



A message from the  
Commodore: 1



Crew Overboard: 8



Last Sail: 12

WINDJAMMERS SAILING CLUB  
CEDAR CREEK SAILING CENTER  
BAYVILLE, NJ

# Four winds

## Paradigm Shift

Richard Gard, Commodore

As sailors, we use maps (electronic and the aging paper variety) and navigational aids on the water to help us steer clear of shoals and obstructions, as well as showing the options for sailing from point A to point B. These maps and aides are not the real thing but a paradigm that represents reality. We know that when a storm comes through, shoals can grow and disappear, and new obstructions can be formed. That is a form of a paradigm shift. Over the years to come, the Windjammer Sailing Club will go through its own paradigm shifts. Before I get to that, I want to share a story I've read a number of times over the years that might help to "set the perspective" for a Windjammer Sailing Club paradigm shift.

Stephen Covey (author of 7 Habits of Highly Effective People) experienced a paradigm shift one Sunday morning on a subway in New York.

*People were sitting quietly—some reading newspapers, some lost in thought, some resting with their eyes closed. It was a calm, peaceful scene.*

*Then suddenly, a man and his children entered the subway*

*car. The children were so loud and rambunctious that instantly the whole climate changed.*

*The man sat down next to me and closed his eyes, apparently oblivious to the situation. The children were yelling back and forth, throwing things, even grabbing people's papers. It was very disturbing. And yet, the man sitting next to me did nothing.*

*It was difficult not to feel irritated. I could not believe that he could be so insensitive to let his children run wild like that and do nothing about it, taking no responsibility at all. It was easy to see that everyone else on the subway felt irritated, too. So finally, with what I felt was unusual patience and restraint, I turned to him and said, "Sir, your children are really disturbing a lot of people. I wonder if you couldn't control them a little more?"*

*The man lifted his gaze as if to come to a consciousness of the situation for the first time and said softly, "Oh, you're right. I guess I should do something about it. We just came from the hospital where their mother died about an hour ago. I don't know what to think, and I guess they don't*



## *Paradigm Shift, continued*

*know how to handle it either."*

*Can you imagine what I felt at that moment? My paradigm shifted. Suddenly I saw things differently; I felt differently, I behaved differently. My irritation vanished. I didn't have to worry about controlling my attitude or my behavior; my heart was filled with the man's pain. Feelings of sympathy and compassion flowed freely. 'Your wife just died? Oh, I'm so sorry. Can you tell me about it? What can I do to help?' Everything changed in an instant.*

The Windjammers have enjoyed the hospitality of Liz and Tom for over 30 years. But with the changing dynamics of product sales and buying habits of everyone and the desire to do more of their own work on their boats—a paradigm shift—Cedar Creek Sailing Center is in need of expanding their business to help make up for the declining product sales and opportunities to provide service. Consequently, the clubhouse will be converted to a rigging and sail repair shop and the Windjammers need to find a new place for their supplies and banquet tables. We will also need to use alternatives for clubhouse gatherings. The new business will be taking all the space the upstairs can give. I relayed the Covey story above as a way of emphasizing that we are not privy to what is required to run a business like the CCSC Marina. What we do know is that CCSC has gone through a lot since the bulkhead project (Sandy, environmental regulations, flooded office building and apartment, Tom losing his house to Sandy) and they now need to make changes to keep the marina viable for all slip holders.

The clubhouse does not define the Windjammer Sailing Club. It is a facility we used for captains meetings and the occasional dock party. Windjammers used to use a large tarp attached to the paint shed and spread out over the parking lot. We will return to using that tarp for outdoor gatherings when the weather is not cooperating. Some sailing clubs (Tall Oaks, Cedar Mar) currently operate without a clubhouse and are doing well.

The Windjammers leadership team is currently discussing options for the supplies and tables. We will need to be out of the clubhouse by December 31. Consequently, we may secure offsite storage until a decision is made on more permanent alternative solutions. We will have a decision no later than December 5th and a move out party on December 13th so as not to interfere with Christmas plans. A few of the options may require substantial expenditure and we will be bringing our best recommendation to the larger membership for a vote.

