

Summer 2018



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Four *winds*

WINDJAMMERS SAILING CLUB
CEDAR CREEK SAILING CENTER
BAYVILLE, NJ

Commodore's Letter

Bernard Creache

The 2018 sailing season has been very exciting, despite the fact that it has been a little wet. Some of us have had our share of foul weather more than others, but it's always important to look at the lessons learned. Thus far, the Windjammers have enjoyed great dock parties, cruises, and races, and members have had the opportunity to share and learn a little more about each other. It's comforting to know that among the Windjammers, there are friendships being forged that will last a lifetime.

I can't help but feel a little saddened knowing that we are past the midpoint of our sailing season, but when I look forward to what's ahead, I'm reminded that there is still quite a lot to look forward to. The Labor Day Cruise to Myers Hole, Chilly Cook off, the Pig Roast/Water Games, and the Tall Oaks Challenge are just some of the fun activities that we can all look forward to.

(Don't forget to get your RSVPs in for the Pig Roast!) We also have fall sailing without the crowds on the bay. I can't wait to get out there and hopefully it won't take the USCG to get me safely back to my slip.

Since Julie stole the wind from my sails by telling all of you wonderful people about our adventures from Rock Hall, MD, I decided to write about something else – an inspirational story about a man and his dream of circumnavigating the earth on a sailboat. But first, I wanted to express how happy I am knowing that you all know or are about to learn about what happened to us. It's a real ego boost to me personally, so make sure you read Julie's article.

If I asked you if it was possible for someone to circumnavigate the earth in a sailboat without the aid of any instruments, would you believe it was possible? Most people slow down after retirement, but Marvin Creamer, a retired geography professor from Glassboro State College, (today's Rowan University) my alma mater, had dreamed about circumnavigating the globe on a sailboat. He studied geography because as a young man, he wanted to learn about the places he'd sail to one day. On December 21, 1982, Creamer and his crew left Cape May, NJ aboard *Globe Star*, a 36-foot steel cutter, at night under an overcast sky, without a sextant, clock, electronics, or any other instrument. Creamer relied on celestial and environmental clues such as the stars, sun, moon, currents, and other clues to ascertain his general location. He made landfall in South Africa, Tasmania, Australia, New Zealand, rounded Cape Horn and passed the Falkland Islands before returning to Cape May Harbor. As he approached Cape Horn, he hypothesized that he could



Commodore's Letter, continued

find the required latitude by noting the intensity of the twilight at the time of the December solstice. He said in an interview, "if we were far enough south to clear the cape, the sun would set, twilight would occur, and the sun would rise." After 517 days at sea, Creamer completed his circumnavigation on May 17, 1984. Globe Star logged over 30,000 miles.

When asked what advice he would give to anyone about life, he replied "you have to pay attention to the clues. When you get your clue, don't ignore your clue."

Marvin Creamer turned 100 years old in January 2016. Marvin Creamer and his story serves as an inspiration to many who know it. He encapsulates the true meaning of will and determination. No other known person alive or dead has since embarked on such an endeavor.

For more information on Marvin Creamer, visit:

www.Globestar.org and <https://youtu.be/nTFwnsjyhuA>





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<http://windjammersailing.com>

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Bernard Creache
Commodore



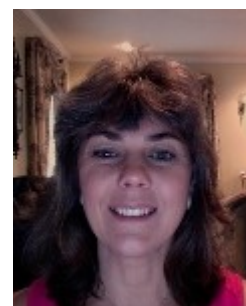
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Chuck Hamilton

Quietly, on the morning of May 13, 2018, Charles Hamilton, passed away following a long battle with Alzheimer's which had left him blind for the past six years. Charles (Chuck) Hamilton's son, Brent Hamilton, and his family have their boat Daylight at Cedar Creek Sailing Center.

We knew Chuck as an active and valued Windjammer. Chuck enjoyed sailing in Barnegat Bay on his Hunter 34, Gentle Persuasion, with his wife Carol and their family. They made several trips that ranged from Shelter Island, New York, to the Florida Keys. In 1995, Chuck retired from Johnson & Johnson where he had been an information services manager. In 1996, he and Carol moved to New Bern, North Carolina, where Carol still resides.

Our deepest condolences to the friends and family members of Chuck Hamilton. He will be missed by all who knew him.

