

Summer 2014



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Four *winds*

WINDJAMMERS SAILING CLUB
CEDAR CREEK SAILING CENTER
BAYVILLE, NJ

Summer of 2014

Richard Gard, Commodore

In less than a week of this writing, the traditional summer (Memorial Day to Labor Day) will be over. However, that does not mean that the Windjammer's season is over. Only two thirds of the planned gatherings have taken place. I invite you to stay engaged with the Windjammer calendar and have some fun with the closing months of the 2014 sailing season. In the immediate future, we have the Meyer's Hole Labor Day Cruise (Barnegat Light) and then the Pig Roast, followed by a day for kayaking on Cedar Creek. Close behind these activities are the Tall Oaks Challenge (with a practice race), Annapolis Sailboat Show (individual event), Cattus Island Cruise, Frostbite Race, and October Fest. There is still a lot of fun to be had. Don't let the shorter days and cooler temperatures get you down. In celebration of what the Windjammers accomplished as a club thus far, some highlights are provided below.

- Wine and Cheese – Great showing from our membership with great wines, sharp cheese, and even sharper stories spun for everyone's amusement. Audrey Rosenberg won the story competition with a close second by Rob Windl. The clubhouse was packed with 3 long rows of tables filled to the max.
- Beach Haven Yacht Club – 7 boats sailed to BHYC from CCSC and met up with an 8th (Stormy Petrel) which sailed up from the south. We had 20+ participants in the potluck dock party and saw double rainbows after a passing rain shower. The mini-golf competition was spirited between 6 teams on two courses which made the ice cream even better.
- Summer Solstice sail with Chicken and Ribs party after – Vice Commodore Elizabeth did an excellent job in hosting a perennial favorite. We had a record crowd with over 60 in attendance.
- Pursuit/Practice Race – A different approach to the first race of the season. Daylight won easily on a very breezy day. Arpeggio had an equipment malfunction and withdrew.



Summer of 2014, continued

- Block Island Cruise – 4 boats cruised to Block Island and then Long Island Sound. See Elizabeth Shaffer's article on page 10.
- NYC/Bear Mountain Cruise – 3 boats enjoyed 8 days of excellent cruising up the coast with stops in Barnegat Inlet, Atlantic Highlands, NYC, Half-moon Bay in Croton on the Hudson, and Bear Mountain.
- Ladies Helm Race and Iron Women's Feast – Adam and Angela entered their new/old boat into the race and Angela piloted an excellent race to victory with moderate and variable winds. Dock party chair Michael Rasmussen put on an excellent feast afterwards with sausage and meatballs, mini-sub, and excellent fixings from the membership.
- Distance Race and Pirate Dock Party– On a day of 20 knot winds with gusts of 25, 4 boats competed in a spirited race from the flats NW of Berkley Island Park to ICW 39 to BB and back to the start (12 miles). Elenora and crew (yours truly) in her inaugural race event took first place by 35 seconds over Fortuitous. Mystique came in at 3rd and Lorelai DNF but gave a valiant effort. The Pirate Party after was spirited with costumes donned by many and Chef Michael and Sous Chef Tim cooking the goods on the BBQ grills. The party was well attended with 32-35 members enjoying the food and each other's company until well into the night. It was still going at 10 pm when I turned in.



Newsletter Submissions

Jen Hitchens, Newsletter Chair

Please share your cruising stories, maintenance tips, general sailing news, great boat recipes, boat related classifieds, Barnegat Bay news, etc. I'm also looking for people who are interested in writing regular features – I'd love to hear your ideas! Please send your suggestions and original submissions to newsletter@windjammersailing.com



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Commodore



Elizabeth Schaffer
Vice Commodore



Don Kozak
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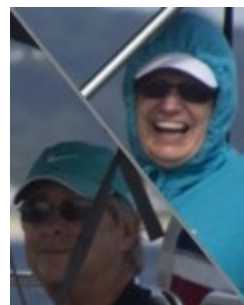
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Windjammer Racing 2014 in Full Swing!

