



FALL 2013



# FOUR WINDS

## Greetings fellow Windjammers

This will be my last article as Commodore of the Windjammers. The season's are a changing and we all ready see several boats on the hard waiting for the winter to come and pass, then the spring to follow, and then another season of sailing and fun on the Barnegat Bay. When these boats are next splashed you will have a new Commodore at the helm. Richard Gard, this past season's Vice Commodore will be taking up the charge to lead the club into the 2014 season. Before that can happen, I should recount current events and since the last publication of Four Winds. Lets get on with it.

Ladies helm race. Followed by the Iron Woman Feast. Angela Getzel won this years race for the second year in a row. Cruise chair, Bob Fahey, led a flotilla to Block Island and than around the Long Island Sound, returning in early August. Later in August, the club hosted a BYOB BBQ for a causal grilling event on the dock. While not a huge turn out, we were able to keep one grill buzzing while sharing meat, salads and drink until late into the evening. At the end of the month, another cruise headed to the Barnegat Light at Myers hole. I didn't record a count, but the number of boats sailing on that weekend exceed 10, with a great pot luck party on the beach Saturday night. Weather for the weekend was fluky and those who left Sunday for other ports saved themselves from a windy return on Labor Day Monday.

The following weekend the annual Pig Roast was held with an unusual twist, this year our vendor for the pig cooked the sacrificial suckling right on sight at Cedar Creek Marina. Anyone who came by early in the afternoon could not help but notice the sweet aroma of cooked pork while walking the marina. Attendance was not as high as hoped with only about 58 Windjammers and friends in attendance. That said, not much pig could be found after everyone filled their plates for a second (or even a third and fourth!) time. September continued with a practice race in preparation for the Tall Oaks challenge. Evidently the efforts paid off as 9 Windjammer boats were able to overcome a vigorous effort by the Tall Oaks club to retain the trophy they had held for the previous 4 years. I am happy to report that team Windjammers are once again in possession of the Challenge Cup, lead by the first place effort of Captain Val Bernhardt and crew aboard Providence II.

October has ushered in beautiful sailing weather and, as the club winds down, with the last two club sponsored events of the sailing season. The last cruise of the season had 7 Windjammers and one non Windjammer that so enjoyed the event, they will be joining the club next season. Weather during the week had been unusually warm and dry. I guess too nice as cooler air near the coast wound up reducing visibility for the early departures on Sunday. That said, the evening party raft up the night before and the Cattus Island festival on Sunday, both made this last hurrah of the cruising season a memorable trip for the participants involved.

The last organized event of the year was the frostbite race. This race has, over the years, reminded many a sailor why we pull our boats for the season sometime after Labor day. This years race we got lucky, warm temps (for October) and light winds. Seven boats participated with Providence II again taking honors. A great turn out and a good party afterwards. All in all, a nice day to end the season.

All thats now left now is for me to thank you for the opportunity to be your commodore this year, I hope you enjoyed the season as much as I did. Standby for further details related to the winter banquet. I look forward to seeing and hearing your thoughts on the sailing season and your wishes for the following one.

Donald Kozak  
Commodore Windjammer Sail Club





## WindJammer Cruising News



This year the club did a number of cruises. I was happy to see such a good turn-out, even with so much uncertainty about the depths and debris after Hurricane Sandy. I was quite concerned about whether our favorite anchorages would still be accessible, and the condition of the inlets. While the bottom has definitely shifted from where it was pre-Sandy, we were pleasantly surprised to still be able to get around thanks to the dredging of channels. I'm sure some of us experienced some unexpected "bumps" against the bottom (Waterloo did a few times), but fellow boaters and sites like the Active Captain were invaluable resources to share information.

This year started with the trip to Beach Haven, which was very well attended with 9 Windjammer boats. We then had a 1-week cruise in early July that was originally planned for Long Island, but was changed to Atlantic City and Cape May due to timing and weather. You can read about both of these cruises in the July edition of Four Winds.

At the end of July we had 4 boats leave Barnegat Bay on a 2-week trip, but only 3 boats returned. (No one sank on the trip – the Minchins continued northward to Maine.) Arpeggio, Perfect Fit, Stormy Petrel and Waterloo left Barnegat Bay and went on the "outside" (offshore) to Block Island, staying in Great Salt Pond. We had fairly good conditions for the 27-hour run from Barnegat Inlet to Block, although the wind did build overnight and the seas got a bit lumpy. Along the way we saw a finback whale and had dolphins swimming along our boats right before dawn, always a welcome sight. From there we sailed to Newport and spent several days taking in the sights, moored next to Columbia, the 1958 winner of the America's Cup and Heritage, the 1970 America's Cup contender.