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



Nantucket Cruise 2018

Richard Barker

As most of you know, I am very old and semi-retired. That sounds bad, and it is, but there are advantages, too. Until this summer I was never able to take more than 10 days off of work, with one exception about five years ago. Having sailed to Block a number of times on a restricted schedule with groups of other vacationers, I'd always wondered how I would enjoy an extended cruise, with no itinerary, like the people I read about in the sailing magazines. Single-handing, and alone for all but 10 days would be intimidating, and part of the challenge. So, I took off July and August from my part-time job and finally got to fulfill that dream. There is no way for me to tell you of all the epiphanies and dangerous situations I experienced (like, none), nor would you be interested, but let me relate a few of the highlights.

The Schaffers on Island Breeze and I sailed/motored up the inside route through the East River and Long Island Sound to Block where we spent three beautiful days before they headed out to return home. You should ask them about their adventures... My goal was to continue east to Martha's Vineyard and, ultimately, Nantucket, which I reached at a casual pace about 4 days later.



Nantucket is Awesome! The anchoring field is exactly where the guide books indicate, and it is big, reasonably shallow, and not overly crowded. It is some distance from the public landing, however. I spent a lot of time in the dinghy just riding around looking at boats before I even reached the dinghy docks (also, the docks were hard to find). The short walk/bike ride to town is very pleasant and scenic and the town is clean, very old, and gorgeous. Tourism is their only source



Nantucket Cruise 2018, continued

of income so there are a lot of shops (\$\$) and restaurants (\$\$\$) but the commercial area is beautiful. But I suggest you walk past the shops and into the residential areas where the houses are often pre-Revolutionary and Civil War era and maintained to original standards. Many mansions from the enormous wealth of the whaling industry days are still there and The Atheneum, where Fredrick Douglas began his career as an abolitionist speaker, is still there in its original state. And there is the Whaling Museum. You could spend 4-5 hours there unless you stay for any of many presentations on a variety of topics. I stayed for two fascinating lectures: The History of Whaling in Nantucket and The Story of the Essex (the inspiration for Moby Dick) and later found the homes of some of the survivors of that incident. The oldest home in Nantucket is a short walk through a beautiful neighborhood and was built in 1676, though I think the gardens, sheep, and goats are not original...



I actually **sailed** back to Martha's Vineyard (five hours) with a double reefed main and my small jib, with 20 knots just aft of the port beam. It may have been the best sail of my life. The seas were big, the sun was out, Mystique was handling it all like a sports car, and I was in the most historical sailing area of our country. I truly felt like a sailor.

I went back to Lake Tashmoo for a few days and reconnected with an old friend and a few days later waited for the fog to clear and made my way back out to Vineyard Sound and Cuttyhunk. When I got out to the Sound it was foggy but clearing and I made my way southwest thinking to sail (yes, I said sail!) directly to the Canapitsit Channel but the wind started picking up and turning until it was on the bow at 16 knots, so I crossed over through Quicks Hole instead, hoping to get some protection from the building seas. I did not. And the fog was returning. I pulled in the jib and lowered the main in time for the fog to get intimidating and finally, in the final mile or so, I could see only about two boat lengths in front of Mystique and navigated in by chartplotter only. Once inside the channel to the Cuttyhunk Pond the fog cleared, the anchorage was right where it is supposed to be, and I dropped the hook in 8 feet of water. I had just gotten comfortable when I looked up toward the hills at the edge of the pond to see the fog rolling over them and in five minutes we were totally fogged in. I didn't care. I had a book and was very glad to be settled. I may have had a drink, too...





Nantucket Cruise 2018, continued

I have been to Cuttyhunk before, but I was going to take my time and explore it at my own pace this time. There is almost no commercialism on the island. There are two restaurants, a “café” a family just started in their backyard, and a tiny general store with a small deli that makes sandwiches. There is one little shed where you can buy crafts by local artists, and a great little ice cream counter and a fuel dock. But they have trails all over the island with great views if you walk up the hills. On a clear day you can see the mainland, up the Sound to the Elizabeth Islands, and across the Sound to Martha’s Vineyard. If you go twenty feet past the sign that tells you not to, you might find a whale skull. There are sandy beaches and rocky beaches and a one room school house that has three grades with three students in each. I haven’t told you everything so go there and explore it at your own pace.



