

Spring 2017



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Four *winds*

WINDJAMMERS SAILING CLUB
CEDAR CREEK SAILING CENTER
BAYVILLE, NJ

Commodore's Letter

Richard Barker

As I was contemplating what to write in The Commodore's Address it occurred to me that it would be interesting to invite a guest writer to submit something instead. There are any number of writers who could speak to our passion for sailing and looking forward to the new season ahead, but only one I know of that also shares our love of Barnegat Bay. I was doubtful that someone who has written 19 books, lectures around the world, and is on the boards of many sailing and charitable organizations would have the time to write to us, but he generously agreed. We are very fortunate to have a submission from the most accomplished American sailor there is, and a native of Toms River at that. Before you read Mr. Jobson's letter, here is a quick bio:

It would take an entire page to write a complete bio of Mr. Jobson, and there are already many on the internet. Google his name and you will get hours of interesting reading on his life and accomplishments, interviews, etc. Let me just get you started. Gary started sailing on Barnegat Bay out of Beachwood YC, taught sailing for 5 summers out of TRYC, and was the Outstanding Junior Sailor in 1966. He won the All-America Intercollegiate Sailing Team from 1971 to 1973. In 1972 and 1973, he was awarded Intercollegiate Sailor of the Year. He was the America's Cup Winning Tactician in 1977, sailing on *Courageous* with Ted Turner. He has won the Fastnet and many other ocean races and led expeditions to the Arctic and Antarctic. He has won awards for his writing and TV coverage of America's Cup and Olympic Racing. In 2004, he received the Spiral of Life Award from the Leukemia & Lymphoma Society and in 2011 Jobson received the Charles M. Leighton Award for Outstanding Service. In 2013, Mr. Jobson was selected for the



Commodore's Letter, continued

Hope Funds for Cancer Research Awards of Excellence in the area of Advocacy for both his work in creating the Leukemia Cup and his courage, resilience and advocacy as a lymphoma patient himself.

Mr. Jobson is currently an Honorary Member of the Beachwood and Toms River Yacht Clubs and I intend to nominate him as an Honorary Windjammer!

Richard

Barnegat Bay: A Center of Sailing Excellence

Gary Jobson

Look in any direction at the long expanse of Barnegat Bay and you will see sailboats. How lucky that the last ice age produced this sheltered body of water for sailors to enjoy.

The early Dutch settlers named the bay for its breaking waves along the coast, and dangerous inlet. Today the thickly settled Northeast region seems to be dominated by highways, endless towns and commercial development. In contrast, Barnegat Bay is surrounded by wetlands, vacation homes, beaches and the ocean. Indigenous peoples, and later European settlers, used the bay for transporting goods between villages. The growth of prosperity after the Civil War, and the inevitable arrival of the train, changed that dynamic. Barnegat Bay became a destination for summer recreation, and eventually competitive boating. The level of competition has been impressive ever since.

In 1871, just one year after the first defense of the America's Cup off New York Harbor, the Toms River Yacht Club was formed with a bold statement by creating a Challenge Cup. The race has been held ever since. Over the next several decades, yachting clubs were formed and many great sailors were produced. This was no accident. The people of New Jersey and the surrounding region know how to work hard, and play hard. They take their sports and recreation seriously.

Teaching young sailors sailing skills became a high priority at all the bay's yacht clubs. Sailing became a lifelong sport for many. The bay itself is a wonderful place to learn to sail. An afternoon sea breeze often replaces the prevailing Westerly wind that blows across the bay at night. Sometimes the waves are choppy, and in some parts of the bay there are currents to deal with. The bay is also notoriously shallow, so one must pay strict attention to navigation. Just beyond the barrier island sits the Atlantic Ocean that offers a very different sailing experience with large swells, and steady winds. The variety of weather conditions helps develop versatile sailors who will be competitive no matter where they might travel in the world. The culture of focusing on young sailors continues from one generation to the next. Barnegat Bay has



Barnegat Bay: A Center of Sailing Excellence, continued

produced many international champions who have excelled at the sport's biggest events ranging from college sailing, to the Olympic Games, the America's Cup, world championships, and long distance races. With this collective wealth of experience many bay sailors have become leaders in the sport as innovators, authors and administrators.