Jim Nowicki, Racing Chair

This year has been a great season for racing so far. The winds and the weather on the weekends have been particularly fair, enabling us to stick to our planned schedule for the club races.

Our first race was our instructional practice race. Four Windjammer boats and crew showed up for the *How to Race* instructional discussion on the morning of the race. Unfortunately the Race Chair got stuck in Nashville on a business trip thanks to an airline foul-up, so our Past Commodore stepped in and led the instructional discussion, captains meeting, and also served as the race committee boat. A big thanks from me to Don Kozak for running a great race as committee boat on Lorelei.

The first race was run with a pursuit style of start. This is where the boat having the largest handicap crosses the start line first, and subsequent lower handicap boats cross at later times based on their handicaps. The result is that the larger and faster boats must catch up through the duration of the race, with all the boats finishing at nearly the same time. The race results for our first club race this season were as follows:

Boat Name	Skipper	Type	Start Time	Finish Time	Place
Daylight	Bret Hamilton	Hunter 35.5	1:37:12 PM	3:08:56 PM	1
Fortuitous	Chip Hitchens	Catalina 27	1:30:00 PM	3:10:27 PM	2
Tiki	Adam Getzel	Sabre 28	1:30:18 PM	3:11:45 PM	3
Arpeggio	Richard Gard	Hunter 33	1:33:36 PM	DNF	DNF

All of our crews raced competitively, so the finishing times were within three minutes for the entire fleet. Ultimately, Daylight – under the command of Bret Hamilton – finished first, with Fortuitous – sailed by Chip and Jen Hitchens – close behind. Chip told me later that the finish could have been even closer or perhaps reversed had his crew not experienced a mainsheet block failure on the last windward leg. Quick thinking and a temporary repair enabled them to stay in the race and secure the second position. Arpeggio experienced equipment failures of their own, forcing them to drop out of the race, while Tiki crossed the finish line in third position just behind Fortuitous.

Our second race was the Ladies Helm race. Again, four Windjammer boats and crew showed up for the captains meeting and an afternoon of race excitement. The race results for the Ladies Helm were as follows:

Boat Name	Helmsperson	Type	Corrected Time	Place
Tiki	Angela Getzel	Pearson 36-2	1:01:49	1
Sashay	Lauren Nowicki	Lippincott 30	1:04:03	2
Stormy	Dawn Almada	Greenwich 24	1:13:24	3
Arpeggio	Valerie Gard	Hunter 33	1:18:43	4



Windjammer Racing 2014 in Full Swing, continued

With no spare boat to serve as committee, the Race Chair on Sashay served both functions as committee boat and race participant. We attempted to run the race start via marine radio on channel 78. This went well for the five and four minute countdowns of the starting sequence, but were a real scramble in the final minute of the start. All boats were at the short start line within 30 seconds of the official start, with Sashay crossing the line first just ahead of Tiki. The “dream team” on Sashay comprised of Lauren Nowicki at the helm, and Rachel Kozak and Nicole Simpson grinding and tailing the genoa, rounded the windward mark. Tiki, having the expertise of Angela Getzel at the helm, overtook Sashay on the first downwind leg and remained in the lead from that point through to the finish of the race. Meanwhile, Valerie Gard on Arpeggio and Dawn Almada on Stormy were having their own battle for third position at the finish of the race. Dawn was able to keep close enough to Valerie at the finish to capture third place on corrected time.

Congratulations go out Angela Getzel and her crew for sailing an excellent race and winning the WJSC Ladies Helm for the third year in a row!

The Ladies Helm race was followed by a well-attended Iron Women’s Feast where the race results were announced. Everyone at the party enjoyed the meal and the camaraderie.





Bear Mountain Cruise

Valerie Gard



This year's July cruise was one that I will remember for a long time. Three boats cruised out of Barnegat Inlet for quite an adventure. Perfect Fit, Sailitude, and Arpeggio cruised north to Atlantic Highlands. Since Kim, Reagan and I had just gotten our ASA 101 certificates three days before, we took the helms on the perfect sea and sailed under beautiful blue skies, while the captains rested.