Our next stop was in Mystic Seaport, where Richard Barker (Mystique) surprised us all by joining the Windjammers by car. We were thrilled to get aboard the Charles W. Morgan, the 19<sup>th</sup> century whaling ship that had re-launched only several weeks before we arrived, which had undergone a 3-year restoration. After departing Mystic we spent the night in Mattituck on the north fork of Long Island, and then made our way to Oyster Bay. The last stop on Long Island Sound was City Island before we headed down to Atlantic Highlands. The Highlands were devastated by Sandy, but the marina was in the final steps of rebuilding when we arrived in August. Finally, we had a lovely sail down the NJ shore before re-entering through Manasquan Inlet, and then back to Cedar Creek.

We had quite a large turn-out for the annual Labor Day cruise to Barnegat Light, with about 10 boats attending. The wind was howling around 25 knots, which made it a rather bumpy weekend on the hook. We wrapped up the 2013 cruising season with a trip to Cattus Island during the first weekend of October, with a very good Windjammers showing and unseasonably warm weather.

With our season nearly at its close, I'm already thinking about our next year's cruises and I hope you are, too. For several years there has been talk around the club about going back to the Chesapeake for several weeks. Are you interested in doing this? How about other destinations? 1-week, 2 week cruises? Overnight trips around the bay? I'd love to hear what you have in mind! Please be thinking about where you would like to go, and let's talk during our Winter Dinner on January 11.

Yours in Sailing,

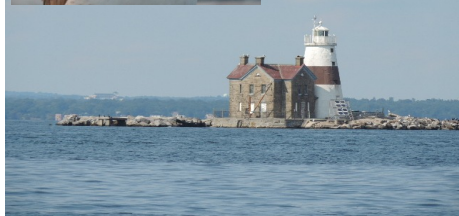
Bob Fahey,

Cruising Chair





# FOUR WINDS



**Our Sailing Adventure 2013 submitted by Elizabeth Schaffer s/v Island Breeze**  
August 10-Anchorage at Barnegat Light, NJ

August 11-Twin Lights Marina, Atlantic Highlands, NJ

August 12, 13-Oyster Bay Marina, Long Island, NY

August 14-Liberty Landing, NY

August 15-Belmar Marina, Belmar, NJ

August 16-Anchorage at Barnegat Light, NJ

August 17-Cedar Creek Marina, NJ

I said "I can't believe how many places we slept in one week!" Frank said "What? We slept in the same place every night, our boat"

This was my first trip out of the comfort of the Barnegat Bay. War zone calendars filled with Girl Scout camp, swim meets, dance competitions, SAT exams have given way to pristine white calendar pages. Our boat, Island Breeze was beckoning for some quality time.

Have you cruised before? If you have, then I think you should have convinced me to do this trip years ago. What was I waiting for after all? If you have not cruised, it's time to think about it.

When we left the anchorage at Barnegat Light, dolphins swam in tandem with our boat for a few glorious minutes! I felt it was a good omen, to start our adventure.

Sailing on the ocean was nothing like I imagined. No traffic, no worries about depth, just the horizon, the wind, and the peaceful bliss of gliding through time. I was humbled by the experience.

I read one novel, started another, learned about tides (well, sort of), and discovered the importance of ice and fresh water. I learned that it is "Hell Gate" not Hells Gate". I prepared amazing meals on board of grass fed beef steaks, salad with goat cheese, and berries, and figs. We ate some of the best food out at Oyster Bay, crispy orange duck, and a sushi named "Jack Halyard Roll" which was shrimp, mango, cucumber, lobster, avocado, tempura crunch, spicy mayo, and teriyaki! Yum! We saw countless picturesque lighthouses. I fell in love with the sound of audible markers.

Leaving Oyster Bay, was stressful, to say the least. The sound was choppy, and angry! This was what I had feared all these years! The phrase "fair weather sailor" kept coming to mind. I actually feel surprised that I MISS helming on the Long Island Sound in 30 knot winds, with 4 ft. waves going over the front of our boat! It was 83 feet deep, with no traffic, so no worries? Right? I ASKED Frank if I could helm! So maybe I have learned some things about myself.