Just this week, I attended an important meeting of World Sailing in distant Singapore. World Sailing is the international governing body of the sport of sailing. During the final day of the five day conference the nine members of the Board of Directors, the senior staff, and the Chairs and Vice Chairs of the 10 permanent committees sat around a large table to discuss the important issues facing sailing today. There were 30 people from 17 countries in attendance. Two of us were from Barnegat Bay: Betsy Alison, Chair of Paralympic Sailing, and me as an elected member of the Board. To kick the day off the group spent an hour introducing themselves. It was an extraordinary experience learning about the depth of sailing and business experience sitting around the table. At one point, I sat back and quietly smiled to myself that I was even in the room. I thought about being a shy, skinny kid sailing prams out of the Beachwood Yacht Club. My biggest goal at the time was to someday race on the bay. Now, here I was sitting with the leaders of the sport. I felt mighty humble, and then I thought to myself, 'thank goodness I learned this sport on Barnegat Bay, and thankfully, many older sailors gave me considerable early guidance that helped launch my sailing career'. I said a quiet 'thank you' that my experience growing up on Barnegat Bay and all that help and encouragement I received had prepared me to be at the table.



Photo courtesy [Sail Magazine](#)



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<http://windjammersailing.com>

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Commodore



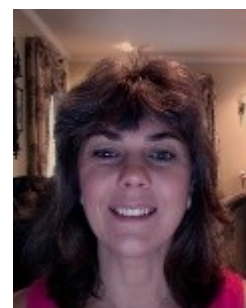
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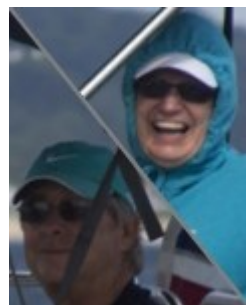
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Newsletter



Frank Schaffer
Racing



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Rules of Racing Summary

Frank Schaffer

Here is a summary of the Sailing rules that apply most often on the racecourse. This is a summary and it is enough to get you started. It is not intended as a substitute for the Racing Rules of Sailing.

Right-of-Way Rules

- **PORT-STARBOARD.** Port-tack boats must keep clear of starboard-tack boats. Rule 10) Note: You are "keeping clear" of another boat when she doesn't have to avoid you.
- **WINDWARD-LEEWARD.** When boats are overlapped on the same tack, the windward boat must keep clear. (Rule 11)
- **ON SAME TACK, ASTERN-AHEAD.** When boats are on the same tack and not overlapped, the boat clear astern must keep clear. (Rule 12) Note: One boat is "clear astern" if she's entirely behind a line through the other boat's aft most point, perpendicular to the other boat. The other boat is "clear ahead." Two boats are "overlapped" if neither is clear ahead of the other.
- **TACKING TOO CLOSE.** Before you tack, make sure your tack will keep you clear of all other boats. (Rule 13)

Limitations on Right-of-Way

If the other boat must keep clear, you have "right-of-way." Even if you have right-of-way, there are limitations on what you can do:

- **AVOID CONTACT.** You must avoid contact with other boats, but a right-of-way boat will not be penalized under this rule unless the contact causes damage. (Rule 14)
- **ACQUIRING RIGHT-OF-WAY.** When you do something to become the right-of-way boat, you must give the other boat a chance to get away from you. (Rule 15)
- **CHANGING COURSE.** When you change course, you must give the other boat a chance to keep clear. (Rule 16)
- **ON THE SAME TACK: PROPER COURSE.** If you are overlapped to leeward of a boat on the same tack, and if just before the overlap began, you were clear astern of her, you cannot sail above your proper course i.e., the course that will take you to the next mark the fastest) while you remain overlapped. (Rule 17.1)



Rules of Racing Summary, continued

Passing Marks and Obstructions

There is a set of special rules for boats that are about to pass a mark or obstruction. However, these special rules don't apply between boats on opposite tacks on a beat to windward. (Rule 18.1)

