

Fall 2017



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Four *winds*

WINDJAMMERS SAILING CLUB
CEDAR CREEK SAILING CENTER
BAYVILLE, NJ

Commodore's Letter

Richard Barker

Damn, it got cold quick! Last weekend, on Friday, a few of us were sailing in t-shirts, if only briefly. On Saturday we were wearing several layers, hats, and gloves if you had them. It's windy, rainy, and cold to stay, with a brief, rare afternoon in the 50's if we are lucky. And it's dark at 4:41 and earlier every day! I think all the boats that are coming out are out now, including Perfect Fit, which is traditionally the last, or next to it. We are all feeling the pain of being estranged from our boats, from the Windjammers, from the sailing lifestyle. Suddenly being a lubber requires serious therapy. I know this happens every year, but I never remember, and it is always a shock. I am especially not ready for Christmas music!

Do not despair, there is good news, too! First, you can finally do all those projects at home that you've put off because as much as you love your boat, you are absolutely compelled to go to the marina every weekend unless you have a very bad reason not to. Home projects rarely qualify. Paint the bathroom, whatever. More importantly, now is the ideal time to go online and watch sailing videos, read sailing books, visit boating museums, etc.! If you do this right, you will maintain your connection to your yacht and the long dark winter will be somewhat more bearable. Suggestions follow:

I go to YouTube and watch the classic yacht regattas and Fastnet Races to start. If you go to these sites, you will find an endless library of videos that will keep you busy for hours.



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<http://windjammersailing.com>

Commodore's Letter, continued

You can learn how to do anything on YouTube (even home projects if necessary...). Also on the internet you can find sailing classes like the Coast Guard Coastal Navigation Course, internet and classroom. Not such a bad idea to have a refresher class....

There are hundreds of museums one can tour online, and the physical Mystic Seaport Museum is only 3 hours up Rt. 95, not at all crowded in the winter, and beautiful with some snow on the ground.

Now, books?! There is no end to the list of books on every aspect of sailing that are perfect on a cold, rainy, winter day (if it actually snows, go play in it). But if you have time to read only one book this winter, read *In the Kingdom of the Ice* by Hampton Sides. I mean it, you have to read it! It's as low as \$4 in paperback on Amazon. You're welcome.

Of course, you'll go check on your boat a few times and remember how it feels to be on a beam reach with the wind out of the east (no flies) at about 12kts with a couple of good friends on board (maybe just one) and some soft drinks. You pass 40, then BB, then BI, and tack for the first time as you approach Conklin Island. Sailing Heaven! Or you go over to Myers Hole. It's easy to imagine being anywhere on Long Island Sound as you relax on your boat in the evening with Barney flashing to guide you to anywhere you want to go.

Whatever you have to do to get through the winter, I hope it goes quickly for you. April will be here before you know it!

See you all at Captain's Inn on January 20.

Richard Barker, Commodore



Windjammers Online Store

Check out the huge selection of
Windjammers-branded items:

<https://windjammers.qbstores.com>





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Flag Officers



Richard Barker
Commodore



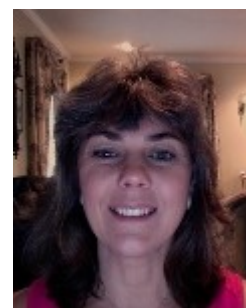
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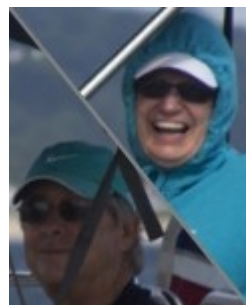
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Tilley Hat Returns!

Dale Harman's Tilley hat was lost overboard in the East River under the Manhattan Bridge. It was later recovered and tweeted about by PortSide New York!