Our first night was good food, great company and high hopes for the next day's sail, which would take us through the Verrazano Narrows and New York Harbor. Taking pictures of the Statue of Liberty and the Freedom Tower was high on my bucket list. Very early in the morning, Rich woke up with a kidney stone. He decided to sail into the 79th Street Boat Basin so that we could get a cab to the hospital and then everyone could proceed to have fun. When we arrived at St. Luke's Hospital, they asked a lot of questions, but were astonished to hear that we had sailed to the emergency room. What a wonderful group of doctors and nurses.

The next morning Nancy, Kim and the Windl girls went to the Today Show. They were on TV and shook Matt Lauer's hand. They also got to talk to Hoda. What a great day.

Once they were back on board we began the Hudson River leg of the trip. That evening we stayed at Half Moon Bay in Croton on Hudson. We can whole heartedly recommend this quaint marina. We were treated like royalty.

The next day we sailed up to Bear Mountain. Our welcoming committee was a family of swans complete with four tiny cygnet. With hiking trails and a waterfall nearby, everyone had plenty to do. The Winds kayaked, swam, and paddle-boarded. There were hiking and dinghy rides to the waterfall. There was quiet and I read two books and finished an online course I was taking.

On Wednesday morning we awoke to a text message telling us about Hurricane Arthur moving up the coast. It was the consensus that we should sail all day on Thursday to hunker down in Atlantic Highlands. Rich and I shut off the motor and actually sailed through New York Harbor and down through the Narrows. It was so exciting. When we arrived in Atlantic Highlands we were only hours ahead of one horrific thunderstorm, which we weathered inside while having dinner.

On the Fourth of July, we drank margaritas and watched Arthur roar past. In the evening we had a 360° view of fire-





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Bear Mountain Cruise, continued

works from Macy's, Liberty Island, Coney Island, Sandy Hook, Raritan and around to the town of Atlantic Highlands from a barge right in the marina.

We enjoyed the Atlantic Highlands for one more day and when the sea had calmed and the winds diminished, we headed back home via the Manasquan Inlet.

Our trip was a wonderful adventure for all. We laughed and enjoyed the company of our fellow cruisers. I can't wait for next year's trip!





Two Sailing Adventures

Richard Conti

I would like to share with you some highlights of two sailing adventures I had this past May. A friend of mine asked me to crew on his Jeanneau 50DS. There were 6 of us and we were to take the boat from Fort Lauderdale to Annapolis. The boat was well equipped for offshore sailing. It had all the bells and whistles for creature comforts. At dock it had AC and TV. For offshore it had a generator, AIS, Sirius Marine Weather Service, fully provisioned life raft for 6, etc. We had satellite phone service and a professional weather service. The first 2 days we were nose into the wind and motored most of the time. Even with the help of the Gulf Stream we weren't covering any miles. After 2 days we were only at Ponce Inlet just south of Daytona Beach. So we stayed overnight at a marina, had a nice meal, fueled up and got a shower and some sleep (no watch). The next day winds were more favorable and, with the help of the Gulf Stream, we sailed all the way up to the Chesapeake. Now for the exciting part. Out about 5 nmi from Norfolk I was at the helm and I got a call on the VHF. "White Pearl White Pearl White Pearl this is Warship 71. Come in please." Well, did I perk up. What the heck is this? I answered in a quivering voice, "This is sailing vessel White Pearl. What can I do for you Warship 71?" He

just wanted to let us know he would be passing us and he wanted us to keep a 1 nm distance. "OK, acknowledge that." When she passed she was the USS Theodore Roosevelt nuclear powered aircraft carrier and our jaws just dropped. She was enormous and what a sight to see.

