

Four *winds*

Summer 2019

WINDJAMMERS SAILING CLUB
CEDAR CREEK SAILING CENTER
BAYVILLE, NJ

Commodore's Letter

Phil Onffroy

Those long lazy, hazy, crazy days of summer are drawing to a close as Labor Day is suddenly upon us. Now is the time to schedule those last important sailing adventures that you've had a yen for and may not have got around to yet this season.



It has been gratifying to see the activities planned by the club's planning committee come to fruition with a successful season of cruises, racing, seminars and, of course, dockside parties. Of special note, we had the very first WJSC boat successfully make a transatlantic crossing from Barnegat Light, NJ, to Horta in the Azores with an intrepid crew comprised of Captain Ivan Lopez and crew members Don Kozak, Frank Schaffer and Colin Vance. Captain Ivan and Frank Schaffer continued on for the second leg of the journey to Spain. The latest news is that Captain Ivan Lopez is now sailing his Catalina 375, *Moraira*, into the Mediterranean experiencing those seas under sail just as the ancient Romans and Greeks of eons past.

Kathy and Jim Nowicki hosted the "Party Like Its 1969" party on the hottest recorded day of the summer. We had a very good turn-out with club members "taking us back" with tie-dye, peace signs, head bands and other period-appropriate dress. Kathy emceed a rousing round of 1969 trivia and, I will have to say, the baby boomers showed their colors! Though somehow, Tom Fogarty correctly shouted out one of the answers, "The Brady Bunch", before the question had even been read!

The turn-out for the breakfast events has continued to be great. Robert Wewers hosted a delicious waffle and sausage event and we are looking forward to the next breakfast event hosted by Adam and Angela Getzel. Robin and Sheldon Green hosted the pizza party and afterwards the junior Windjammers enjoyed a great movie night organized by Julie Creache. Richard Barker was able to get Stanton Hales, PhD, from the Barnegat Bay Partnership and Planning Commission to make a presentation to our club on the health of Barnegat Bay. We were very proud to contribute \$1,500 to the commission on behalf of the Windjammers Sailing Club.

The annual cruise to Myers Hole is scheduled for Labor Day weekend, Aug. 31 and Sept. 1. This one is not to be missed, especially for novice cruisers. It's a great way to "get your feet wet" in the cruising game without going very far from home. Coming up soon after is the 50th Anniversary Pig Roast. Mark your calendars now



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Commodore's Letter, continued

for Saturday, Sept. 14. We are expecting a large turn-out for this event. Don't forget the kayak and paddle board racing preceding it earlier that day. We are inviting commodores from years past to come celebrate with us and look forward to seeing old friends – some of whom have moved away but will be returning for this event. Berkeley Island Park pavilion has been reserved so that we can celebrate come rain or shine.

So, in conclusion, there is still a lot of boating to look forward to and WJSC events to take part in during summer and fall 2019, the club's 50th year. I can tell you from personal experience, the more you participate in club events – cruises, racing, parties – the more you will enjoy the advantages of the club and the camaraderie of its members.

Phil Onffroy

WJSC Commodore for 2019

Newsletter Submissions

Kelley Fahey, 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

Fundraising by Richard Barker

Please go to windjammers.qbstores.com (Entry code WJSC2016, case sensitive) for a huge selection of attractive apparel available for our Windjammers logo. It will be hard to decide from all the items but you will have fun looking through it! However, burgees are available only at the marina for \$35.



Windjammers Online Store

Check out the huge selection of
Windjammers-branded items:

<https://windjammers.qbstores.com>





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2019 Windjammers Committee Members