Dale and Wendy, North Light Block Island



Trip to Bermuda

Frank Schaffer

When Captain Ivan woke me for my watch at 1am, I knew right away that things had changed. The boat was pitching and rolling violently. It was like nothing I had experienced before. Moraira slammed against confused seas and each time we hit a wave a thunderous boom echoed throughout the vessel. I struggled to get into my foul weather gear. When I tried to stand up I fell across the cabin and into a corner of the bulkhead bruising my hip. Stuff was falling all over the place. That's when it hit me... The feeling that if I don't get out of this cabin quickly I will be adding to the mess on the floor. I fought to get the last of my gear and life jacket on and wrestled my way to the deck. Blowing foam was everywhere. Was it only the night before that we were standing on the bow watching dolphins guide us through a star-filled night? The seas continued to build over the next 20 hours as we entered the Gulf Stream.

When Ivan approached me 2 years ago and asked me if I was interested in sailing to Bermuda I was all in! It wasn't necessarily on my "Bucket List" but it did fit right into the list item I had: "A sailing adventure outside of my comfort zone." There was no question that when I thought about the reality of a trip like this I was nervous as hell. I was confident though, that with detailed planning, redundant communications, and with the right safety equipment, we would have a great trip and be safe. The success of this trip was just that. PREPARATION!

Goals:

- Make it to Bermuda with the same number of passengers we leave with

- Have the life raft remain a pretty deck ornament

- Do not go for a helicopter ride

- Stay on speaking terms with the other crew members upon our return

Stuff goes wrong... Stuff went wrong... But we knew that with detailed planning we would minimize the risk.

Getting Ready:

Customs, The Gulf Stream eddies and "the a-courents," vessel preparation, crew, watch schedule, meals, safety equipment, communications, redundancy, spare everything, weather, weather, weather!! Oh and did I say weather? Of course one of the most important things is understanding weather patterns. The boat can handle a lot. A lot more than the crew. What gets people into trouble on the ocean is getting into weather conditions above their pay grade. Ivan spent a lot of time familiarizing himself with programs and making sure we had the proper means to know what the weather patterns might bring. That was a key element in even knowing when to take a trip like this.

There was really no first thing. Ivan broke the list into sections and assigned duties. I was in charge of researching satellite phones and communications. We wanted to be able to stay in contact while underway. Everything we read pointed us to Inreach. This device is a satellite transmitter and receiver that allows you to text but also has a feature that allows those on land to view the vessel's position. (This was especially fun for those of you who watched us on Wednesday as we zig zagged across the ocean while working on the fuel is-



Trip to Bermuda, continued

sues...more about that later). We also rented a satellite phone. Ivan had a single side band radio installed in the boat as well. There was a lot of learning needed around this. Of all the things he needed to do to get ready, Ivan probably spent the most amount of time getting to know how to use this device. He was also required to get a general class license to use it.

Day 1 – Saturday, May 27th

We left Cedar Creek marina at around 11:15. Many of our loved ones came to see us off. Some were seen sneaking off making phone calls and were overheard talking to their insurance agents. This probably came after actually getting a look at the full crew as we were ready to depart. Shortly after leaving the dock we toasted the journey ahead with some “Dark and aStormies.” One last drink before the open ocean where we agreed to stay alcohol “limited.” We decided that loading a drunk into a life raft or a rescue basket would not be fun.

As we left the Barnegat Bay we looked forward to the adventure ahead! The inlet was choppy and the boat got banged around quite a bit and slammed down hard on the waves. We were about 3 miles offshore when the engine RPM’s dropped suddenly. Our thought was that the bumpy ride through the inlet caused dormant fuel tank sediment to get into the filters. Ivan and Colin went below and changed them. Once they completed their task the engine ran fine. We discussed turning back but we decided as a team to continue. After all the engine did seem to be running fine... for now...

It was a great first day. 2-4ft seas... fishing, sailing... A somewhat dubious start given the engine concerns, but an overall promising beginning.

Saturday evening was spectacular with calm seas and an abundance of stars! At around midnight Ivan noticed white caps on the water. “How could there be white caps when the seas were so calm?” I thought. We got out a spotlight and to our surprise and delight we saw dolphins! Wait, not just dolphins... over a dozen of them. They weren’t just swimming by either. They were dancing, jumping, and playing with Moraira. We went up on the fore deck to watch them. They were darting across the bow. There were 2...3...4 at a time. They were jumping over each other and putting on a show better than SeaWorld’s! They stayed with us for hours. Cool!