Then Barb and I travelled to Greece and bareboated on a Beneteau 43.3. This was an ASA sponsored trip. 60 of us all arrived at JFK. We met our 4 other crewmembers for the first time who we would live with for a week. First we did a short land tour visiting Delphi and the Temple of Apollo, the monasteries at Kalabaka, and of course the Parthenon in Athens. Then off to Lavrion to get the boats. I attended the skippers' meeting. We provisioned the boat and off we went. The first night we anchored at Sounion Bay just at the south tip of mainland Greece at the foot of the Temple of Poseidon. The next morning we went to Spetsia, a nice quaint fishing village, and did my first Mediterranean mooring (med moor for short). Then off to other islands, Hydra, Poros, and Aegina. Some of the more popular areas are so crowded that you med moor in between other boats. To get to the wharf you have to climb from your stern on to the bow of the boat med moored to the wharf. It is accepted; just ask and be respectful of their privacy and boat. The *tavernas* are great places to eat and hang out.

Greece does have its fierce winds. The Meltemi Winds usually occur in late summer. The first 5 days of our trip, the winds were calm. We were going from Aegina to Kea and nearing the south end of mainland Greece when the winds really kicked up. This was by far the most wind I have ever experienced. OK, sails down, PFDs, harnesses, and tethers on. Secure the dinghy. We anchored behind an uninhabited rock island. I called base and gave my lat and long and asked for their advice. I was told this was not a safe place, but I was looking out and could see the Temple of Poseidon and the waves thrashing against the cliff. It





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Two Sailing Adventures, continued

may not have been great where I was, but it was even worse over there. Two power yachts came and one tried to go out but he got tossed around so he came back. The wind gusts seemed to be on a schedule. Every minute or so a gust would blow us around. We were making friends with the 2 boats waving hello. They moved position to the other side of the island so I followed assuming the locals certainly know more than I do. I anchored, set up a watch schedule, and set an anchor alarm on the iPad. We all had PFDs on with harnesses and tethers if in the cockpit. Gradually, the winds subsided, and by 6:00am the winds were calm and off we were to Kea for breakfast at a *taverna*.





Sailing Voyage Summer 2014

Elizabeth Schaffer, Vice Commodore

“Do we have everything we need?”

“Probably not!”

Look out Block Island, here we come!

On July 12th we pulled up anchor at Barnegat Light, around 7:00 a.m. to start off on the adventure of a lifetime, traveling to Block Island with fellow sailors. We had gotten up at 5:37 a.m. and enjoyed a spectacular sunrise before preparing to cast off. We headed out into the open ocean with our tiny fleet of five sailboats. The weather was mild. We had some light fog and seas of 1-2 feet, with winds of about 8 knots. The boats on this part of the journey were:

Island Breeze, a 31' O'Day with Frank and Elizabeth Schaffer

Mystique, a 32' Irwin with Richard Barker and Tom Fogarty (until Block, RI)

Stormy Petrel, a 35' Pearson with Ron and Kathy Minchin (until Mystic, CT)

Restless, a 35' Bristol with Pat Pezzano and Paul Schill

Moraira, a 375 Catalina with Ivan Lopez and family (escorting us for part of our morning send off)

Stormy Petrel was in the lead, Restless and Moraira were in second, and we were holding up the back with Mystique. We were using walkie talkies between boats, and channel #78 on the radio to monitor shipping traffic for our fleet. At 10:05 a.m. we were about 12 nautical miles into the trip....with only about 130 more to go. At around 11:30 a.m., Moraira bid us farewell, and headed back to Cedar Creek, leaving us a fleet of 4 boats to continue on our adventure.

We felt the comfort of safety in numbers, on the passage from a beautiful anchorage at Barnegat Light, to a scenic mooring ball in Block Island. This part of the trip took 27.5 hours! Words can not describe the magical feeling of being at the helm, alone at night, under a full moon on the open ocean. We were able to sail most of the day, which started calm. By late afternoon, and into the evening, a chop developed. We discovered that our auto helm did not work well in high winds and chop. We ate a cold dinner on

the water, under rough conditions. We saw a HUGE (maybe 30 foot?) tree floating in the water. The sight of the full moon rising was breathtaking. Frank remained at the helm for most of the trip, although I tried to give him breaks when practical, given the rough conditions without auto helm. 3:00-4:45 a.m. was the longest nap that Frank took, with smaller cat naps in between. We were both tired, but excited.