Flag Officers



Phil Onffroy
Commodore



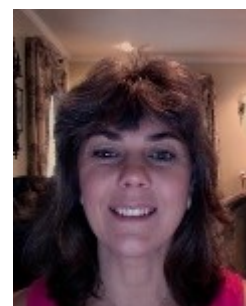
Joe DiGaetano
Vice Commodore



Bernard Creache
Past Commodore



Adam Getzel
Secretary

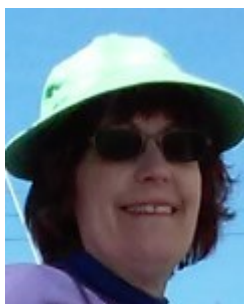


Jeannette Kozak
Treasurer

Committee Chairs



Richard Gard
Cruising



Kathy Nowicki
Dock Parties



Julie Creache
Juniors



Audrey Rosenberg
Membership



Kelley Fahey
Newsletter



Adam Getzel
Racing



Frank Schaffer
Racing



Richard Barker
Seminars/Historian/
Fundraising



Jim Priestley
Supplies



Chip Hitchens
Webmaster



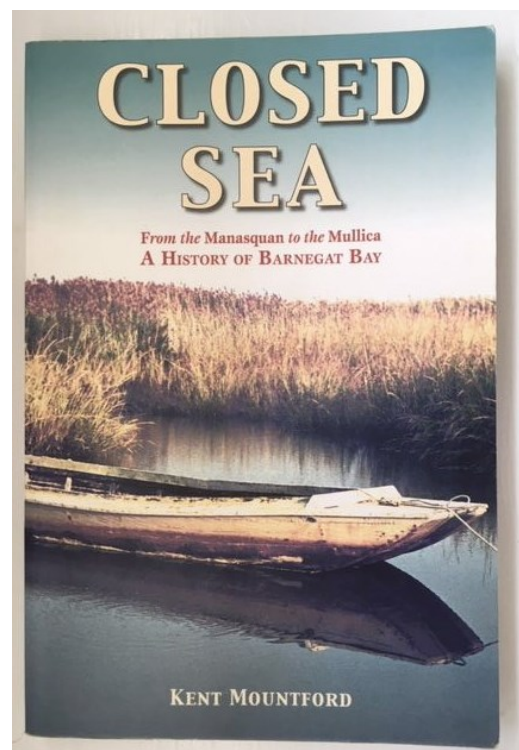
Windjammers Book Review

Richard Barker

I finished reading Closed Sea, A History of Barnegat Bay on our recent trip to Cape May. I always find it more interesting to read of specific areas while you are in that area. Another example, I read The Secret Life of Lobsters while in Bar Harbor (a great book, btw). But we are on the Bay every weekend and it is interesting to learn how towns, parks, inlets, etc. got their names. I'll share a few with you but I highly recommend that you read this book, available on Amazon for \$17.

In 1614 a Dutch explorer was commissioned to the coast of the North America. He came to what is now Absecon Inlet and named it Barende-gat, meaning breaking inlet. The bay itself was then named for the inlet until, after several changes, it was finally named Barnegat Bay.

Huddy Park is named for Capt. Joshua Huddy. During the Revolutionary War, Toms River was a very small, but very important seaport. It consisted of about 14 houses but because of the now nonexistent inlet that lead straight to the ocean its small seaport was critical for shipping and receiving war and other supplies to the Patriots. Capt. Huddy oversaw a small militia of about 30 Patriots that had built a blockhouse on a hill where Robbins St. runs today. The English invaded the hamlet and took Huddy and a few others captive and put him in a prison in New York. Eventually, in response to one of their own being hanged, the English took him to Atlantic Highlands, built a gallows, stood Huddy on a barrel, kicked the barrel out from under him, and left him hanging there all day as a warning to any Patriot who might be thinking of hanging a Tory. There is also a corresponding park in the Highlands in his memory.



In 1614 a Capt. Mey was sailing south along the coast and found an inlet deep enough for his ship to enter. He sent a small boat and some men to explore and they came back with reports of beaches covered with the nests of small breeding birds and so named the inlet Egg Harbor. Sailing further south they came to another inlet where the beaches were also covered with the nests of breeding birds, these being larger. This was named Great Egg Harbor and the former renamed Little Egg Harbor. Very cool! These names being passed down from the original explorers for over 400 years!

Closed Sea includes the history of the people (yes, even pirates!), the dozens of industries that prospered (and failed), the changing topography and much more. Even if you are not a huge history buff you should be interested to learn about the Bay we sail on. Two thumbs up!



DOCK PARTIES 2019

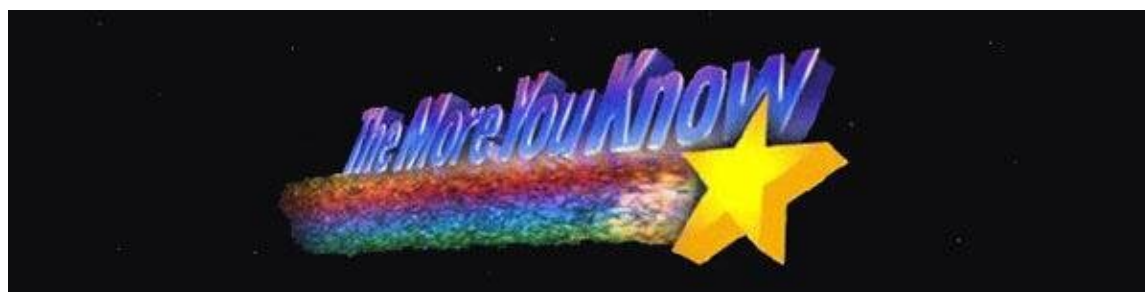
Kathy Nowicki, Dock Party Chair

Thanks to all our hosts/hostesses for our 2019 parties to date. The “Party like it was 1969” was a success despite the sweltering heat wave that day. The Ladies Helm; “Pursuit Race, Pearls, and Paella;” featured two kinds of paella to feast on. We still have several upcoming dock parties to round out our year. Please check your schedule for details. We are hosting the dinner for the Tall Oaks Challenge on Saturday, September 28 and will be asking club members to assist with bringing in dishes for that event. Would you like to host a party? We still need a host/hostess for the October 12th Oktoberfest. Contact Kathy Nowicki if you can help.

Breakfast on the Dock: We have one more “Breakfast on the Dock” scheduled for September 8th. A donation jar will be out for you to put in your contribution.

Upcoming Dock Party Events:

<u>DATE</u>	<u>PARTY</u>	<u>HOST/HOSTESS</u>
Sept. 1	Myers Hole: Appys on Beach	Club Members
Sept. 8	Breakfast on the Dock	Sheldon & Robin
Sept. 14	PIG ROAST: Celebration of Commodores	Phil & Nancy Onffroy
Sept. 21	Chili Cook off/Practice Race	Phil & Nancy Onffroy
Sept. 28	TALL OAKS Challenge: Dinner 5:00 pm Hamburgers/hot dogs etc..	Valerie Gard, Kathy Nowicki
Oct. 12	Oktoberfest	Host/hostess needed
Oct. 26	Spaghetti Night/Frostbite race	Valerie Gard



The More You Know!