Day 2 – Sunday, May 28th

Throughout the day the seas continued to build. We were able to sail on a northwest wind. We had following seas that started at 3-5ft and throughout the day built to 4-6ft. By sundown we saw waves approaching 8 feet. “Dorothy you’re not in Barnegat Bay anymore!” we thought, but we weren’t ready to click our heels together...not yet anyway...

Day 3 – Monday, May 29th “Where are those ruby slippers?”

“Frank time for our awatch” says the captain. “What the f happened?” says I. It was 1am, pitch black outside, and it seemed like all hell broke loose. We were pitching, rolling, and slamming into an extremely ill-



Trip to Bermuda, continued

tempered Atlantic. I struggled to get prepared to go on deck, and to get out of the cabin before I got seasick. I had never gotten seasick before but this time was going to be close. Once I made it to the deck I felt better and even though I couldn't really see anything, the fresh air helped. But what an ominous night. We had following seas of an unknown height and many were cresting. Blowing foam was everywhere. The boat seemed to be handling it well, and I guessed we were getting some of the excitement we wanted. I just hoped to keep the adventure at a level that would still have us achieve those aforementioned goals.

The seas continued to build. The water and air temperature had risen. We were now in the Gulf Stream. The surest way to know that you are in the stream is by the rise in water temperature. We saw an increase of around 10 degrees. While we were doing our research on the Gulf Stream one of the things we read about was how bad the stream can be when you have a north wind. "You do not want to cross the stream when you have a north wind fighting a predominantly northward flowing current." "Well, tell those bay sailors what they won, Don!" "25kt winds from the north."... Yeah us!!

Just after daybreak we buried the nose and I saw what looked to be a full 1ft wave come rolling down the cabin top. Colin was just coming up for his watch and with perfect mastery opened the hatch just in time to receive a thorough soaking. Now I will admit that it was really funny... until I realized that my gear was also on the floor of the cabin. A solid 10 gallons of water came into the boat. Everything around the hatch got soaked.

Later in the day I was off watch and resting in the quarter berth and Don was on the helm. Moraira has a portlight in this aft berth that opens into the cockpit and since it was a little stuffy in there I had it open. I did not expect how much I'd get cooled off through this open port. We took a 10ft wave on the beam. Water filled the cockpit and I took it on the nose... not the nose of the boat; my nose...and more accurately up my nose! Yes, about 2 gallons of water came pouring in on me. I, and my bunk, were soaked. So now we had the wet gear that was on the floor under the companionway, and this wet bunk. Drying out did not look to be close on our horizon either. We had more blowing foam and even larger waves to look forward to.

By late afternoon we were surfing down waves that were conservatively 10-12ft with some 15ft or more. Now this may not seem like much for those sailors who "round the horn", or for those brave souls who sail the north Atlantic in the winter, but for us it was unsettling to say the least. After all, we primarily sail the bay. If we sink in the bay we stand on the boom and flag down one of 25 boats within 500 yards. Out here there were no other boats and you are outside of helicopter range. But no worries...Moraira was handling it all much better than the crew. At one point we were riding one of the 15 footers while I was at the helm. As we sped down the face of the wave I could feel the rudder pulling me to starboard as we entered the trough. The wave that followed was coming toward us 15 degrees more to starboard than the last, and looked even larger. As the boat rose I muscled the wheel to straighten her. We rolled, and pitched a bit, but again Moraira responded well. We continued the sleigh ride, none the worse for the wear. Collin went below to look for the ruby slippers.

As dusk approached we were still in the thick of it. Thankfully, the waves weren't getting any bigger and I was getting the hang of surfing them. We saw a cruise ship on the AIS and shortly after we saw her on the horizon... Her destination was Bermuda too. We made radio contact under the pretense of looking for updated weather information. The real reason was for our reassurance and to let them know we were out here. Not that we really thought we'd need to be rescued, but it was comforting to have them close by. Don and I even joked about how nice it might be to take the rest of the trip with the option of which buffet line we'd get into instead of the tuna vs. spam choice we had on our vessel. I used the ship as a beacon and followed her for as long as I



Trip to Bermuda, continued

could. By around midnight we could feel the ocean settle. I gave up the helm and went for a swim in my bunk.