The Windjammers Sailing Club will still hold dock parties, take cruises with other members, and race in a half dozen races each year. We will still sit at the picnic tables until wee hours of the morning spinning yarns. We will still enjoy chicken and ribs, and the Pig Roast. So what has changed? Where we store a few supplies and some tables! We will adapt, reset the sails and navigate our way through this - something sailors are quite familiar with.

Fair Winds and a following sea.





Four  
winds

WINDJAMMERS SAILING CLUB

<http://windjammersailing.com>

## 2014 Windjammers Committee Members

### Flag Officers



Richard Gard  
Commodore



Elizabeth Schaffer  
Vice Commodore



Don Kozak  
Past Commodore



Bernard Creache  
Secretary



Jeannette Kozak  
Treasurer

### Committee Chairs



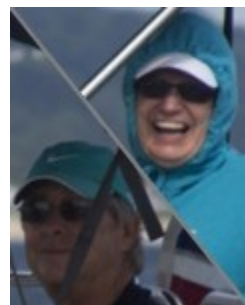
Bob Fahey  
Cruising



Mike Rasmussen  
Dock Parties



Richard Barker  
Historian/  
Fundraising



Phil & Nancy Onffroy  
Membership



Jen Hitchens  
Newsletter



Jim Nowicki  
Racing



Kelley Fahey  
Seminars



Tim Bennett  
Supplies



Chip Hitchens  
Website





## Windjammer Racing 2014 Second Half

Jim Nowicki, Racing Chair



Three races were held over the second half of the sailing season with increasing participation as the season progressed. The next race in the series was the distance race in late August. Sashay and its crew served as committee boat for this race. The boats participating and their results are shown below:

Boat Name	Skipper	Type	Corrected Time	Place
Elenora	Bob Fahey	Freedom 35	1:49:30	1
Fortuitous	Chip Hitchens	Catalina 27	1:50:08	2
Mystique	Richard Barker	Irwin 32 CB	2:06:37	3
Lorelei	Don Kozak	Sabre 34	DNF	DNF

Lorelei sailed into the lead early in the race, but experienced some equipment failures along the way and had to drop out near the leeward mark. Elenora took command of the race from that point with Fortuitous close on her heels for a corrected finish time within a minute of the much larger boat! Mystique took third place honors on what turned out to be a very nice day of sailing for everyone.

Our next race was the Tall Oaks Challenge in September. April Star served as committee boat with its all woman crew and did a terrific job of running a very efficient and expert race. Unfortunately only five Windjammer boats participated against ten Tall Oaks boats. We fought hard to keep the cup, but unfortunately lost in a very close combined score of Tall Oaks 26 to Windjammer's 29 (lowest score total wins). The results are listed below:

*Windjammer Racing 2014 Second Half, continued*

Boat Name	Skipper	Type	Club	Corrected Time	Place
Inua	Dave Fournier	Nonsuch 24	TOYC	1:34:48	1
Escapade	Steve Zuzic	Catalina 30	TOYC	1:41:16	2
Sunset	Dale Harman	Pearson 33	WJSC	1:42:10	3
Bay Rhumb	Dave Wagner	Pearson 303	TOYC	1:49:01	4
Sashay	Jim Nowicki	Lippincott 30	WJSC	1:49:11	5
Fortuitous	Chip Hitchens	Catalina 27	WJSC	1:52:42	6
Bon Voyage	Bernard Creache	Hunter 31	WJSC	1:53:33	7
Daylight	Brett Hamilton	Hunter 35.5	WJSC	1:54:25	8
Forjer Vinden	Dave Dugen	Catalina 34	TOYC	2:04:47	9
50/50	John Huderl	Hunter 34	TOYC	2:05:53	10
Waywind	Mark Calisti	Catalina 32	TOYC	2:06:07	11
Zig Zag	Paul Hayden	Catalina 30	TOYC	2:26:14	12
Thankful	John Fleming	Hunter 356	TOYC	3:03:19	13
Lady L	Mike Palmer	Hunter 36	TOYC	3:08:18	14
Brilliant C	Markus	32 Islander	TOYC	3:18:43	15

The final race of the Windjammer season was our annual frostbite race. Seven Windjammer boats showed up to race.