By Richard Barker

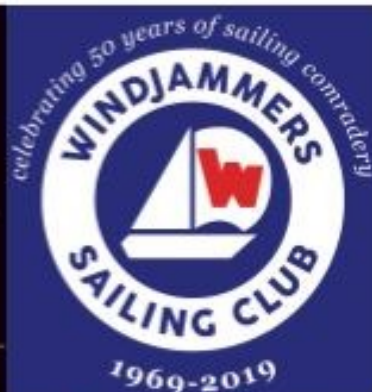
What we in the Windjammers call “Rum Cove” is known to the locals as “Black Hole” according to a very chatty fellow we met there a few weeks ago. Most navigation apps don’t name the anchorage at all, but do call the western side of the narrow channel into the anchorage “Rum Point”. One edition of Navionics even calls it St. Georges Thoroughfare Bay. You decide....



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WINDJAMMERS SAILING CLUB

<http://windjammersailing.com>



YOU'RE INVITED TO A

PIG ROAST



- **Saturday, Sept. 14, 2019**
- **Beginning at 5 PM**
- **Bring an appetizer or dessert**

When paid in advance:

\$30 per person*

\$15 children under 15

*\$35 per person when paid at the door

Pig Roast

Saturday, Sept. 14, 2019

Berkeley Island Park Pavilion

Bartlett Park at Berkeley Island
399 Brennan Concourse Bayville NJ

- ▶ **5 PM Appetizers**
- ▶ **6 PM Dinner**



Cavalcade of Commodores

Join us in recognizing all Commodores for their
service to the club in there past 50 years

Please send payment to:

Phil Onffroy

31 Berkshire Lane

Southampton NJ, 08088

RSVP by Sept. 6, 2019

to kathy.nowicki@windjammersailing.com





50 Years on Barnegat Bay

by Kathy & Jim Nowicki

Many Commodores who led the club throughout the years. What were their names? How many do you know?



1969 Gordon Stables
1970 Ken Giffault
1971 Chuck Wagner
1972 Chuck Wagner
1973 Ken Doremus
1974 Jerry Pidock
1975 Bill Kruske
1976 Val Bernhardt
1977 Herb Thonack
1978 Red Wertheim
1979 Dick Crown
1980 Andy Tennock
1981 Don Rock
1982 Bob Graney
1983 Jerry Martinez
1984 Walt Borig
1985 Sandy Rice
1986 Bill Ciunowicz
1987 Bill Jarvis
1988 Val Bernhardt
1989 Dick Van Doren
1990 John Leonard
1991 Pat Zagaria
1992 Bob Wexler
1993 Danny Crook

1994 Olwen Jarvis
1997 Judy Swank
1998 Mike Bandera
1999 Dennis Scanlon
2000 Ron Minchin
2001 Randy Laks
2002 Audrey Rosenberg
2003 Richard Barker
2004 Linda Laks
2005 Bob Fahey
2006 Maitin Rhode
2007 Dave Zailik
2008 Justin Pasca
2009 Frank Schaffer
2010 Kelley Fahey
2011 Cliff Simpson
2012 Jim Nowicki
2013 Don Kozak
2014 Richard Gard
2015 Elizabeth Schaffer
2016 Dawn Almada
2017 Richard Barker
2018 Bernard Creache
2019 Phil Onffroy





Straight to Block Island on the Inside

Val Bernhardt

Note from Phil Onffroy: In 1987, Val Bernhardt and family made the trip to Block Island up the inside via Long Island Sound. He gave me the story on a suitably yellowed manuscript printed on a dot matrix printer (circa late 1980's?). Here is a transcribed copy of that original article.

Straight to Block island on the Inside?

A Sailing Memory by Val Bernhardt

It was a beautiful moon lit night with light south westerly winds, an outgoing tide and a lumpy sea that greeted the four excited crew on-board the *White Wave*. Earlier that Friday evening August 7, 1987, the ice and food were stored aboard along with clothes for two people for two weeks and more clothes for two who would be leaving after one week. The water tanks were filled along with the 18 gallon gas tank. Our safety lines were run from stern to bow on port and starboard decks. Harnesses were tried on and stowed by those who were off watch. WE WERE READY!!

At 10:00 PM, we untied the *White Wave* from our slip at Manasquan River Yacht Club, motored out to the channel to wait for our friends aboard the *Aubrey Burr*, a Hood 38. After 15 minutes of waiting and no sign of the *Aubrey Burr*, we started up river to see what was delaying them. We finally made radio contact and learned they were trying to get water and fuel at 10:00 pm on a Friday night! By 10:30 pm, the captain of the *White Wave* had about lost his patience! We started back down the Manasquan River and called the Route 35 bridge on channel 13 to ask for an opening. Soon after the *Aubrey Burr* was seen steaming down the channel to catch the bridge. They made it! But we both got caught by the railroad bridge.