July 13th brought us another beautiful sunrise, with an anticipated arrival time at Block Island of around 10:30 a.m. if we made good time. Day one found us averaging 5 knots with long periods of 7 knots. Day two found us with main sail, jib, and motor, trying to go about 9 knots, in order to make better time. Ron Minchin told us that bad weather was ahead, with a small craft advisory, and so we wanted to get to our destination quickly. We arrived at the mooring in the Great Salt Pond at 10:30 a.m. on Sunday, feeling a bit like Magellan. We were all tired, but we headed to the crowded dinghy dock anyway, and walked into town. This was a sailor's town! We explored the many shops and two lighthouses while there. We stayed two nights on a mooring ball and two nights at anchor. We enjoyed some meals on the island, and some fabulous meals on board with our Windjammer friends. We drank Painkillers under the stars almost every night, with music and conversation. We rented mopeds (in the rain!) We talked of going to Providence, RI, but decided to skip it due to being “stuck” in the fog, in Block (what a great place to get stuck!). Tom Fogarty sadly had to leave us by ferry, due to other commitments, leaving Richard Barker to sail single handed.

Our next stop was Mystic Seaport. We sailed there with gentle swells of 5 feet, and were amused to see our friends' boats “disappear” momentarily behind the waves. We docked right at the museum, which is cool! They gave us a little sign to display that says “Private Yacht, please do not board.” If you have not been there, it is a great place to go to see many nautical exhibits and a fine art gallery. Ron and Kathy stayed in Mystic, and we traveled on, now a fleet of three boats.

We went up the Connecticut River, and moored in a little treasure called “Hamburg Cove.” I saw two shooting stars that night. It was not touristy, and so peaceful. Restless left us on Saturday



Sailing Voyage Summer 2014, continued

morning to head to the mouth of the river, so Pat could join friends for an anniversary party. Paul was to stay with him, and planned on relaxing poolside. We headed back down the river with Mystique, to Essex, and picked up a mooring ball there, after a bit of a struggle. Just ask Frank about that unplanned snorkel/dive when you see him at the docks! A good seafood meal that night at Black Seal, followed by insane music and dancing with crazy women at Griswolds, was a night we won't soon forget! Richard almost ended up with crew for the remainder of the trip!

Sunday morning we left Essex at 8:00 a.m. to find Restless and trade stories. We sailed across the sound, on a long haul to Port Jefferson, NY. We arrived around 5:00 p.m., got a mooring ball, and used the free launch into town. We all needed fresh provisions at this point, but were unsuccessful in finding them. We did have a decent meal in town. The plan the next day was to leave at 7:30 a.m. without a clear destination. Winds were predicted to be light.

We ended up putting in a very long day Monday! We timed Hell Gate well by anchoring and resting a bit. We had a fabulous sunset near the Statue of Liberty. This part of the trip gets blurry. We were all tired. I made tuna sandwiches while being thrown around the cabin in the East River. We had some miscommunications. Richard was single handing. Night approached. We were bopping around in the Raritan Bay, trying to stay in the channel and find an anchorage. We finally ended up in a beautiful mooring field, behind a stone wall, in the Atlantic Highlands, thanks to Paul's memory! Frank and I had never been here before; our friends had, but not for many years. We all slept well after a crazy long day on the water!

At 6:00 a.m. Tuesday morning, we woke up and Bob Cutuli met Richard as crew around 7:30 a.m. and by 8:00 a.m. Restless and Mystique left to head south to Barnegat Light. We planned to stay one more night in the Highlands alone. We looked at the weather and thought better of that plan! We decided to leave around 9:00 a.m. to head south, about an hour behind our friends. The weather was predicted to be mild, with 8 knot winds and 2 foot seas, but right on our nose. We headed toward home, and it was very pleasant at first, with good food, music, and even a little

fishing. Around Long Branch, it started to get BAD. Frank went below to use the head while I was at the helm and said both feet came off the ground! We were just rocking and rolling in the waves. We had done the math and planned on getting into Barnegat Light between 7-8 p.m., with flood tide 2:30-8:30 p.m. We were making no progress, with the winds building, right on our nose. We heard Richard over channel 16 hailing Sea Tow because of engine troubles! We called him to see if there was anything we could do to help him. We reminded ourselves that we took two weeks so that we could build in a weather window.