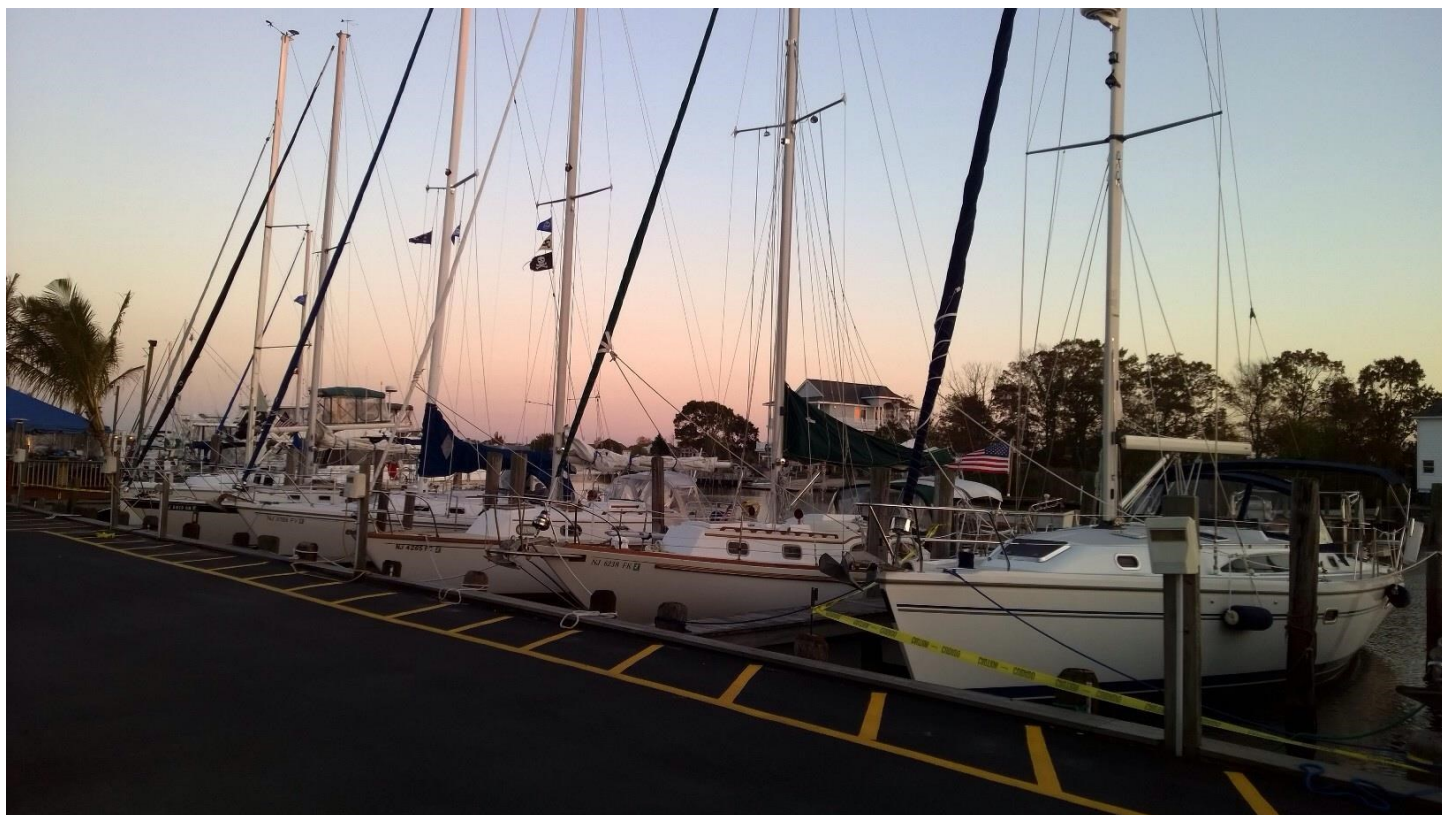
The winds were a brisk 15 to 20 knots with gusts to 25, but quite manageable throughout the race. Sunset took a short lead at the start, but Lorelei was the first to tack and seek clean air. The early tack paid off with a slightly favorable shift of the wind, allowing Lorelei to take a narrow lead at the first windward mark. Lorelei maintained her lead and continued to build a gap between her and the other boats throughout the race. Partway through the race, two of the boats experienced some equipment problems and decided to drop out of the race. Ultimately Lorelei defended her leading position and won the race with a commanding lead. This was followed by some finish line excitement with Sunset crossing the finish only seconds before Daylight on uncorrected time. Island Breeze finished within a minute of Daylight in corrected time. Arpeggio under the command of our Commodore brought up the rear of the fleet but earned everyone's respect as he raced the course single-handed in the brisk winds! Results from this race are tabulated below:



*Windjammer Racing 2014 Second Half, continued*

Boat Name	Skipper	Type	Corrected Time	Place
Lorelei	Don Kozak	Sabre 34	1:06:28	1
Sunset	Dale Harman	Pearson 33	1:10:14	2
Daylight	Brent Hamilton	Hunter 35.5	1:13:38	3
Island Breeze	Frank Schaffer	O'Day 31	1:14:26	4
Arpeggio	Richard Gard	Hunter 33	1:22:19	5
Bon Voyage	Bernard Creache	Hunter 32 SD	DNF	DNF
Fortuitous	Chip Hitchens	Catalina 27	DNF	DNF

All in all it was a good year for Windjammer racing. The club conducted a total of five races through the sailing season. The weather was quite cooperative, and several boats new to racing gave it a try. My hope is that more club members give WJSC racing a try next year. We always have fun, and it's a great way to build your sailing skills.







Four  
*winds*

WINDJAMMERS SAILING CLUB

<http://windjammersailing.com>



## Glad to be Back

Kathy Minchin

Ron and I spent a leisurely morning aboard Stormy Petrel anchored along the south shore of the Metedeconk River waiting for the wind to build a bit so we could sail Barnegat Bay back to our home base, Cedar Creek Sailing Center, after a summer cruising Maine. The day was clear and warm with a gentle breeze and we slowly tacked our way back, excited about returning to see everyone, but also enjoying the serenity of a 3 knot sail while listening to the water slapping on the hull.

As we made the turn into Cedar Creek, the excitement mounted. Looking around, I realized that what Ron & I have enjoyed here together these last 37 years is amazing. Cedar Creek, Barnegat Bay, the Jersey shore is an ideal place to sail. After 3 years sailing up and down the east coast, this area ranks extremely high in comparison. Best of all is the marina: Cedar Creek Sailing Center, Tom, Liz, and James. Walking around

the marina at sunrise this morning, I was struck with the realization that this marina ranks top of it class compared to those we have visited from Key West to Maine. Not only are the owners, Tom and Liz, highly competent and knowledgeable in all areas related to sailing, boats, and mechanics, as well as friendly and helpful, the marina itself is top notch. It is extremely well maintained, clean and neat. During my sunrise walk and yoga at the top of the marina store/clubhouse steps, I just kept looking around and shaking my head in awe at what I saw. I mean, even all the cradles were evenly spaced and lined up in perfect angles. The dock was obviously newly coated as the dew beaded up on it and a piece of trash or other item out of place could not be found. People probably don't realize just how much time and effort goes into keeping the marina operating so well and looking so good. Thank you Tom, Liz, and James! I feel so grateful to be here.



## Pulled in Another One: Reflections on Two Man-Overboards in Two Weeks

Dale Harman

I know that your first reaction is “Two in two weeks! Dale, you must be a dangerous guy to sail with.” In my defense, neither victim came from the boat I was sailing on. We did two rescues of other sailors in two weeks. I had also smugly thought that I had never lost anybody off of my boat, but was reminded that my wife managed to slide off of our daysailer 30 years ago and that she also managed to fall off the Sunfish we borrowed on our honeymoon. There were also adventures with the catamaran which could fit into the man overboard category over the years. These two recent events have been the only two big boat sail recoveries I have been involved with.