We finally cleared the inlet around 11:00 pm with no sign of the *Aubrey Burr* who had made a last attempt at some fuel at Brielle Yacht Club gas dock. The sail up the coast was slower than what we had hoped for with the wind on our stern and the slatting of the sails in the lumpy ocean was not the greatest. We found that running off shore on a broad reach for a few miles then back towards the beach on the opposite tack gave us a much smoother, quieter, and faster ride. The moon was so bright that it was almost like sailing on a cloudy day. As we approached Sandy Hook Bay, the lights from the Verrazano Bridge, Coney Island, and New York City made the sky even brighter. By 5:00 AM, we were sailing under the Verrazano Bridge and the tide was turning and starting to flood up the Hudson River. We continued on past Governor's Island and on through the East River aided by the flood tide. As we passed Gracie Mansion just before Hell Gate we were making 10.2 knots over land which was read off the Loran and confirmed by the *Aubrey Burr's* Loran. By 7:00 AM, we had cleared the Throgs Neck Bridge and were approaching Stepping Stones Rock off City Island. The wind was about 8 knots on our stern so both boats set spinnakers, ours a cruising spinnaker and *Aubrey Burr* a small full spinnaker. This allowed us to make about 4 to 4.5 knots on a broad reach.

The crazy Long Island winds died then picked up. Then they would die again and pick up again a little stronger each time. By mid-day, we were sailing at about 5 knots on a broad reach. Even though the winds were lighter than we had wanted, we did have the tide with us until about 5:00 pm. Just west of Mattituck, we



(Straight to Block Island, continued)

turned on our iron wind to keep us moving against the incoming tide and motor sailed into the night. At about 11:00 pm with some light cloud cover and fog covering the moon we thought we were in for some poor visibility. I guess our prayers were heard because the fog lifted and the moon played in and out of the clouds most of the evening.

By 12 midnight, we were approaching the Race just off Little Gull Island. Again we were riding the tide out of Long Island Sound into Block Island Sound. Right between Valiant Rock and Little Gull found us doing in excess of 10 knots over land with the help of the tide. With about 4 hours to go to enter Great Salt Pond the captain of the *White Wave* caught some well needed shut eye and left his competent crew (Jennifer) to get us to the entrance of Great Salt Pond. The balance of the crew was already sacked out. By 4:30 am Sunday morning August 9, 29 ½ hours after leaving Manasquan Inlet we were anchored in the eastern corner of Block Island.

Sleep was the major activity until a little after 10:00 AM. We then went for a swim in the “cool” New England water. After a quick brunch we dinghied ashore to release some of the stored-up shopping energy accumulated during the last 36 hours. Later that evening we joined our friends aboard the *Aubrey Burr* for cocktails and later accompanied them for dinner at the Atlantic Restaurant atop a hill overlooking Block Island Sound. The dinner was just great but the unforecasted thunder storms and winds that started around 9:00 PM made everyone uneasy. We caught a cab back to Great Salt Pond around 11:00 and was told by the cab driver that because of the winds and heavy rain, the launch was not running! Shore enough, when we arrived at the dock we heard the bad news about the drifting boats, the Coast Guard’s attempt to rescue and re anchor numerous boats. After about a half an hour, the launch operator announced he would try and get us to our boats before it got bad again. Out into the dark we went looking and hoping to find our boats where we left them. *White Wave* was right where we had anchored her, anchor sail holding her bow into the 30 mph plus winds, and thank God, the small lunch hook still holding.

We watched the launch carry our friends from the *Aubrey Burr* off into the dark, wet and windy night in search of their boat. The next morning, brought sunshine and a very pleasant day. One thing was missing. *Aubrey Burr* and crew were nowhere to be found. Later we found them anchored at the far end near the entrance to Great Salt Pond. We listened to their story of not finding the boat until after 2:00 AM, how they called the Coast Guard and were told that they remembered stopping the boat from drifting out the inlet to Great Salt Pond but could not remember exactly where they re-anchored the *Aubrey Burr*. They eventually found it through the heavy rain and bad visibility, got on board and set a second anchor, and sacked out for some much-needed sleep. Luckily no damage had occurred.

The rest of our 2 weeks vacation had perfect weather. No rain or thunder storms. We visited Martha’s Vineyard, Newport, Rhode Island; Noank, CT; Essex, CT; Hamburg Cove at Lyme, CT; Port Jefferson, Long Island and Larchmont, NY. Our daughter Jennifer and her friend Robin left us at Noank after the first week. They were picked up by our good friends Joan and Dick Van Doren and Martina and I continued on by ourselves. We had a great trip from Larchmont Yacht Club to Cedar Creek Marina, about 85 miles in 13 ½ hours. Long Island is a great place to cruise, and although we have spent about 10 vacations on the Sound there are many other places to visit. We always look forward to our next trip.



Upcoming Events

For the most up-to-date events, see the Windjammers website: <http://windjammersailing.com/>

- | | |
|-----------------------|--|
| Aug 31 st | Labor Day cruise to Myer's Hole
Newsletter Publication |
| Sept 8 th | Breakfast on the dock |
| Sept 14 th | SUP (Stand Up Paddleboard) & Kayak Races – Race location & time TBD
WJSC Pig Roast & Past Commodores Celebration @ Berkley Island Park Pavilion
5PM-Appetizers, 6PM-Dinner |
| Sept 21 st | Practice Races for Tall Oaks Challenge - Captain's Meeting @ CCSC dock @ 10:00
Chili Cook Off on the dock @ 5:00 |
| Sept 28 th | Tall Oaks Race for Challenge Cup – Details TBD
WJSC – hosts party @ Berkley Island Park Pavilion immediately following the race |
| Oct 12 th | Octoberfest Dock Party - on the dock 5:00 |
| Oct 26 th | Frostbite Race - Captains Meeting @ CCSC dock @ 10:00
Spaghetti & Meatballs dock party - on the dock 5:00 |
| Jan 18, 2020 | – Winter Dinner – Captain's Inn |

Just for Laughs...

