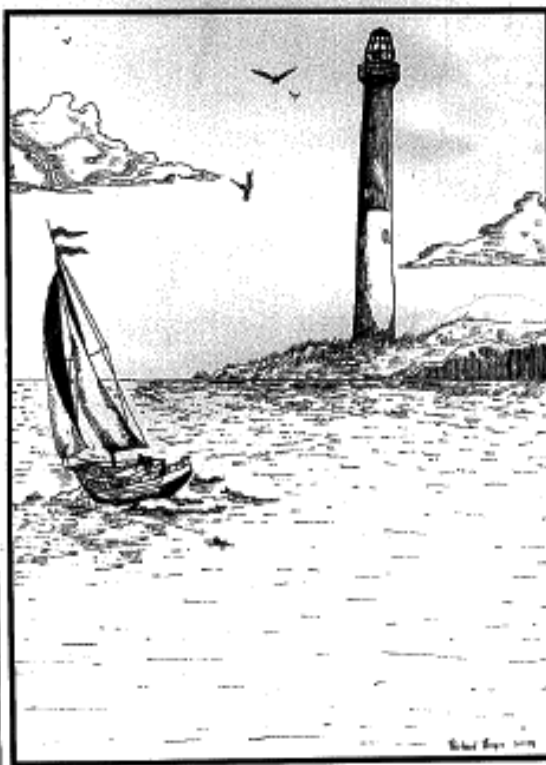
This course is designed to meet the mandatory New Jersey Safe Boating requirements for all operators of sailboats, powerboats, and wave runners.

Class size: Maximum 25 students

Schedule: (1) 8 hour day



BARNEGAT BAY SAILING



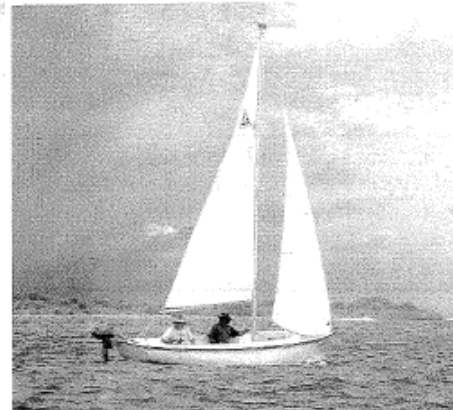
- Daily Cruises
- ASA Sailing School
- Sunset Cruises
- Sailboat Rentals

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.



Don't forget ~ If you'd like to skipper a boat in NJ you'll need a NJ Safe Boating Certificate. Be sure to ask Mike & Audrey about these and other courses offered at they're Barnegat Bay Sailing School.



FOUR WINDS

Spring Commissioning Questions ~ Ask CCSC

Remember the pros @ Cedar Creek Sailing Centers' Marina Store for all your spring commissioning, routine maintenance, or this years project. 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???

Early Season Schedule

With spring upon us , club activities will start to pick up. Be sure to check the schedule on the web @ http://www.windjammersailing.com/upcoming_events for recent updates.

Saturday May 11th, 6PM Wine & Cheese Party w/Pizza

Saturday May 18th, 12PM Safety Day

& Captains' Meeting for Beach Haven Trip

Saturday May 25th, AM Departure for BHYC, LBI

Apps on the dock & Golf outing

Saturday June 8th, Race Weekend & SeaFood Fest

Saturday June 22nd, MOB seminar & CHICKEN'n'RIBS DINNER

Sunday June 23rd, Captains' Meeting for Long Island Sound Cruise

As spring showers make way for May flowers, we're luck enough to have another year on the Barnegat Bay. This is where the fond memories are made that last all cold winter long . This winter a fellow WindJammer fell ill. The host of Oktoberfest , Eric Landmesser spent the winter getting chemo & having surgery. Please contact me if you'd like his or Anne address .

Looking forward to seeing all of you this weekend @ the Wine & Cheese Party.

Have a safe season . . .

Adam