The first happened while racing. This is Wednesday racing at an old yacht club with a very well established racing program. There are some very good crews and very well-sailed boats in this fleet. I am racing on a larger racer/cruiser at 36 feet compared to most of the fleet, with a large crew (9) of mixed experience. We typically do quite well in the B fleet, with just jib and main, and much worse in the more competitive A fleet, where we fly a spinnaker.

This particular week late in the season, when it is getting dark earlier, we had higher than usual winds, steady 20 with gusts to 25. The water temp was in the high 60's. There were more boats than usual in the B fleet because of shorter crews and higher winds. Approaching the windward mark on our second lap we were in second or third place when I noticed that the first boat to round, a 30 foot race boat—call it boat P—was head to wind with both sails luffing. I alerted our skipper to be more careful on the rounding as they were likely to be in our way. As we got closer we could see that the problem on boat P was a person in the water in the LifeSling dragging behind the boat. They were then able to pull the person up to the transom of the boat, so we proceeded to head for the windward mark. After

rounding we realized that they could not get the person over the transom and had dropped her back into the water. It was somebody who had crewed with us earlier in the season named M, and they were again dragging her through the water. This was when our skipper sailed up close enough to ask if they wanted help since we had a boarding ladder on our boat. We then dropped our sails and started the motor to drive up close enough to hand M our LifeSling. At this point we could speak with M. She said “I can't hold on I don't have anything left”. One member of our crew was very reassuring and positive saying “Don't worry we are going to get you on our boat”. Now M is getting dragged away by boat P while trying to hold onto our LifeSling. The hardest part in her words was extricating herself from boat P's LifeSling in order for us to be able to pull her over to our ladder. I went down to help her up the ladder where she sat in the cockpit not wanting to move. We had to convince her to head below and change out of the wet clothes. Fortunately we had several women aboard who could help her and had dry clothes for her. We then motored directly to the clubhouse where she went ashore with help from several club members. M has no memory of ever being on our boat and no idea how she got out of the water. She continued to wear the assortment of clothes for the next three days because they made her feel safe. She was scared to death by this event. She is not a weak person, a strong swimmer, and in good physical condition.

The second man overboard incident was very different. This was on my own boat down in Barnegat Bay. The frequent joke in Barnegat Bay is if you fall overboard, to walk to shore. It is not true. We were coming back from a weekend cruise and had been met by a friend's boat out for a daysail with visitors aboard their 35 foot cruiser. The owners are very experienced cruisers. They had a total of eight on board—two were children. One of the visitors, their son-





## *Pulled in Another One, continued*

in-law—call him J—who owns his own boat, decided to take a closer look at the new dinghy they were towing astern. In doing so he managed to fall in. Since we were sailing in close company I watched the whole event unfold, and realized that it would be much easier for me to pick up J with just my wife and I aboard. This time I was going to have to lift the victim aboard using a halyard since my boarding ladder is blocked by the dinghy hanging in davits. We made a quick tack and were immediately next to J. We tossed the LifeSling to J who was also attempting to gather the oars which had fallen out of the dinghy as well. As he handed the oars to my wife, I dropped the main and set up the halyard to lift. It turns out that the halyard is not quite long enough, but by a few heroic yanks I was able to get enough of the halyard onto the self-tailing winch. J was out of the water in less than two minutes. Even though it was a cooler day with cooler water, he refused to admit that he was cold and sat out in the sun in his t-shirt and shorts until he dried. We proceeded to sail back to our marina. The air temperature was in the low 60's and the water temp roughly the same.