- Except at a starting mark, you must give boats overlapped inside you room to pass a mark or obstruction, and boats clear astern must keep clear of you.
- There's a two-length zone around marks and obstructions, and a boat's rights and obligations with respect to another boat are "frozen" when the first of them enters that zone. If you are clear astern of another boat when she enters the zone, you must keep clear of her until both boats are past the mark or obstruction, even if you later become overlapped inside her. (Rule 18.2)
- **TACKING NEAR A MARK.** Don't tack within the two length zone at a windward mark if you will cause a boat that is fetching the mark to sail above close-hauled to avoid you or if you will prevent her from passing the mark. (Rule 18.3)
- **ROOM TO TACK AT AN OBSTRUCTION.** When boats are on the same tack on a beat and come to an obstruction, the leeward boat gets to decide which way they are going to pass it. If the leeward boat hails for room to tack, the other boat must give it to her; but the leeward boat must give the other boat time to respond before she tacks. (Rule 19)

Other Rules

- Before your Preparatory signal, and after you finish, don't interfere with boats that are about to start or are racing. (Rule 22.1)
- If you break a rule while racing, get away from other boats and do two 360-degree turns. If you hit a mark, do one turn. (Rules 20 and 44) Note: Sometimes the Sailing Instructions require you to fly a flag acknowledging that you broke a rule instead of doing turns. (Rule 44)
- If you start too soon, keep clear of others until you get behind the line again. (Rules 20 and 29)

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



Dock Party Days

Elizabeth Schaffer

Hello friends! We are anxiously approaching another sailing season. Your officers had the annual winter planning meeting and put some great events on the calendar. Be sure to check them out, if you have not already done so by browsing the website at <https://windjammersailing.com>. I am your dock party chairperson for 2017. Please consider hosting a party. What this means, if you have never done it, is shopping for, and hosting/cooking for one of the planned events on our calendar. You will be reimbursed for your expenses. If we all host one party, it is a great way to contribute without any one person feeling burdened.

Our first official party is the Wine and Cheese on May 20th hosted by our very own Commodore, Richard Barker. Be sure to bring your favorite bottle and a short story, or tall tale about your wine. You can call me if you would like more information about hosting a party. I'm looking forward to seeing everyone soon!

Easy Crab Cheese Ball

Ingredients

8 oz cream cheese, room temperature (I used Philadelphia)

1/4 cup mayonnaise

1 tsp Worcestershire sauce

2 tsp hot sauce

1 clove of minced garlic

1 bunch of minced fresh parsley

1 bunch scallions, diced

1 cup mozzarella cheese, shredded

1 cup crab, shredded

Mix everything together, roll in a ball and chill. Coat with wheat germ if desired.

Serve with water crackers.



Cedar Creek Marina, the 2nd Oldest Business in the Best Place on Earth

Tom Wright as told to Nancy Onffroy

Ok Bayville history buffs: What is the oldest business in Bayville that has run continuously since opening—without any breaks in service—while still providing the same services originally offered?

In March 2017, Adam Wright posted a blog on Facebook titled “Bayville, NJ: Best Place on Earth”, in which he stated that he and father, Tom Wright, believe the oldest business is Cedar Creek Sailing Center & Marina which opened in 1935 and has been a marina ever since. So, 1935 is the date to beat to win bragging rights as the oldest business in Bayville.

Other businesses were immediately suggested by visitors in response to Adam’s blog:

- Yesterday’s Restaurant (a.k.a. The Cowboy Bar) – which is reported to have opened in the 1970’s
- Trixie’s Landing Marina – opened in 1948
- Cosmos – reported to be opened in the 1940’s or 1950’s
- Castle Woodcraft –was founded in 1945
- Moore’s Farm Market – celebrating their 65th year in business, which puts them opening in 1952
- Shady Rest Pizza – reported to be open as a restaurant in the 1960’s
- (The building that Shady Rest owns has been around since the late 1800’s and was originally a one room school house.)
- Ocean Gate Marina – opened in 1958
- H.I. Wright and Sons (owned by Tom Wright’s grandfather and later by Tom’s father and brothers) did not qualify as it is no longer in business. Tom worked there in his younger years.
- Someone suggested that Bayville Liquors opened in 1930, but that would mean it opened in the middle of Prohibition which is very unlikely. Not a good business plan to open a liquor store during Prohibition.

Cedar Creek Marina, established in 1935, and continuously providing the same service still wins...