THERE ARE TWO TYPES OF SAILORS WHO HAVE NEVER RUN AGROUND



ONE TYPE HAS NEVER LEFT THE HARBOUR AND THE OTHER TYPE(S) ARE FULL OF SHIT



Trip to Azores

Don Kozak

On May 25th, Ivan Lopez and crew, set sail from the Barnegat Bay aboard Ivan's Catalina 370, Moraira, for points East. The final destination would be on the Spanish coast in the port of Huelva, which was the embarkation port from which Christopher Columbus sailed his trips to the then unknown new world. A planned stop in the Azores, Hotra on the island of Faial, was included to provide a break to refit and refuel for the final push on to Spain. I, along with fellow Windjammer Frank Schaffer, and Collin Vance, a long time friend of Ivan's and sailing mate, were asked to crew on this once in a lifetime adventure offered by Ivan. All of us had made the previous trip with Ivan to Bermuda, and Ivan was interested in replicating the same crew. Planning for the trip fell predominately with Ivan but as we, the crew, signed on for this journey, we too were brought into the planning and execution of various parts that Ivan wished for us to assist with. Frank volunteered for managing the food, both procuring and cooking, while I was tasked with issues related to navigation and route planning. Active planning and meetings began at the beginning of the year.



Decisions were made to use a service for weather and route planning that would help us navigate the Gulf Stream and would also provide guidance on departure timing as it related to crossing the Atlantic. I had suggested Jennifer Clarks's service as she and her husband Dane Clark, have a good reputation providing weather advice for blue water cruisers and Gulf Stream tactical advice for racers in the Newport to Bermuda races. Ivan had done considerable research on the best time to leave New Jersey for the Azores and, Dane, the weather expert (Jennifer is the Gulf Stream guru) agreed that the 25th of May, that Ivan had been using for planning, was a good time to leave on a multi week ocean crossing. We were lucky, the previous week had some early potential to produce strong gale force weather and was strong enough to even catch the attention of the national media. We were able to slip out without that drama. Planning the length of an ocean voyage in a sailboat requires a bit of optimism, knowledge of your boats potential, and the currents, plus a bit of good luck. Ivan estimated we would take between 16 and 20 days: we would come in on the low end.



Departure from Ivan's slip at Silver Cloud marina on the Forked River was planned for around 3pm. A large group of family and well wishers (including a large number of Windjammers) made the departure memorable. Actual departure was 4:37pm EDT and for anyone who witnessed it, was a very slow backing out of the slip. Weather on land in New Jersey was nice but cool on shore and we all knew that once out on the open water, the temperature would drop. Clearing the marina, I took the time to put thermal underwear under my departure clothing, I think others did the same. We were not disappointed as the Barnegat Bay air temperature was in the upper 50's to low 60's with a brisk wind as we motored toward Oyster Creek Channel.



(Trip to Azores, continued)

We reached the open Ocean at 6:25pm EDT, and after clearing the breakers, Ivan shut down the engine and we started our long sail to the Azores.

Our initial course from Barnegat Light was not directly to the East toward destination, but of a southeasterly course suggested by Jennifer Clark to catch the meandering Gulf Stream. Water in the ocean was measured at 53F, which should have corresponded pretty close to the air temperature, it would be a cold first night.

Determining when we were actually in the Gulf Stream is a function of noting your SOG (speed over ground) and verifying that with a rise in water temperature. Both events would commence at sometime before 5:30am on the Monday, the second day at sea. Water temps would rise and fall the whole trip but we would never see a low of 53F again. Temps early on in the Gulf Stream would top out at 85F. Most



of the first week, water temps would generally be observed around the upper 70's. This would be the case until the Gulf Stream weakened to a modest push rather than the early rush we saw during the first half of the trip.



Winds and current favored us most of the trip. Current was consistently above 2 knots and was recorded as high as 3.5 knots. With a favorable wind and current, and maybe a good surf down some following seas, Moreira, was seen doing 13 knots SOG!! Not often and never more than the time coming down a wave, but 10+ was very common. We moved very well when we had a good wind from the beam and the waves did not hamper us. Logged miles per day seldom were less than 150 and a record of 170 was set one day, I don't have the info in my notes, but Ivan's good spirt was easily noted during these early days with a good wind.

Hopefully Frank will write to talk about his observations, and more importantly, his experience from the galley. We all ate well, but I would leave it to him to discuss the details. Navigation, especially when someone else has charted the best route through the seas, is a pretty easy affair, mainly plotting the waypoints provided in the GPS and following the line to the next point. All shared the helm, but the real work was provided by the consistent, and reliable Raymarine autopilot, steering virtually the whole trip to the Azores. The second leg did provide a hiccup, but I'll let someone who was there share that story.