Day 4 – Tuesday, May 30th



Waking up I remember the feeling so clearly...How can conditions out on this grand expanse of water change so significantly in such a short amount of time! The sun was shining...birds were chirping...Saying it was absolutely beautiful doesn't do this morning justice. Once I cleared the cobwebs from my head I realized we were too far from land, and there were no birds chirping – it was just Ivan chirping about how well Moraira handled the conditions. Waves were now 1-3ft with 9 second peaks. Not a cloud in the sky. Everyone was in a great mood and we had some time to sit, talk, and reflect on the previous day. Of course, while recounting the experience, none of us admitted to being at all nervous about what we went through. We took the opportunity to get out all the wet sheets, pillows, and gear and hang them out. We looked like a sailing clothes line.



This was an enjoyable day of fishing, reading, and relaxing. Don even broke out some very nice tequila. Coincidentally, I was reading "Sailing a Serious Ocean" by John Kretschmer, and the chapter I was reading this day was about a similar trip he took through the Gulf Stream. He even gave tips on what he did and how he handled it. Oh well...one day too late. Not that we would have done anything differently anyway, but it was fun to read his comparable experience the day after we lived it.

The night was filled with stars! One of the things I was looking forward to leading up to this trip was a night like this...Away from all the ambient light, stars, planets, and galaxies that are easily recognized from home, look so much different out here. The Milky Way was like a vivid sparkling stripe painted across the sky. I was happy to find that my "Sky Finder" app worked out here. I spent hours just looking up and enjoying the beauty of it all. The combination of feeling so small on this little boat on this huge ocean, and then looking up at that sky, really put things in perspective in a way I don't think you can feel on land.

Day 5 – Wednesday, May 31st

Frantic calls woke me this morning. "Fish on!" they screamed. Colin and Ivan called me to the deck to help get the catch on board. Ivan hooked a nice 40lb Mahi-Mahi! Now you can tell me whatever you want to about that Sushi place you go to in Manhattan or Philadelphia...I'll put Itamae (Google it) Ivan ahead of any of them. There is nothing like the sashimi you get right out of the Atlantic that you eat the same day! We had some right after we caught it...we had some for breakfast the next day, we had it for lunch and dinner in a stew. Nice!!





Trip to Bermuda, continued

Good winds continued to guide us toward Bermuda. This lasted until around midday. At that point we started to get headed, but since we were a little ahead of schedule, we turned south to enjoy the favorable breeze. After sailing off our lay line for a couple of hours, we needed to start the engine to make time toward the destination. The engine however did not want to cooperate. The RPM's went up and down. She finally stalled and would not start again. Collin called TowBoatUS. They told us to wait where we were and that they'd be there in 2 days...then the bastards laughed and hung up. I vowed to cancel my membership when we got home.

Ivan and I went below to continue troubleshooting. We changed the filters again, checked the fuel flow, and discussed placing fuel cans in the lazarette, with a direct feed to the fuel pump, to rule out sediment in the fuel tank. We tacked back and forth while discussing the best point of sail for us to follow. This was when everyone saw those crazy lines on our "Inreach" track. Our tracks looked like an infant drawing on an "Etch A Sketch." So many people who saw those tracks on Inreach asked us "What happened on Wednesday?" Well, that was the reason...engine issues and the captain and crew trying to settle on the best course. Finally, we decided to head, as close as we could possibly sail, on a lay line to Bermuda, knowing that the wind forecast, along with the current, might well take us further from our destination. Fortunately the winds were not as predicted. We continued to make good progress and we were able to put some real estate in the bank as the winds turned southwest. Eventually we got the engine started again. She seemed to be running ok; as long as we kept the RPM's low. For now though, the iron horse still wasn't needed.

That night the great sailing continued. A perfect lay line to Bermuda! Another evening under an awesome canopy of stars! Less than 150 miles to go.

Day 6 – Thursday, June 1st

Arguably one of the best days so far. We had picture-perfect wind and seas. We were heading right toward those pink sandy beaches at 6.5 to 7 knots. We had more sashimi for lunch, followed by cigars and cocktails. Spirits were high with our destination well within reach. All of the goals were still being met!