Our boat has a 44 foot mast. In case anyone wonders, the fixed bridge in Belmar is 49 feet and change. The bridge tender there, has a good sense of humor. He reminded us that the boat that hit the bridge recently, was about the same size as ours. When we said "We think we have this, we'll go slowly" He said "That's what he said right before he hit too!" Thank you to the stand up paddle boarder who decided to fall right in front of us as we were about to go under the bridge. That helped distract my fears no doubt.

I took a zillion pictures, I edited them down to 137 on facebook. Thank you to Richard Barker for the use of his dinghy and for escorting us out of the bay, and greeting us on our return to Meyers Hole. When I go back to work next week, I will no doubt be dreaming of our next sailing adventure. Oh, and by the way, I found out I am still madly in love with Captain Frank J



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## WindJammer Racing News

### WINDJAMMERS WIN TALL OAKS CHALLENGE

Chip Hitchens

In 1990, Windjammers Racing Chair Bob Wexler was approached by Bill Whitman and Steve Zuzic of the Tall Oaks Yacht Club with the idea of holding a race between the two clubs. The Tall Oaks–Windjammers Challenge was born out of that conversation, and it (along with the associated after party) has become an annual tradition enjoyed by both clubs for more than two decades.

While the trophy has changed hands several times over the years, with the Windjammers having a slight edge in overall victories, we hadn't won it since I've been a member. I've heard lots of stories from the old timers about the club's former racing prowess and I've crewed on the boat that always seemed to take the line honors, but in my brief tenure the cup has always been just out of reach.

I'm happy to finally report that I am not the jinx, and that the trend was finally reversed on September 28 when the Windjammers reclaimed the cup with a resounding victory over Tall Oaks.

Four out of the top five finishers were Windjammers, and we had a fantastic showing up and down the tally sheet. I could list the boats and where they came in, but for me, what's more important than the individual results is the fact that we won as a club. This was the first time in recent memory that we held a practice race, and in talking to some of the other skippers it seemed to really help—both as a refresher in racing tactics and as a more structured way to gather crew ahead of time and get them familiar with the boats. I'm not sure if that was the difference or if there was just a general sense of resolve, but even just milling around the dock before the race, it really felt like we came to win this year.

The Challenge Cup can't be won by a single fast boat or a lone great skipper or one well-honed crew. It takes a club-wide effort, and I was really proud that we rallied and met the challenge this year. Congratulations to everyone who helped put the Windjammers back in the win column, and I'm looking forward to more racing next season.

sail #	BoatName	FinishTime	Correction Factor	Corrected Time	Club	Points
80	Providence II	1:31:19	5	1:26:19	WSC	1
33	Sashay	1:41:38	5 + 7:12	1:29:16	WSC	2
376	Tiki	1:44:50	5 + 8:37	1:31:13	WSC	3
186	Bayrum	1:44:39	5 + 6:51	1:32:48	TOYC	4
74	Sunset	1:43:15	5 + 5:04	1:33:11	WSC	5
-	Trumpeter	1:53:20	5 + 12:52	1:35:28	TOYC	6
884	Chianti	1:54:43	5 + 13:55	1:35:38	WSC	7
115	Inua	1:51:33	5 + 10:02	1:36:31	TOYC	8
513	Arpeggio	1:47:26	5 + 5:26	1:37:00	WSC	9
4858	Margaritta	1:50:15	5 + 7:54	1:37:21	WSC	10
686	50/50	1:47:15	5 + 2:57	1:39:18	TOYC	11
749	Windward	1:49:17	5 + 4:01	1:40:16	TOYC	12
78	Edelweiss	2:00:55	5 + 11:27	1:44:28	TOYC	13
-	C'Est La	2:07:33	5 + 6:29	1:56:04	TOYC	14
310	Bitter End	2:09:07	5 + 6:08	1:57:59	WSC	15
WSC Total						37
TOYC Total						68



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## Tall Oaks~Windjammers Challenge Cup Winners

The newsletter that included the report of the first Tall Oaks—Windjammers Challenge Cup race in 1990:

[http://windjammersailing.com/sites/default/files/documents/WJ\\_Newsletter\\_1990\\_10.pdf](http://windjammersailing.com/sites/default/files/documents/WJ_Newsletter_1990_10.pdf)