I was gone for over five weeks and have just scratched the surface here. I met people everywhere who could talk about their sailing Adventures (capital A) for hours. I just listened when in their company. Other destinations were great, too; Newport, Bristol, Essex, Fishers Island. I found that I enjoy sailing alone for a time but then I need familiar faces around me. It was great to start out with Frank and Elizabeth and meet the Faheys and Onffroys toward the finish. Keeping in touch via phone and social media was also important and helped me feel connected. So...

A few thoughts if you are planning a cruise to unfamiliar destinations, and that means if you haven’t been there for a year or so:

Anchorage are not always where the guide books show them, and they may be smaller or nonexistent. Stonington is a glaring example of this. It is almost nonexistent and not at all where the guide books put it.

The reason for all this is that mooring fields are taking up a lot of anchorages (it’s about the money) and so they, the anchorages, are getting crowded in some places. So, smaller anchorages = less swinging room = shorter rode = you should consider a heavier anchor and more chain... The majority of cruisers I met had all chain rode. If they have a 45/50 lb. anchor and fifty feet of chain in fifteen feet of water and 18 knots of wind, will you be prepared in a tight anchorage? I felt safer moving to a mooring several times, but there may not always be one available.

Parting note: I sailed (no motor) 12 hours in five weeks....

That’s it. Thanks for reading.

Richard





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Coast Guard Inspection

Richard C. Conti

On May 20, 2018 Dennis and Barbara Narehood of the USCG Aux inspected 8 boats belonging to members of the Windjammers Sailing Club. All passed and received a sticker showing compliance of the federal requirements for recreational boats.

The sailors and their boats are:

Mike and Audrey Bandera – Margarita

Richard Conti – Bad Dog II

Richard Barker – Mystique

Tom Fogarty and Natasha Couture – Lucky Star II

Richard and Valerie Gard – Evensong

Ron and Kathy Minchin – Stormy Petrel

Phil and Nancy Onffroy – Perfect Fit

Frank and Elizabeth Schaffer – Island Breeze



Windjammers Online Store

Check out the huge selection of

Windjammers-branded items:

<https://windjammers.qbstores.com>





Expect the Unexpected (and then some!)

Julie Creache

Bernard and I have been thinking about buying a new boat for at least a year. Our kids have outgrown the V-berth and we learned that the dog crate doesn't fit anywhere on the 31ft vessel that we've enjoyed for the past 12 years. And so the new boat buying adventure began in early 2018.

We determined that we needed at least a 35ft boat, but no larger than 38ft to keep it manageable. Based on the shoal draft requirements of Barnegat Bay and our coastal cruising aspirations, we landed on an Island Packet (thank you Hayden and Radeen/Island Spirit!). After lots research we found the boat that we felt fit the bill in Rock Hall, Maryland and moved forward with the offer in June.

One of my big fears was having two boats due to the dockage expense. So Bernard prioritized selling Bon Voyage ASAP. Within 2 weeks the boat was sold and moved to Good Luck Point for the new owners to enjoy (I really hope to see them sailing around the bay!). We were thrilled to have the sale go through, but quickly felt the sadness of saying goodbye to the boat that held so many great memories (our kids literally grew up on that boat!) and being without a boat in June.

Due to negotiations and survey (thank you Charles Ulrich!) the boat purchase took over a month which is much longer than we planned on. We completed too many trips back and forth to Rock Hall to count during this time. In order to keep our promise to the kids we ended up going on our Cape May vacation by car which isn't as fun as by boat, but still an enjoyable time spent with the DiGaetano family going to the zoo, treetop adventures, pool, whale watching and of course The Lobster House.

On July 19th we officially closed on the new boat (soon to be named Hannah) and kicked off the boat moving escapade. After work on Thursday we got our cars (thank you Joe DiGaetano!), the kids (thank you Barbara Santoloci!) and dog (thank you Jenn and Shane Nelson!) situated and we made our way down to Rock Hall, MD (thank you Christina from Woman to Woman Driving Service!) by 10pm. Joe and Bernard inspected the engine to make sure everything was ready to go before we caught a few hours of sleep.