### Lessons learned:

1. Stay on the boat. This is a pretty simple idea, and the first on everybody's list of boat safety. The old adage of "one hand for the boat" is commonly referenced. There are an awful lot of tasks which need to be done on the boat that will require both hands. A little more thought needs to go into making sure that you are in a position to stay on the boat when performing these tasks. This is a responsibility for the entire crew to make sure that everybody can position themselves so that they are safely situated while working that boat. This should especially apply to new sailors in the crew.
2. Learn to swim. How many of your crew does not swim well? I do have one friend who did not find out that his girlfriend did not swim until after they had flipped his catamaran. She had also removed her PFD to work on her tan. Ask your crew how well they swim, there may be some surprises.
3. The LifeSling works. I have been a skeptic of the LifeSling and may not have had one if I had not gotten it for half price. I firmly believe that West Marine exists to try to sell us a lot of stuff we don't really need, but I am now convinced that every large sailboat can afford a LifeSling. I may replace mine before next season. The LifeSling solves the two biggest problems in MOB recovery, getting connected and getting back aboard. Using the LifeSling, both of these can be accomplished quickly by a shorthanded crew. It is vital that the crew understands how it is intended to be used. There are directions on the outside of the LifeSling container. Crew should familiarize themselves with this before it is needed.
4. The LifeSling should not be your only throwable flotation. The Coast Guard requirements for personal flotation devices are one for each person aboard plus, for any boat over 16 feet, a throwable type IV PFD. The LifeSling is certified to meet this requirement. I believe this is a mistake. While out sailing you need to have at least one immediately accessible throwable PFD. This should be the first thing thrown to a MOB. The LifeSling is not immediately available, nor is it throwable nor is it something that the MOB can hold onto while the boat sails away while trying to drop sails and go through the man overboard procedures. The \$12.99 square boat cushions I keep in the cockpit to sit on are immediately available and are throwable. We did try to throw the LifeSling to victim M in the water and could not make it more than 10 feet.
5. LifeSling Hoisting. If you read the directions on the LifeSling it describes using a lifting tackle to hoist the victim in the LifeSling back aboard. This is using an-



*Pulled in Another One, continued*

other \$90 option for the LifeSling. Who has one? Who has checked that the hardware on your boat allows you to quickly rig an alternative? I found out that on my boat the main halyard is not quite long enough. I will remedy this with a short pennant permanently attached to the LifeSling. A single rescuer will have a lot of trouble hoisting a victim aboard if the halyard winch is not a large two speed self tailing winch. The lifting tackle increases the mechanical advantage by 3 and allows the rescuer to use the generally larger sheet winches.

6. Alternative Hoisting schemes. The Windjammers have an annual MOB seminar and one of things discussed is alternative methods to hoist a victim aboard. After my recent experience I would suggest that this is a waste of time. Get the LifeSling and figure out how to use it. It works.
7. A man-overboard situation can turn deadly very quickly. This is why it is so important to have a single straightforward procedure that gets the victim back aboard as quickly as possible. It is easy to lose the location of the victim in the waves, it is difficult to maneuver the boat back to the victim, it is easy for another person to fall in, or possibly there is already more than one victim.
8. Every vessel in the vicinity should standby. This seems obvious at first glance, but how many vessels need to standby and for how long? What if we are winning the race? The answer is SAFETY FIRST. All vessels in the vicinity shall stop racing or cruising and standby to render assistance until all of the victims are recovered and back on deck. There are no further questions. You can negotiate your race or resume it after everybody is safe.
9. Practice? Having sailed for years with small children I have had to recover a lot of items accidentally dropped overboard. I felt confident in my ability to get back along side a MOB victim. This is only first phase of MOB recovery. The rest is addressed by the LifeSling. I thought it was obvious how it should be used.
10. Life Jackets. This is the first question asked about every man overboard story. I believe that there is a time to break out the lifejackets on board and that everybody should have a comfortable life jacket to wear. By the way, the cheap type 2 horse collar life jackets are not comfortable. Anybody who is not a swimmer should wear a life jacket anytime on deck. Others should know where they are and wear them in dangerous situations.
11. Inflatable life jackets are another easy answer, but I have some questions. They have some mechanical parts that need to be serviced. How often should they be serviced and when was the last time yours was serviced? These also only meet the letter of the law when they are worn. Take it off and it does not count. As of this year I have an inflatable as a donation from my brother. I serviced at a cost of \$30 and will wear it when sailing alone. I will still make sure that I have a type 3 in the closet for every person aboard and that I have type 1 life jackets for my wife and I when we go offshore. If you have never worn a type 1 life jacket in the water, try it sometime - it floats a lot better.
12. Motor while recovering. The LifeSling system is designed so that you never need to start the motor to execute a MOB recovery. This saves a lot of hassle and some danger. This should be part of your plan.