### Windjammers Sailing Club:

14 Wins Overall

### Tall Oaks Yacht Club:

10 Wins Overall

2013: Windjammers Sailing Club (14)  
2012: Tall Oaks Yacht Club (10)  
2011: Tall Oaks Yacht Club (9)  
2010: Tall Oaks Yacht Club (8)  
2009: Windjammers Sailing Club (13)  
2008: Windjammers Sailing Club (12)  
2007: Windjammers Sailing Club (11)  
2006: Windjammers Sailing Club (10)  
2005: Windjammers Sailing Club (9)  
2004: Tall Oaks Yacht Club (7)  
2003: Tall Oaks Yacht Club (6)  
2002: Tall Oaks Yacht Club (5)  
2001: Windjammers Sailing Club (8)  
2000: Tall Oaks Yacht Club (4)  
1999: Tall Oaks Yacht Club (3)  
1998: Windjammers Sailing Club (7)  
1997: Windjammers Sailing Club (6)  
1996: Windjammers Sailing Club (5)  
1995: Tall Oaks Yacht Club (2)  
1994: Tall Oaks Yacht Club (1)  
1993: Windjammers Sailing Club (4)  
1992: Windjammers Sailing Club (3)  
1991: Windjammers Sailing Club (2)  
1990: Windjammers Sailing Club (1)

## Frost Bite Race & Oktoberfest

Rounding out the WindJammer Racing Schedule , the Frost Bite Race was held on October 19th. Seven boats entered the contest . As Captains & Crews departed the dock they knew, whatever the outcome, Oktoberfest awaited them up their return. This year's Frost Bite Race was the warmest in years. As usual, Providence II took like honors.

Back in the Club House, everyone pitched in again for a traditional style Oktoberfest complete with Brats & Beer. During the festivities the 'time on distance' calculations were done. The lead changed many time during the evening. Once Alicia double checked the math & signed off on the score card, the official winners were announced:

- 1-Providence II
- 2-Loralie
- 3-Restless
- 4-Island Breeze
- 5-Tiki
- 6-BonVoyage
- 7-CompassRose

Boat	Actual Time	HK	Corrected Time
1 PROVIDENCE II	1:35:15	12.5	1:57:00
4 ISLAND BREEZE	1:50:00	18.4	2:08:40
2 LORALIE	1:45:33	16.0	1:59:33
3 RESTLESS	1:51:50	20.1	2:12:00
6 BON VOYAGE	1:53:15	18.3	2:11:45
5 TIKI	1:53:55	20.7	2:14:50
7 COMPASS ROSE	2:05:00	19.4	2:24:40

Possible Correction: In this Summer's FourWinds Racing section, reporting of results on a race was called into questions. An effort was made to interview participants and the Race Chair, but this was inconclusive. Anyone with additional info on the race or original Race form should contact the Race Chair to help with the resolution of this issue. Thank you.





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## Windjammer Sailing ~ 2013 Season Recap By Rich Gard ~ Vice Commodore

From the helm of Arpeggio, this sailing season has been just a little different than previous years. In February/March, we learned from the US Geological Survey that we should expect submerged objects in the water and shoaling (courtesy of Hurricane Sandy), and our bay was getting deeper (probably because of fewer places for bay water to get to the ocean). The Sandy impact had a many of sailors in the area taking the wait and see approach to testing the waters (let "Mikey do it" to borrow from a Life Cereal commercial). So instead of a rush to get out onto the bay for a sail, I thought I saw more sailors becoming

do-it-yourselfers and working the spring projects just a little longer than usual. I was also caught in a delayed launch, but I had two boats to prepare for launch. Thank goodness I put in the time because the Tanzer 26 was sold in early May. It was a happy and sad moment to see the Tanzer roll out of the parking lot on the transporter's trailer.