Through most of the night conditions remained spectacular. It was around 2am when I first started to notice the wind shifting. It was just a little at first so I sheeted the sails tighter... and then tighter still. Knowing we were seeing a wind shift I started to try to pinch up to point south of Bermuda. When I handed the helm over to Colin I let him know the situation. "We're all counting on you pal" I told him as I headed off to my bunk.

Day 7 – Friday, July 2nd "Land Ho!"

Bermuda is a series of small islands that were formed by volcanos. There are many reefs surrounding the islands, and you need to be very careful on the approach. It is amazing to think that 665 miles into the Atlantic, where the ocean depth went to almost two miles along the way; boom...here is this island chain. But amazingly, and thankfully, there it was.

As I feared, the wind overnight did continue to turn and head the boat. We could no longer make progress under just sail. We had to take our chance with the uncertain engine. We kept the RPM's low with the intention of just making slow and steady progress as we motor sailed. By the time we could see the islands the wind was almost directly on our nose. We turned slightly to the north of the island to keep some wind in the sail.



Trip to Bermuda, continued

The plan was to get as close as we could to Bermuda, and then if necessary, call for a tow. At 35 miles out, we made contact with Bermuda radio and let them know our situation and that we were approaching. Bermuda radio is the government run station with whom you need to check in as you approach the island. As instructed, we had also contacted them before our trip to let them know our expected arrival date. We were already on the guest list! They were very helpful and provided information about a tow, if we would in fact need one.

It was slow and painful progress but we continued to move forward. We were so anxious at this point to arrive but we were only able to make about 2-3 knots good. Ever watch someone dig an elephant's grave with a spoon? Well me neither but I am sure this is what it's like...

We were 3 miles out when we pulled in the sails and turned toward Bermuda under just engine power. Mo-raira continued to run fine at low speed so we didn't dare to take a chance pushing it at this point. While entering the inlet I was at the helm. I stayed constantly aware of our position and made sure I had a game plan for what I would do if the engine did decide to quit again. The engine didn't quit. We navigated through the harbor and found the customs dock. We made it!!!

What a feeling! We felt like 4 Magellans. It truly gave us a profound sense of accomplishment as we stepped off of the boat and onto solid land for the first time in 6 days. Needless to say we were a little wobbly. I actually had it in my mind that I was going to go for a run right after I got through customs. I found out I needed to learn to walk first.

Thanks again Captain Ivan for doing all of the work to plan this trip. Thanks too to navigation officer Don, and crewman Colin. Other than some shitty water it was a fantastic trip!!





Summer Sailstice and Father's Day Race 2017

Frank Schaffer

The sailing gods were shining upon us for the Summer Sailstice Race this year. It was one of those days...A west wind which afforded us a beam reach down the bay! The weather was perfect!

The race started at 1PM. Just like last year it was a motorboat race to the end of the creek; then sails up at the last mark. The course led us down to BI. After a port rounding we returned up the bay for a finish at Marker 40.

Unlike last year there was only one competing boat who started at exactly 1 PM.... It was Yours Truly... Captain and crew of Island Breeze. As it turned out we finished in 1st place too! Oh say what you want... motor boat race; no one else taking it seriously and competitively. Well I have only one thing to say to you losers...I won fair and square! And since it is probably the only race Island Breeze will ever win, she'll be given a big trophy by the race committee!

After the race we rafted up at Berkley. Food, drink, and still perfect weather!!! I can tell you that as the sun set I really didn't want that day to end. We had a total of 8 boats in the raft up with a couple more at anchor around us.

This year we raised \$500 for the Barnegat Bay Partnership Program. We are working with the director of BBPP to set up a seminar where we present the check and get an update from them on the health of the bay. We'll also hear about their work and the state of our cherished Barnegat Bay. Keep your eyes open for updates from the Windjammers Commodore, Richard Barker. All members will be invited regardless of your participation in the Sailstice.





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WINDJAMMERS SAILING CLUB

<http://windjammersailing.com>

Windjammers

Winter Dinner

January 20, 2018

Captains Inn

6pm

Contact Bernard Creache



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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.

Requirements

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