## A Busy Year for Footitis Types

Richard Gard, Commodore

This year has seen a small tsunami of larger boats settling into the slips of Windjammer Sailors. Arpeggio was also a footitis dream for the Commodore and Admiral, as was Perfect Fit for Phil and Nancy a few years back. We are quite familiar with the process.

Elenora – Freedom 35, Bob and Kelley Fahey

Hakuna Matata – Morgan 34, Tim Bennett and Kathy Jordan

Tiki – Pearson 36, Adam and Angela Getzel

Fortuitous – Catalina 27, Chip and Jen Hitchens

Congratulations to all new “old boat” owners and their craft. I hope you have many years of enjoyment, fair winds and a following sea on your adventures from the creek.



## 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](mailto:newsletter@windjammersailing.com)





## Last Sail of the Season to Captain's Inn, Forked River, NJ Elizabeth Schaffer, Vice Commodore

Snow in New Jersey! Yikes! The sailing season is officially over for Island Breeze and her friends. She is sitting in her cozy cradle on the hard, with an empty belly, hibernating until the spring winds call her to wake up and fly once again up and down the bay. She is no doubt dreaming of her last frolic, to Captain's Inn on October 25th with 8 of her good friends, carrying 23 passengers. She was able to enjoy a brisk sail under just her jib and maintain 5-6 knots. The bay was not at all crowded which made for a peaceful sail.

Arrival at the docks at Captain's Inn proved a bit dicey due to the 15 knot winds from the west. A huge costume party of mostly power boaters was unfolding. We were the first of our fleet to arrive and luckily had some help from our new neighbor (dressed as a pirate) docking, under full scrutiny by the power boaters dockside. We were then able to help our friends with their lines in the windy conditions. Our dinner reservation was delayed due to the crowd. Captain's Inn served us an assortment of free appetizers dockside for the inconvenience! Dinner at the Inn was a marvelous affair, with everyone trading stories of the sea-

son. The band was playing, so some of us even got to dance a bit. Debbie, the manager of Captain's Inn, once again made sure the Windjammers got great service and great food, despite the crowded night. I think everyone was smiling as we crawled into our bunks for the night, with an October chill in the air. We fell asleep to the sounds and smells of the bay, contemplating our sail home in the morning, which under high winds was sure to prove memorable!

At 9:00 a.m. Sunday morning, Debbie from Captain's Inn treated us all to a free coffee and bagel breakfast. We watched the palm trees swaying in the breeze and watched the winds build. One by one our fleet parted for Cedar Creek. The winds home were over 20 knots out of the west and the bay had some nice whitecaps. We sailed with a tiny piece of our jib out and really felt the cold air of October, a true confirmation that summer was indeed over.

Now our basement is filled with the contents of Island Breeze's belly. We will dream of the new sailing adventures waiting for us in the summer of 2015.







## Upcoming Events

### Windjammers Winter Dinner

January 24, 2015, 6:00pm

#### Colts Neck Inn

Routes 34 and 537  
Colts Neck, NJ 07722

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#### *Hors D'oeuvres*

Crudit  and dip  
Fresh fruit and cheese display

#### *First Course*

Fresh fruit cup

#### *Salad*

Fresh garden green salad topped with peppercorn dressing

#### *Entr e (choice of one)*

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

all entrees are paired with vegetable du jour and chef's potato

#### *Dessert*

Ice cream parfait

#### *Cash Bar*

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RSVP by making payment of \$50.00 per person, made out to the Windjammers,  
mailed with entr e choice to Elizabeth Schaffer.



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winds

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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



Four  
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<http://windjammersailing.com>

## 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 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](mailto: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](mailto:valrb@hotmail.com)

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