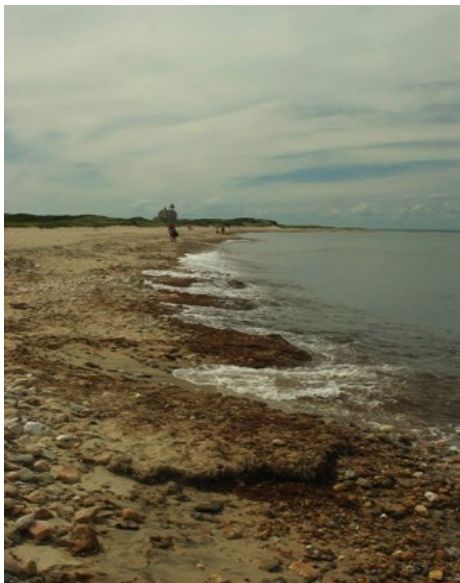
ICW marker from a round up from a high gust. Rather than see if we could beat the marker, we gave Arpeggio her head to pass swiftly and safely around the mark, but straight into a shoal windward of the mark. It took a good samaritan with a 500 HP motor and 20 minutes to get us back to the channel.

Our first first cruise of the season (Memorial Day Weekend to Beach Haven) was forced to delay a day because of high winds. That following day had the the club sailors still doing battle with 18-22 knot winds with gusts to 38 knots on the beam. Arpeggio had a close encounter with an



It then seemed that temperatures did not indicate it was summer until after the fourth of July holiday. 60s and 70s were the highs with rain on one or more days every week. Long sleeve shirts and jeans were the usual attire. If you went onto the ocean/beach, you needed a parka. The water temps were still in the 50s. However, we still had a great time with the captain and crew of Sailitude in Beach Haven (great place for the 4th holiday, fireworks, ocean, and good friends).

Val and I then had the unusual opportunity to participate in the 2 week cruise to long island. It is the first time in 7 years we were able to take that kind of time. It also led to one of the best sailing vacations I ever had. We had a great time with Bob and Kelley, Phil and Nancy, Ron and Kathy (4 several days) and Richie for a day in Mystic. The cruise started at Barnegat Light, then Block Island (a true sailors mecha), then Newport, Mystic, Mattituck, Port Washington, City Island NY, Island Heights, Manasquan, and home. Our favorites were Block and Mystic, but the whole trip was just magical, without issue and deserves a lot more time than a short paragraph. That will have to come from my cruise partners this time round.





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In mid-September, our Commodore threw a fabulous Pig Roast party. The best part was the turnout (58 participants). You can't replace the feeling of having a lot of good friends around to enjoy the time. A close second was the pig cooked whole on site. However, it was at the Pig roast I began to realize that the season was almost over. It was nearly dark before the food was eaten. We were cleaning up in the dark.

Windjammers won the Tall Oaks Challenge and I was in the race with a fine crew. We helped the team to a 37-68 win (low points win). This was the first time since 2009 that Windjammers had the trophy in our case. It was also a bit strange... at first. Now it is all good.

Val and I went to the Annapolis Boat show, only it was held a week later than usual. They put the power boats first in the show sequence this year. It just was not right. We were able to see some nice boats (way out of our league) and take advantage of a few sale items like sailing magazines, folding cushions and inserts for Val's shoes) and continue the few tradition.

Now we come to the last weekend with the boat in the water. We have a frost bite race and I have no idea who the crew will be or if I will just crew for another boat. It seems like the summer just got started. I guess that happens when you pack the season full of events and adventure. It was strange, but good. I can't wait for the 2014 season. I hope our whole Windjammer family comes together at the mid-winter dinner and then returns safely to Cedar Creek Sailing Center when the weather begins to warm and anticipation of feeling the breeze on the face becomes too great to resist.

Fair Winds and Kind Seas,  
Captain Rich



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 Kelley Fahey our Seminar Chairs or Don Kozak our Commodore.