Watches: most questions I've been asked relate to sleeping arrangements, such as who slept when. It was decided before departure that Frank and I would team up while Ivan and Collin took the other shift. The first couple nights, we started the night rest/on deck crew, at 10pm. Each team was "on" for 4 hours. Frank and I were

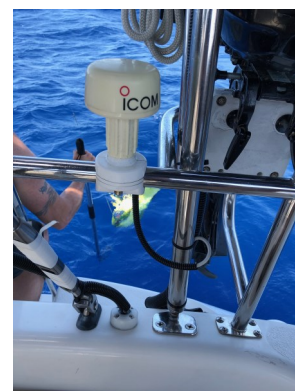


(Trip to Azores, continued)

“on” the first night, first shift, however each night we switched off who got the first shift. Using a 4 hour shift, it would work out that the first “on” would also be the last “on”. Only three shifts were “on” for the night. Night one had us change out at 0200 am and then back to the first group at 0600 am. On the days when Ivan and Collin worked the 1st and 3rd shift, Ivan would be boiling water and making coffee after setting up for the last shift. By 10am it was assumed we all would be up and rest was a more informal affair. As we proceeded further east, the sun naturally set at an earlier time relative to the Eastern Daylight time we used for this leg until we arrived in Horta.



During our shift, Frank and I traded off each hour at the helm, with the other guy in the cockpit in a semi-conscious state ready to help if called upon. While Moraira may be a large bay cruiser, she was definitely tight when Frank and Ivan filled both ends of the boat with required supplies and our personal belongings. As a result, we had to hot bunk when in rest in the main cabin, I shared the starboard side with Ivan. Rumors that Frank snores very loudly are true. Less known is that Collin sleeps very, very soundly and (we think) Ivan might not sleep at all. Just my opinion.



On the previous trip to Bermuda, I slept through great sightings of dolphins that followed the boat one early evening. Ivan has a great video of that event and it is worth the watch, if he still has it. This trip I did see some great dolphin visits, but they always would find a way to disappear right as I would attempt to grab a camera/phone. Frank has posted a video of whales he saw, but unlike dolphins, they don't get up close and personal. I did personally witness, a tail flip by a whale, for which I think no one else saw. Lucky me.



If you have done any ocean boating with Ivan, you probably know he smokes cigars and fishes, usually at the same time. Ask any of us, and we can supply videos of Ivan both fishing (catching fish in the video) and smoking a cigar, at the same time. No, he never lost either a fish or a cigar. My guess if something had to give, he would save the cigar and lose the fish if it came to that. We were lucky in that we caught three fish on the first leg, two tunas and Dorado (Mahi Mahi). The bad was they all came too quickly and early in the trip. It threw Frank's food plan in disarray and by the time the Dorado landed (a whopper of a fish) we were sick of fish. The sharks thanked us for the leftovers.





(Trip to Azores, continued)

As mentioned in the beginning, we had a weather forecast for our departure which was favorable. The caveat was that by day 7, Friday, our weatherman, Dane, had forecast we would possibly see 20 foot seas with winds up to 40 knots. Much was prepared the night before this forecasted event and luckily, it never lived up to its potential or hype. We did have wind and waves, and both were strong at times but only once on the first leg, did the captain feel the need to hove-to to rest or eat and it was a short one at that. By Tuesday, June 4, the worst of the wind and seas were permanently behind us, we would see, for the first time, something close to flat seas.

We had finally broken loose from the east coast weather systems and were now under the influence of the Azores high. The engine, which had barely been used since clearing the sea walls of Barnegat, was now to see serious duty. Ivan had decided in planning, to supplement the internal fuel capacity with an additional 60 gallons. Along with Moraira's internal tanks, we had over 100 gallons of diesel. At this point it became a wind vs motor ride with the need to sail until close enough to destination to motor in without assistance. As it turned out, the wind Gods continued to favor us as Ivan pulled into port with 40 gallons unused.



One other interesting part of the daily routine was something Frank had researched and helped implement. When crossing blue water, sailors of small, sail-powered boats, often sail in groups, sometimes formally with a lot of planning and organization, other times just using a radio net to provide information from fellow boaters on a similar itinerary. We were using one of these radio nets Frank had made contact with and made nightly calls to them on a pre determined HF frequency at set time. This provided a back up to our SAT tracking which provided our 21st century communication and tracking with an old school more human experience. Nightly we checked in with about 8 to 10 other boats, sailing to similar ports or the same one, some a day or more behind, others in front. Our radio net originated in North Carolina and due to issues related to using High Frequency (HF) we did not get our check-ins successfully out every night. Part of the process that Frank set up, included land contact with our families. For reasons you would have to ask Frank, my home phone was used and on the evening we were unable to communicate with North Carolina, Jeanette was reaching out asking for information and revealing that we had not contacted them. Thankfully, I had emailed Jeanette earlier in the evening and the message was passed along to our friends looking out for us in NC. We had better luck the following evening and we were told about the call to NJ. All was good and we continued to relay our positions and conditions for the remaining time at sea.





(Trip to Azores, continued)

On Monday 3 June, near the mid point of the trip, we heard another boat on the VHF talking or attempting to talk to another boater. We connected, shared our lat/log position and determined we were about 15 miles apart. We never did see them visually but "Sole Purpose" shared information that gave us another interesting reason to check in with fellow sailors. Another, more localized net, based off of or at least managed by another boat in the general area. Communication between these boats and with us was much clearer and we had a more personal connection on this net, which took place at 8 am EDT every morning. There were other boats on the local net, but other than Sole Purpose", I only logged the name "Good Karma". I was able to track down "Good Karma", a Lagoon 38 with a crew of three, in Horta harbor and give a personal greeting.