We then made the wise decision to head into Manasquan inlet, thru the Point Pleasant Canal, under all the bridges, and back into the bay. The new destination was the Toms River for the night. We navigated our way slowly, and by the time we reached the bay, it had white caps! We could see that we wouldn't make Toms River by night fall. The new plan was then Mosquito Cove, with no fresh provisions. We spent a glorious night under the stars, eating grilled cheese sandwiches with red wine and tins of peaches. The next morning was calm, so we had coffee with the egrets. The Cattus Island tour boat zoomed around us at anchor, with tourists taking our picture! We headed back home to Cedar Creek to clean the boat, re-provision, and plan another short leg on our home waters before calling it quits. Block Island was then just a dream, and so we headed home, with souvenirs and a great feeling of accomplishment and relaxation.

Recipe for a Painkiller

2oz Pusser's Rum
4oz Pineapple Juice
1oz Orange Juice
1oz Cream of Coconut

Mix well and serve over plenty of ice.
Sprinkle nutmeg on top and enjoy.



Verde Frijole

Adam Getzel



The Green Bean, a 9' Dyer, wasn't new when we purchased it 7 years ago and has proved a sturdy tender for man and dog alike. Many of you reading this may have had a ride in it. After many season of use it finally got the makeover it deserved.

Angela and I planned the restoration project over last year's 4th of July cruise. With an early start and favorable current in the canal we departed Metedeconk River Yacht Club on July 5th headed for the Manasquan Inlet to Barnegat Inlet and ultimately Myers Hole. The conditions in the ocean went from a flat, windless morning to the typical southerly 15-20 mph on the nose, bringing 2-4 foot waves at 6 seconds and making an uncomfortable chop. The Sabre 28 towed GB well, with its engine stowed lying down and transom clamps firmly holding the center board trunk. However, in the ocean on this day things weren't going so well. We noticed GB had taken on some water, but conditions kept us from doing anything about it. We cleared the Barnegat Inlet and motored through the channel to Myers Hole. As Angela checked GB's painter before backing down on the anchor she noticed GB sinking. Jumping from the back of the Sabre with a bailer, I was only in time to ride GB to the bottom at Myers Hole Anchorage. It was like the boat crying for a makeover.

So the work begins . . .

With the boat upright, holes were drilled along the centerboard trunk as a guide for the cut through the hull with a grinder. The grinder was used to remove fiberglass hull material, carefully tapering several inches around the cut both inside and out. The hardware was removed and positions marked. The white oak and teak gunwale was not removed yet because of the rigidity it adds to the fiberglass.

The hull work continued with GB in its custom cradle. All fiberglass surfaces were progressively sanded inside and out. Fiberglass cloth or heavy matt was applied with epoxy resin over several coats. The last coat of epoxy resin was tinted white and applied with a brush. One coat of primer preceded four coats of paint inside and out. As described in the paint's instructions, the hull was sanded and wiped clean with acetone on a rag between coats. Some grip material was added to the last interior coat for traction.

Replacing the gunwales was daunting but luckily I visited Barrington RI, home of the Dyer factory. Tad proudly gave



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Verde Frijole, continued

me a tour of the shop. As we toured each workstation, Tad shared tips for clamping, drilling and a quick lesson in "bass nail and washer riveting". I purchased the 5 piece pre-steamed, white oak gunwale kit from Dyer for \$200. The directions were straight-forward, making the gunwales a custom fit. The seats and rub rails took 6 or 7 coats of Epifanes Clear Varnish.

Some words of wisdom: Always leave bugs that have crashed into your project (fiberglass/paint/varnish) until everything is dry. It takes less work to sand out the body of a bug than to sand out a finger print.





Upcoming Events

Windjammers Annual Pig Roast

September 13, 4:00pm

The pig roast is being held on September 13. The vendor who cooked our delicious pig last year will be back again this year. Cocktail hour begins at 4pm with dinner at 5pm. The cost is \$15 for adults and \$7 for children (10 or under) if you RSVP by September 5, or \$20/\$10 after September 5. Check your email for a flyer and sign-up sheet.