## Tips & Reviews

### Repairing Hypalon Dinghy “D” Rings by James Nowicki

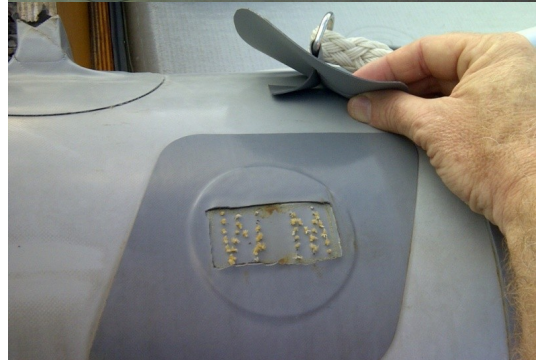
Earlier this sailing season I noticed that several of the “D” rings that fasten the hand ropes on my dinghy were failing. My dinghy is an Achilles model LEXI-96 LGY that I purchased in 2006. I deliberately chose this hypalon dinghy over the cheaper PVC dinghies at that time because I wanted it to last. I must say that at this point I am very disappointed in the lack of quality of the Achilles. My dinghy is only used in the Northeast occasionally from mid May to mid October (5 months a year). In the summer, when not in use, the boat is stored with the bottom facing skyward in the boat yard’s dinghy rack. The fabric webbing that holds the “D” rings is on the top-side of the boat and is thus in the shade when inverted in boatyard storage. In the off seasons it has been carefully cleaned, dried and stored in my dry basement. My point to all of this is that my dinghy is quite young compared to most of the inflatables in the yard, yet the fabric webbing (that I suspect was made of polypropylene) was made of an inappropriate material that failed way before the expected lifespan of the dinghy. Shame on Achilles for selecting such poor materials! Here is what one of those failing “D” rings looked like before it was repaired. The “D” ring has ripped out and only the frayed webbing remains.

I pondered what to do about it. I could ship the boat back to Achilles for repair, but shipping alone would be a small fortune, and would be added to whatever their repair fee would be for the job. I decided to do the repair myself. Below is a description of how I did the repair, and I am sharing my experience in the hopes that it helps other sailors who have dinghies suffering the same problem.

The repair took a total of about 5 hours and can be done by anyone with only a modest amount of mechanical ability. The total job cost me about \$80 in materials that can be ordered through your boat yard, or on line from any of a number of boating supply companies. To do the job you will need a large sheet of hypalon patch, the specialized two part hypalon adhesive (don’t use the one part), 100 grit sand paper, some clean rags, VM & P naphtha solvent (any paint store), scissors, a knife, an old computer CD-ROM disk, a wood paint stick, rubber gloves, and a disposable paint brush. I found that to replace all six of my “D” ring patches, the ¼ liter adhesive package was just enough to get the job done with a small amount to spare. There is only one warning I have to doing this job right and that is to follow the instructions that come with the adhesive exactly. There are several steps required to use the adhesive correctly, and you must do all of them. Don’t try to take any short cuts with the glue, or you may not like the final results! I have had a career in adhesives for over 25 years, so I know what I am talking about in this regard. If the adhesive’s instruction differ from mine, follow the adhesive’s.

**Step 1** – Removing the old hypalon patch. Make sure the boat is fully inflated and quite firm. Select an area that is out doors for good ventilation, dry, and in the shade. Don’t try to do this job in direct sunlight. Carefully take a pair of scissors and cut away the hypalon patch that covers the original webbing. This exposes the rest of the webbing so that it can be removed, and also provides a rectangular area where the replacement webbing will fit after the repair is made.

Grab each piece of original webbing and peel back on it exposing the threaded stitching that holds it to the hypalon patch underneath. While peeling back take a sharp knife and cut away at the threaded stitching, being careful to apply the knife blade to the threads and the webbing, and NOT the hypalon of the boat. The knife blade should be flat and parallel to the inflated hypalon of the dinghy and cutting into the stitches and webbing. At no point should the blade edge of the knife be pressed in the direction of the inflated hypalon. You don’t want to puncture the hypalon boat with the knife! At first this is a bit scary, but as you take care doing this you will see that the sharp edge of the blade is in contact with the webbing and never in the direction of the rubber parts of the boat. Only the flat side of the knife blade rests against the hypalon boat.







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**Step 2 – Preparing the surfaces for adhesive bonding.** With the webbing completely removed, take 100 grit sand paper and sand all the surfaces you wish to bond. Lightly sand each surface until there is no glossy appearance. All surfaces you intend to bond should have a very dull finish.

Prepare the replacement parts from the large piece of hypalon patch material. Use the old computer CD-ROM disk as a template for drawing 4.75" circular patches, then use the scissors to carefully cut them out. Fold the circular patches in half and cut a 1" long by 1/4" slot in the center of each circle that will be used as an opening for the new webbing. Sand the underside of each circular patch if it is not already a dull finish. Don't sand the topside of the circular patch as you will want this to be glossy for a nice appearance and easy cleaning when the repair is done. Make the replacement webbing from the hypalon patch material as well. Cut two 1" wide by 3.5" long rectangular pieces for each "D" ring to be replaced. Hypalon is an ideal webbing material. It is flexible, strong, and quite UV resistant. I can't understand why Achilles chose polypropylene for the original parts (except that it's dirt cheap). Sand any of the surfaces of the new webbing pieces that will be bonded. Don't sand the center 1" of one of each pair of webbing pieces as this will be the glossy surface seen looping through the "D" ring when the repair is complete.