Our destination in the Azores was always planned for Horta, on the island of Faial. Faial is the second island approaching from the west and is the first major port within the Azores when traveling east. From the discussion on the 8am net, we were aware that fuel was available on the western most island, Flores. Winds favored us and allowed us to pass Flores with nothing more than a backdrop for some pictures and a happy reminder that our days at sea were approaching an end. Horta may be a major destination for cruising sailors and some adventurous European tourists, but you can walk from city center/port to the edge of town in probably 15 minutes. Large is definitely a relative thing when talking population on this island. Wikipedia notes the population of the island of Faial at just under 15,000 in 2011.



We arrived on Monday, June 11th, sixteen days after leaving New Jersey, at 4pm. Several calls to the harbor (the contact method for reaching immigration) failed to get a response. Plans to pull up to a dock, as we had in Bermuda, were quickly switched to drop anchor and wait until we could get their attention. Fears arose that we could be obliged to spend the night in harbor aboard Moraira if we could not clear immigration before the office closed. I asked a passing sailor in his dink when the office closed and he speculated 5. Not good. Captain Ivan ordered the dingy inflated and was just finished with that when I was able to get a response from the harbor around 4:30. A mad rush ensued as Ivan and Collin proved that two men can indeed make putting a light weight outboard engine on a dingy look and seem dangerous. To make matters worse, Ivan could not get the engine started, time was ticking, we all worried about missing out on the nightlife of Horta for that night, as Ivan futilely pulled on the starter rope. I was called to find the dingy oars buried deep under Franks remaining provisions. With oars in hand and ready to go, Ivan got the engine started. Ivan left for the dock, with seemingly little time to arrive by 5 o'clock and we all hoped for the best. Ivan, with our passports and boat documents at hand, motored out about 100 yards when the engine decided it had enough for the day. Some levity for the





(Trip to Azores, continued)

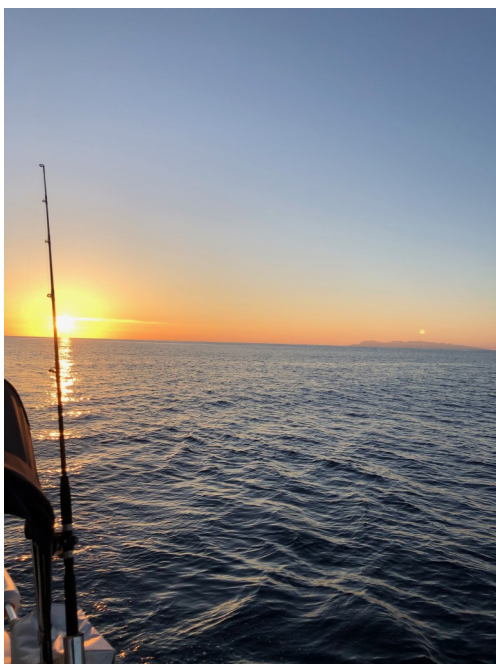
remaining crew on Moraira, watching Ivan futilely attempt to restart the engine as he bobbed out of reach of our help. Thankfully he did have the oars and off went Ivan rowing to shore.

About 6:30, Ivan returned to the boat, relief crewman Juan from Spain in tow, my replacement for the second leg on to Spain. Lucky for us, immigration was open to 8pm and even if it wasn't, we were ok to depart to shore for 24 hours in the event it was closed.

We quickly found the local watering hole for blue water cruisers, Frank and I secured a land based bed and all was good. Horta and the isle of Faial offer ample diversions. For cruisers, the place to meet was Pete's Bar, right in front of the marina. We could usually be found somewhere near or in Pete's when a cold one was in order.

So the boat trip, part one was complete. Frank and I left for a hotel, me with all my belongings and Frank with clean clothes and enough money

to buy a drink. Once near the end of our first leg we had a good idea of the day we would arrive in port, I texted Jeanette and had her buy me a one way ticket from Horta to Lisbon, the only destination from the Azores to mainland Europe. I had her book me out on Thursday am, allowing me to enjoy a couple days with the crew of Moraira and tour the island. Ivan had advised Frank and Collin that the turn time on Horta could be as short as 48 hours. Assuming this, I had guessed I would be seeing them off Wednesday evening as they headed on to Huelva. Such would not be the case as they would wait 8 days for the proper weather window. As I didn't share that part of the journey, I will leave it to others to give details to their experiences landing in Spain.



We all had a good trip, not without issues, mostly related to four guys trying to not kill each other over stupid annoyances and petty differences. All was pretty good in that area and we all seemed to get on in port in Horta and managed to keep each other out of jail! If you enjoyed this brief reading of the Windjammers first ocean crossing, please ask the other crew to share their experiences and memories of our trip to Azores/ Spain. There are more stories, most we can share, feel free ask. It was an experience of a lifetime and, at least for some of us, the only time we intend to sail out of site of land, but most of us said that after making harbor in Bermuda, so, who knows!