The theme is a Hawaiian Luau. If you would like to help with the decorations, please contact Richard Gard.

Windjammers Winter Dinner

January 24, 2015, 6:00pm

Colts Neck Inn
Routes 34 and 537
Colts Neck, NJ 07722

Menu:

Crudit  and dip
Fresh fruit and cheese display

Fresh fruit cup
Garden green salad topped
with peppercorn dressing

Entr e – choice of one, each paired with vegetable du jour and chef’s potato:

Grilled rib-eye steak finished with a French b arnaise sauce
Chicken francaise saut ed in a lemon, white wine, and butter sauce
Broiled tilapia finished in a champagne lobster sauce

Ice cream parfait
Cash Bar

RSVP by mailing your entre entr e choices and payment
of \$50.00 per person to Elizabeth Schaffer



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Barnegat Bay Sailing School and Sailboat Charters



Course Offerings

ASA 101 – Basic Keelboat Sailing Certification

This 2 day, on the water introduction to sailing course is designed to give the beginner the skills and confidence needed to sail a 22-24 foot sailboat on your own.

Instruction includes nomenclature, rules of the road, points of sail, rigging, sail trim, and docking.

ASA 101 – Ladies Sailing Certification

This 2-day, For women/By women sailing certification course is designed for any woman who prefers to learn to sail under the guidance of an ASA certified female instructor and all women crew. Build up your confidence and knowledge to be able to take the helm and crew on a 22-24 foot sailboat. This ladies sailing course covers the same material and achieves the same level of certification as the ASA 101 Basic Keelboat Course.

ASA 103 – Basic Coastal Cruising Sailing Certification

This more advanced course is designed to take the confident basic keelboat sailor and make them a competent skipper able to handle a 30 foot sailboat in coastal waters.

Instruction includes sail boat handling, seamanship, reefing, navigation, and anchoring.



Daily Cruises

Sunset Cruises

ASA Sailing School

Sailboat Rentals

Barnegat Bay Sailing School and Sailboat Charters

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

732-269-1351

<http://www.sailingnj.com>

Sailboat Rentals

Bareboat Rental

At Barnegat Bay Sailing School we feel the best way to become a confident and competent sailor is through practice. After the lessons end, the learning continues thru sailing experiences and BBSS will be by your side the entire process. Our NJ sailboat rentals are professionally maintained and coast guard approved for a safe and stable sailing experience.

With two styles of rental sailboats to choose from (racing and cruising), rental packages, and a sailing buddy club, sailboat rentals with Barnegat Bay Sailing School are both affordable and enjoyable.

Island Time

A stable 23 foot O'Day sailboat. This sloop rigged cruiser with her shoal draft keel, 8 foot beam, tiller steering, roller furling jib, mercury 8 HP outboard, and a generous cabin is a great choice for a day sail on Barnegat Bay.

Retro

A classic 1964 Pearson Ensign. This fractional rig racer with her full keel, 7 foot beam, tiller steering, roller furling jib, 8 HP Johnson outboard, and spacious cockpit is a great family day sailor as well as a one design racing machine.

Requirements

- A NJ Safe Boating Certificate or equivalent
- An ASA 101 Certification of equiv.
- Drivers License and Credit Card
- Boat, Engine, Area Orientation



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Maintenance Questions? Ask Cedar Creek

Remember the pros at Cedar Creek Sailing Center's Marina Store for all of your maintenance, and project needs.

If you need it, Tom and Liz can get it.



The Windjammers sincerely thank CCSC for the use of the clubhouse and all you do!

Cedar Creek Sailing Center/Marina

A Sailor's Marina

Tom Wright / Liz Barto, Owners and Operators

100 Harbor Inn Road

Bayville, NJ 08721

Phone 732-269-1351

Fax 732-237-9225

Cell 732-674-1205

Email ccsc@comcast.net

The Ship's 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

Email valrb@hotmail.com

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