In the photo above you can see the circular area that is sanded to a dull finish. Check that all the prepared parts fit. The new hypalon webbing should fit nicely in the rectangular space where the old webbing was originally located.

**Step 3 – Solvent cleaning.** Put on rubber gloves to protect your hands from the hazardous solvent and adhesive. Take a rag and soak it in the VM & P naphtha solvent, then wipe down all of the areas that are sanded with a dull finish. Allow the solvent cleaned surfaces to dry completely for about 10 minutes. You are now ready to start adhesively bonding parts together!

**Step 4 – Adhesive bonding.** Again, be sure to wear rubber gloves when working with the adhesive. Mix all of the two part adhesive together using a wood paint stick. The adhesive brand I used claimed to have about 4 hours of mixed pot life. First prepare all of the webbing. Do this by applying a thin coating of adhesive on all of the bonding surfaces for all of the webbing pieces with a disposable paintbrush. Let these surfaces dry tack free (about 5 minutes). Pick a pair of webbing pieces and put a second coat of adhesive over the dried layer of adhesive, wait 30 seconds, and press the two tacky surfaces together with as much hand pressure as you can muster. This double layer of hypalon will serve as a single webbing piece for one "D" ring. While the bonded webbing is still tacky and wet, wrap it around a "D" ring and through the slot of one of the circular patches. Fold the webbing back to each side of the circular patch so that it starts to take the shape that it will ultimately need to conform to when the job is complete. The "D" rings should now be captured between the new hypalon webbing, and the circular replacement patches. Repeat this web assembly step for all of the webs you need to make. Stir the adhesive with the wood paint stick between each web assembly. Note that you have not yet bonded these webs to the circular patches.

Next brush on a thin layer of adhesive to both sides between the webbing and the underside of the circular patches and allow all of them to dry without bonding until tack free (about 5 minutes). Only apply the adhesive where the web will attach to the circular patch. Pick a webbing and circular patch and apply a second coat of adhesive to each side and after 30 seconds press them together with strong hand pressure until well bonded. Repeat this web to circular patch bonding for all the patches you plan to replace. Stir the adhesive with the wood paint stick between each assembly.

Finally brush on a thin layer of adhesive to both the underside of the circular patch and webbing, and the top side of the inflatable where you intend to attach each "D" ring replacement patch. Take care to only apply the adhesive in areas you want to bond as excess adhesive will look sloppy and darken when exposed to sunlight and age. Allow these surfaces to dry until tack free (about 5 minutes).

Pick one patch at a time and apply a second coating of adhesive to both the underside of the patch and the top side of the inflatable. Again, take care to apply adhesive only in the areas you wish to bond so that the job has a nice appearance when complete. After 30 seconds press the patch firmly onto the area where you want the "D" ring assembly to be attached.

Press in such a way as to push out any air pockets between the patch and the inflatable. Repeat this patch attachment step for all the "D" ring assemblies that need to be attached. Stir the adhesive with the wood paint stick between each assembly. Bonded assemblies have enough initial tacky strength to keep parts assembled and in place before the adhesive has time to cure. At this stage the adhesive does NOT have enough strength to be pulled on, tested, or challenged in any way. Trust that the parts will stay in place and allow the entire job to dry and cure for three days before pulling on it testing it to see if the job will hold up.

If you've taken time to prepare all the surfaces, and used the adhesive properly, you should have a repair that should last as long as the boat itself. What an improvement over the polypropylene webbing that came with the original boat! These "D" rings are now attached with a connection that I can depend on.





## Upcoming Events

### Windjammer Sailing Club Winter Dinner January 11, 2014

During the officer's meeting held in January 2013, it was requested by several officers to arrange the Fall/Winter Dinner toward the center of the membership rather than on the shore. After some discussions pro (used to be Philly or Jamesburg, NJ every year) and con (not by the water, not at the Captain's Inn), the vote was taken and the measure passed. The absolute centroid of the membership is currently in Cream Ridge, NJ. If you are familiar with Cream Ridge, you know there are not many places for a club event such as the Fall/Winter dinner. Consequently, I looked for places within 10 miles of the centroid and found Spigola Vino e Cucina. I had eaten there with Valerie and friends many times and knew the quality of the food is excellent. We will have their private party room.