Al “Scarface” Capone’s Royal Pines Hotel

The next competitor suggested for oldest continuously-running business was The Royal Pines Hotel, built in the 1920’s. This giant pink palace rises 10 stories in the middle of the pines and has a fascinating history. It is reported that Al “Scarface” Capone once owned the hotel and spent time there and that it became a major stopping point for well-known gangsters. It is said that Al Capone first brought his mother to the hospital in the 1920’s, and, appreciating this remote location, he bought the property in the 1930’s and turned it into a swanky hot spot naming it the Royal Pines Hotel.

There are also stories about the existence of a series of secret tunnels around and underneath the pink palace to bring liquor in during Prohibition. Tom Wright reports that years ago he did work on the boiler down in the basement of the pink palace and he personally saw quite a few boarded-up openings making him believe the stories of Al Capone as a liquor smuggler.



Cedar Creek Marina, continued

It is rumored that the building is haunted by two ghosts—one, a young girl in a white dress, has been seen at night in the front garden, playing ball. The other is an older man in a striped shirt who frequents the back of the building. Legend has it that he was a mental patient who committed suicide by jumping out of a 7th story window.

According to local sources the building was, at different times, a hospital, a prosperous hotel, and now a convalescent center. So...it doesn't qualify as the oldest.

The story of the “Spanish Mansion.”

Before Western Blvd. went over Cedar Creek, you could walk through the woods to find a hidden “Spanish Mansion.” Tom Wright went there many times while growing up and remembers the Spanish tiled roof on the decaying building located right next to the creek. They say this mansion was built by Al Capone. During Prohibition, Capone shipped liquor up Cedar Creek on boats to the Spanish Mansion, where they would unload the boats and transport the liquor via the secret tunnels to the hotel.

Atlantic City Steam Train

The steam train was the main transportation through New Jersey to Atlantic City back in the 1920's. It ran through Bayville and stopped near Al Capone's Royal Pines Hotel. As a boy Tom Wright remembers waving to the conductors. The original train tracks are now gone but the Barnegat Branch Trail follows along where the tracks were originally located.

Did you know that the ticket booth for the hotel was relocated to Cedar Creek Marina and is now used to hold paint and supplies? This is the building next to where the Windjammers hold their dinners. Who knew that this paint/supply shed had ties back to Al Capone?



This brings up another question: Why are people who come to the shore from the New York area called BENNY'S? Well according to Tom's father, that is from the steam train stops where the letters spell out the stops of the train.

B: Bayonne
E: Elizabeth
N: Newark
NY: New York

New Jersey Pulverizing Company

Finally, NJ Pulverizing Company, opened in 1925, was put forward as the oldest continuously operating business offering the same services. They are located at the end of Hickory Lane which is now the end of Barnegat Branch Trail.

NJ Pulverizing sold off most of their land in 2015. Ocean County Land Trust purchased 775 acres. Only 45 acres was left for NJ Pulverizing Company to maintain their concrete operations. So it looks like NJ Pulverizing Company wins the bragging rights of being the oldest business, continually run since opening without any breaks in service since 1925, and still provides the same service that it originally was opened to do.



Barnegat Bay Lidar Data

Chip Hitchens

Following Hurricane Sandy, no one was exactly sure what had changed in the bottom contours of Barnegat Bay. Jen and I attended a meeting in February 2013 at the Cedar Mar Yacht Club where we saw an interesting presentation from the US Geological Survey (USGS) that included something billed as “Bottom Analysis and LIDAR Radar.” Lidar sometimes gets jammed into acronyms like *LIght Detection and Rang-ing* or *Laser Imaging, Detection, and Ranging*, but it started out as a simple portmanteau of laser and radar. Just as radar uses radio waves or sonar uses sound waves, lidar bounces laser beams off of stuff to measure distances or detect objects. If you shoot enough lidar at the ground from a moving plane, you can use it to collect extremely precise topographic data about the land. The interesting thing about the USGS presentation was that they’d flown “green laser” lidar over the bay. Most lidar uses infrared lasers, which can’t see through water. Lasers in the green portion of the spectrum, however, can penetrate the water’s surface and provide an image of the bottom of a bay or river—in this case to 1m resolution. I was pretty sure that this was the ticket to finding exactly how outdated our charts had become following the storm.