Day1: We left the Rock Hall dock at 6am and headed up the Chesapeake. The fuel gauge was showing less than half of tank so we stopped for fuel at 8am, but it only took two gallons before it appeared to be full (we assumed the fuel gauge was faulty – lesson #1 - always have extra fuel onboard!). Based on the weather forecast we determined we needed to go as far as we could on Friday and try to make it to Atlantic City (~100NM). After enjoying a pleasant trip up the Chesapeake and





Expect the Unexpected, continued

through the C&D canal we entered the Delaware Bay with the wind at our nose and the current against us. As the very capable boat was riding the nasty chop, the sun set and we were in darkness when the engine died. I was at the helm and saw on the radar that we were approaching the shipping lane with many ships surrounding us. We raised the sails and called BoatUS for assistance (lesson #2 - always have towing insurance!) while we tacked back and forth avoiding the shipping lane. Under a beautiful moonlit sky, Captain Benny from Cape May towed us through the rest of the Delaware Bay and Cape May canal, ultimately delivering us to Mill Creek Marina at 2am.



Day 2: In the morning Bernard brought us yummy breakfast and coffee from Fish Cakes restaurant thanks to Chuck from Mill Creek Marina lending his Jeep. We added 40+ gallons of fuel and cranked the engine (fuel gauge now showing full!) – magically it ran fine. Due to bad weather forecast (small craft advisory/gale warning) we knew we needed to hunker down in Cape May for the day. After running the engine for a while and battening down the hatches against the torrential downpours, we Ubered to The Lobster House for an amazing meal.

Day 3: After a howling windy/rainy night we woke up at 5am to get ready to leave Cape May. The 20+ knot winds were still blowing us hard against the dock, but through great team effort we pushed off and headed to the inlet. Half way through the inlet the engine died (lesson #3 - always have the sails up going through the inlet!). We didn't have enough time to get the sails up so we threw an anchor and called Captain Benny. After Captain Benny returned us to Mill Creek Marina, Bernard and Joe determined there was air in the line (thanks Tom Wright!) and we ultimately left again at 10am. There were 6-9 ft. swells and 15 knot winds that moved us quickly (7-8 knots) through the Atlantic. The weather forecast was calling for thunderstorms after 2pm, so we were trying to determine if we should take the inside from Absecon or try to make it to Barnegat Inlet. I was at the helm when the engine made a weird noise and I noticed there wasn't any water exhausting. We turned the engine off while Bernard and Joe took turns trying to figure out where the clog was. I called BoatUS (thank you Captain Randy) to alert them to our situation, as we knew there was bad weather on the horizon, and they in turn called the Coast Guard. The Coast Guard got in touch with us to advise that due to swells and breakers in the inlet they would have to assist us through the inlet (even though Bernard and Joe still insist we could have sailed in!). We experienced all of the safety preparations you may have seen in the movie *The Perfect Storm* – drogue attached to





Expect the Unexpected, continued

our stern and two 47ft coast guard vessels escorting us in (thank you Coast Guard Captain Eric and team https://www.facebook.com/USCoastGuardStationBarnegatLight/posts/?ref=page_internal) and a pass off to BoatUS after we passed through the inlet (thank you again Captain Randy!) we docked in Cedar Creek at 10pm. After a well-deserved night's sleep in our home port we woke up to have Tom Wright inspect the engine and magically the clog was cleared!

It was a harrowing trip from Rock Hall to Cedar Creek, but excellent team work (I will crew again on a boat with Bernard Creache and Joe DiGaetano anytime!) and help from friends, BoatUS and the Coast Guard allowed us to make it safely. The challenges we faced were mostly attributed to getting to know our new boat on the fly with limited time to make the trip (the weather was insane and we had limited options to make the 135nm trip). We are looking forward to getting to know our new boat under calmer conditions as well as enjoying many decades of sailing adventures with our fellow Windjammers and friends!





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SUP and Kayak Races

Adam Getzel

Early in June, the Windjammer Race committee held SUP & Kayak races off the dock at Cedar Creek Sailing Center. All afternoon we started heat after heat of boys and girls (and some adults) on the SUP and kayaks. Unlike the Windjammer Moms who disappointed everyone by not participating, the Windjammer Dads heat featured 7 contestants! The afternoon featured paddling but there was also cheering, some yelling, and a little swimming. Everyone that attended certainly enjoyed themselves as the races segued to the evening's dock party.

Thanks to all that participated. We'll do it again early next season before the jellyfish arrive!





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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