Since noting the location for this year's dinner, I have heard a fair amount of negative feedback and some positive feedback. My objective was to act in accord with the club and provide a fine venue for our gathering to celebrate another year of the Windjammer Sailing Club.

From <http://www.Spigola.net> : Spigola features the Finest Steaks, Chops, Seafood, Cocktails, and Wines from California and from the World over. For those looking to host a special party or gathering, whether for business or personal purposes, Spigola has the means to meet those needs.

**Date:** January, 11, 2014

**Cocktail and appetizer hour:** 5pm

**Dinner time:** 6pm

\$55 for members, \$65 for guests

**Spigola Vino e Cucina**

3817 Crosswicks-Hamilton Square Road

Hamilton, NJ 08691

**Hilton Garden Inn** Hamilton (with Shuttle to/from Restaurant)

800 U.S. 130, Hamilton Township, NJ

(609) 585-6789 () · [hiltongardeninn3.hilton.com](http://hiltongardeninn3.hilton.com)

Early booking rate \$111 for king bed (will work on blocking out a set of rooms if there is interest).







# FOUR WINDS

## Upcoming Events

Windjammer's Sailing Club Winter

January 11, 2014

Dinner Menu

*Appetizers*

Eggplant Rollantini  
Fried Calamari

*Pasta Course*

Vodka Rigatoni

*Salad*

Classic Caesar

*Main Course (Served with Vegetable - Choice of)*

Pollo Francaise

Sautéed Batter-dipped Chicken in a Lemon Butter Sherry Sauce

Salmone Balsamico con Bruschetta

Pan Seared Salmon topped with Diced Tomatoes, Onion and Basil  
Drizzled with an Aged Balsamic Reduction

Bistecca di Maiale Giambotta

Grilled Pork Chop with Potatoes, Peppers & Onions

Steak (\$10 extra)

*Coffee & non-alcoholic beverages included, Cash bar*

*Dessert*

*Members: \$55/per person Guests: \$65/per person*



Bistecca di Maiale Giambotta



Pollo Francaise

These pictures taken at Spigola's on 9/21/2013 by Sydney Gard.



# 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

## DISCOVER SAILING WITH BARNEGAT BAY SAILING SCHOOL



## CHOOSE A CRUISE

### Sailing Schedule

2½ Hour Cruise

Departs 10 am or 2 pm

½ Day Cruise (4 hrs.)

Departs 10 am or 3 pm

Sunset Cruise

Departs 2 hours before sunset

Visit our website for further information  
[www.sailingnj.com](http://www.sailingnj.com)

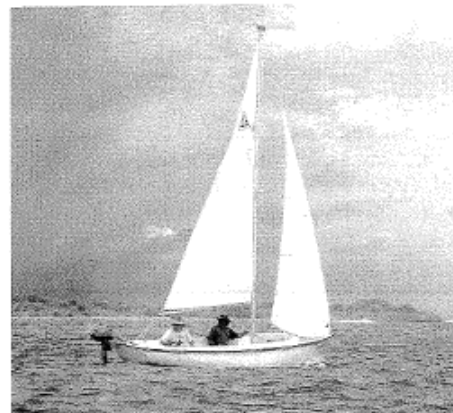
- Daily Cruises • ASA Sailing School
- Sunset Cruises • Sailboat Rentals

### BARNEGAT BAY SAILING SCHOOL

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

732-269-1351

[www.sailingnj.com](http://www.sailingnj.com)



## SAILBOAT RENTALS

### Bareboat Rental

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

### ASA 101 Practice Sessions

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

### ASA 103 Practice Sessions

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

### Private Instruction

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







# FOUR WINDS

## CEDAR CREEK SAILING CENTER/MARINA

A SAILORS MARINA

Tom Wright / Liz Barto

Owners Operators

100 Harbor Inn Rd.  
Bayville, NJ 08721

Phone 732-269-1351

Fax 732-237-9225

Cell 732-674-1205

Email:ccsc@comcast.net



Whether you're winterizing or considering a winter projects for 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  
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Office: 732-269-1351

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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 & WWW.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.”