Four
winds

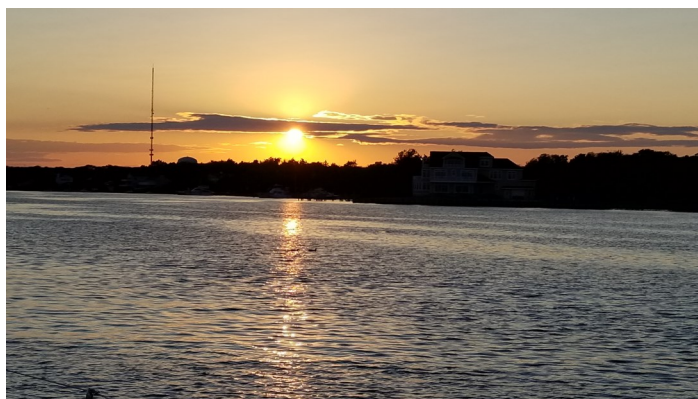
WINDJAMMERS SAILING CLUB

<http://windjammersailing.com>

Racing

Friday Night Race Series By Adam Getzel— Racing Co-Chair

Planned around the summer solstice to take maximum advantage of daylight, the Windjammers Race Committee hosted our 2nd annual Friday Night Race Series. After the races, we would enjoy the sunset then meet at Cedar Creek Sailing Center for dinner together. Everyone won and the sunsets were our trophies. Thanks for your participation keep your skills sharp, the Tall Oaks Challenge is approaching!!!

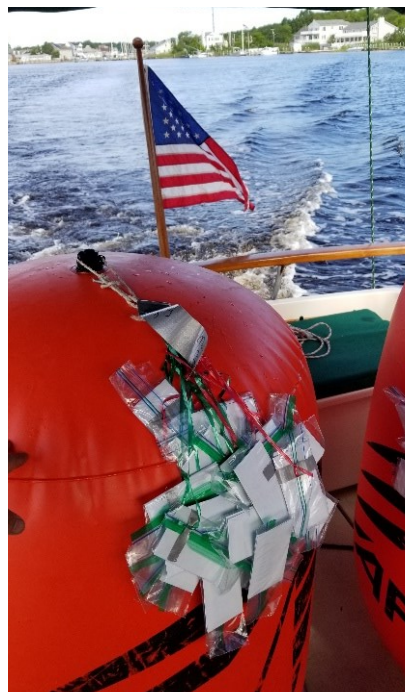




Racing

Father's Day Poker Run By Adam Getzel— Racing Co-Chair

Windjammers usually hold a race for Father's Day. In keeping with the spirit of a family event and to increase participation, we had a non-traditional sailing competition, a Poker Run. Dads & participating vessels collected playing cards from two marks throughout the day. The number of cards collected depended on how many kids/grandkids went with their dads & grand-dads. More family on board = more cards. Later that evening during another fantastic dock party, all Dads played Texas Hold'em with their hands. Joe DiGaetano was our winner! Special thanks to Tom Wright for both early morning rides on the Shamrock to set the marks!



Why couldn't the
ship's crew
play cards?

The skipper was
sitting on the deck!



Racing

Ladies Helm Race By Adam Getzel— Racing Co-Chair

The Ladies Helm Race this year drew 5 young ladies this year ranging from veterans to virgins. To avoid the crowding that's usually associated with sailboat racing starts, we had a pursuit start. Pursuit starts are based on each boat's PHRF rating. This rating is used to determine start times for each boat. First over the line wins. The course was 2 laps of a 5 mile course. Thank you to both our patrol boats and Race Committee Natasha, Frank, Tom & Val.

The finishes were:

Trial & Heir	DQ'ed
Natural High	2:41:35
Restless	2:23:58
Sashay	2:20:14
Tiki	2:16:09



The day's hard work was rewarded with The Iron Women's Feast— this year was Paella. We talked sailing & played games together for most of the night. The following morning a slightly smaller crowd joined for 'Breakfast on the Dock'.



Left photo: Angela Getzel won the Ladies Helm race for the 8th consecutive time and was being awarded the trophy by Race Chair, Adam, her husband.



Bob Cutuli and the Bachelorette Cruise

Richard Barker



Bob Cutuli Takes 14 Girls on a Bachelorette Cruise!

Six young ladies were kayaking up Cedar Creek when they encountered Bob and Pat Cutuli lounging on their boat, Bob, of course, asked them if they wanted to go sailing. They answered that they would love to but they had some additional friends attending a bachelorette party that would like to come, too. "How many?"

Bob asked. "Eight more" they replied. Bob said "sure, no problem" and half an hour later with Richard and Robert Wewers as crew, they were headed for the Bay. None of the ladies had ever been on a sailboat before and they all had a wonderful time. The Capt and were even invited to the wedding!



Four
winds

WINDJAMMERS SAILING CLUB

<http://windjammersailing.com>



WINDJAMMERS PHOTO CONTEST

Richard Barker, Historian

Announcing the 1st Annual Windjammers Photo Contest! This season your best photos could win the first annual Photo Contest! Submit your three best photos in any or all of three categories: *scenic*, *people*, and *action* in November and you may win a prize (to be determined later). There will be two prizes in each category and two prizes for best in show. Photos may be in color or B & W but no Photoshop beyond basic cropping, color adjusting, or desaturating to create B & W from color. You can submit photos at any time during the season, but they must be in by Nov 1st and be sailing related, of course. As this is our first contest, the rules and categories may be adjusted as we proceed, so please offer suggestions to Richard.barker@windjammersailing.com.