And then several years elapsed.

It turns out that using green lasers is more complicated than standard infrared lidar, and the data wasn’t released in time for it to calm a sailor’s nerves. We sailed anyway, and found that most of our local knowledge was still good, but I never quite gave up on the idea of doing something with that data.

This year, we knocked out our land maintenance early, got the boat launched, and over the course of the last month still haven’t been able to sail. Mostly it’s been weather related, but even on the occasional nice weekend day, the Cedar Creek channel markers have been notably missing. I talked to the Marine Division of the New Jersey State police, who are in charge of those buoys, and they tell me that they’re down to one 4-person crew for the entire state. Our charts don’t accurately depict the tiny channel, we don’t have sophisticated chart plotting capabilities with saved tracks, and I’ve been proportionately apoplectic at the lack of sailing.

In the interim, with lots of non-sailing time on my hands, I came up with a couple ideas for how I could use the lidar data to assist us with getting out there.

Bad Idea #1: Build a Web Application

This is a crazy idea. Some coworkers of mine, who happen to develop web mapping applications for a living, convinced me that this would be straightforward. Indeed, with only several days of googling through how to write every line of code, I was able to grind out an application that puts the Cedar Creek lidar data on a map and draws a dot where it thinks you are every second. I’m honestly kind of impressed that I got it this far, but there’s something terribly wrong with either the way I’ve implemented it or the accuracy of where my telephone thinks it is, because it doesn’t really work.

I’m hesitant to even post a link to the application on the off chance that someone would attempt to navigate with it, but here’s a link to just the superimposed lidar data without the tracking component turned on:

<https://sailingfortuitous.com/nobuoy/test.html>



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Barnegat Bay Lidar Data, continued

Bad Idea #2: Put the Lidar Data in OpenCPN

This seemed like it would be easier. OpenCPN is an open source chart plotter. You give it raster or vector charts from organizations like NOAA and it will plot your location on them (among other things). I figured I could just feed it the lidar imagery as a “raster chart” and have it superimpose our location over it. OpenCPN is obviously far more advanced than whatever I can build, and it can run on my laptop, which has a cheapo plug-in GPS puck that has always been eerily accurate. The only difficult part was getting the lidar data into a format that can be read by OpenCPN. After a lot of fiddling and some tech support from the OpenCPN community, I got it working. Let me know if you want a copy (*also not to be used for navigation).

Of course, my laptop isn't waterproof, so if I can just swing a free weekend day without torrential rain...



Windjammers Online Store

Check out the huge selection of
Windjammers-branded items:

<https://windjammers.qbstores.com>

Contact a committee member if you need
the password





Friday Night Racing

Join us for the "Buoy 40- Friday Night Racing Series"

Beginning on June 9th the Windjammers Sailing Club, along with our friends from Tall Oaks, will host a Friday night racing series.

Races will begin at 6:30 PM

Race Dates: 6/9, 6/16, 6/23, 6/30

No pre-registration is required. Captains wishing to do so can meet on the dock at Cedar Creek Marina between 5-5:30 pm (slip 23) to discuss conditions and course. If you choose you may also meet us on the water, near Buoy 40, prior to race start. Hail Windjammers Race Committee on VHF 78.

Prizes will be awarded at the end of the series. (Important Note: Prizes will be of less value than associated bragging rights)

Scoring per race (B = Number of boats in the Race)

1st = B points

2nd = $B-1$

3rd = $B-2$

Each place thereafter: continue subtracting 1 point per place

Series Score= The sum of the boats individual per race scores. The highest series score wins.

Racing Tip

Adjusting the Genoa

The fairleads on your jib sheets control the shape and twist of your sail. When sailing to wind, an easy way to tell if the fairleads are adjusted properly is to watch your tell tails. If they are adjusted properly, the top tell tail should break first. A basic rule of thumb is to slide them forward a little in light air and chop, and ease the sail. When the winds are heavier, bring them back a little and sheet the sail in tight. If the leeward top tell tail is the only one not streaming, you have probably sheeted the sail in too tightly or you may want to move the car back a little further.



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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