

THE SHOREBIRD



Winter 2005/2006
Volume 2, Issue 2

The Fleet Newsletter of the Sandpiper Class of Barnegat Bay

Pipers, Pipers Everywhere

By Jim Cadranell

Better late than never, welcome to the Winter 2005/2006 issue of *The Shorebird*. In recent days I have heard a flurry of good news that our fleet is still expanding quickly. Marshall Marine is currently building nine Sandpipers, eight of which are destined for New Jersey. Two boats are headed to Seaside and five to Metedeconk. This continues our great momentum from the last two seasons. In fact, we were tied with the M Scows for the largest fleet in the BBYRA in 2005, with 15 qualifiers. As recently as two years ago it seemed like a lofty goal to have 20 Sandpipers in a race, and now we are within striking distance of having 20 *qualifiers* in the BBYRA. Although all the new boats won't race in the BBYRA, it certainly bodes well for the class to see the number of boats in the fleet growing.

With the bigger fleet, I think we would all agree that the level of competition is getting really

Sandpiper Class Fall Meeting Highlights

By Jim Cadranell

The Sandpiper Class of Barnegat Bay held their fall class meeting on October 22 at BHYC. Here are the highlights from Mimi Dimon's minutes:

- ♦ BBYRA NUMBER OF RACES. Everyone liked last year's schedule of 12 races and would even consider adding a double race day at BHYC/MCYC.
- ♦ MAXIMUM WIND SPEED. The Sandpiper limit would remain 18 mph.
- ♦ CREW TROPHIES. Everyone liked having crew

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great. In the BBYRA this year, if you could crack the top five in any race, you felt pretty good. In light of the stiff competition in the BBYRA, it makes it that much more impressive that Mimi Dimon captured her seventh Bay Championship in convincing fashion: 5 firsts in 10 races and an 8-point margin of victory. Congratulations, Mimi.

The upcoming season should be our best ever. Make sure to tell the other sailors you run across how much fun we are having in the Sandpiper class. You never know who might be the next convert to try their hand in our sturdy little catboats. ♦

trophies and we will ask the BBYRA to continue to award them.

- ♦ GREEN FLAG. We will ask the BBYRA to fly the green flag high enough on the Race Committee boat so it can be readily seen.
- ♦ BACK-TO-BACK RACES. Presently, no warning signal will be made after 11:30 am. We will ask for this to be changed to no later than 12 noon.

Please see *Fall Meeting* on page 3

2005 Round-Up and Results

By Jim Cadranell

The 2005 season was a big leap forward for the Sandpiper Class of Barnegat Bay. We again set a record for our class in the BBYRA with 15 qualifiers. The competition was excellent with veteran sailors like Jim Urner, George Francis, Paul Adams, John Cutting, and Mimi Dimon all taking victories. Our prizes went five deep in the BBYRA thanks to the efforts of Ed King and Sam Starkey, who made it out enough times to qualify, despite both also sailing other classes on the Bay. Mimi Dimon won her seventh Bay Championship with a very strong showing. Past Bay Champion Jim Urner wrapped up

his career on the Bay, saying "I think 60 years going Down Bay is enough," but went out in style taking a rooster at Normandy Beach and a fourth place season finish. The special races all had good turnouts and competitive racing.

On a personal note for the 2005 season, I was very proud to win the O.G. Dale Memorial Trophy for sportsmanship as a member of the Sandpiper fleet. Having such a great bunch of sailors in your fleet makes it very easy to be a good sport. Thanks to everyone for making our racing so much fun. ♦

2005 Finishes in Inter-Club Sandpiper Events

Spring Series

1. Ed King
2. Mimi Dimon
3. Jim Cadranell

Callahan Memorial

1. Jim Cadranell
2. Connie Pilling
3. Dan Harding

Evening Catboats

1. Jim Cadranell
2. Ed King
3. Ed Maritz

Adams Memorial

1. Jim Dunn
2. Paul Gelenitis
3. Jim Cadranell

Spring Tune-Up

1. Jim & Gail Dunn
2. Ed King
3. Jim Cadranell

Ver Planck

1. Tay Adams
2. Gail Dunn
3. Jane Lizell

BBYRA

1. Mimi Dimon
2. John Cutting
3. Jim Cadranell
4. Jim Urner
5. George Francis

Fall Series

1. Paul Gelenitis
2. Ed King
3. Eric Lehnnes



Ed King (left) was unstoppable in the Spring Series. Pictured above with Ed, from left: Mary Beth King, Lisa Borowicki, Mimi Dimon, Chris Daesener and Jim Cadranell.



Fall Series top finishers pictured with their prizes, from left: Eric Lehnnes, Alex Lehnnes, Kristen Gelenitis, Paul Gelenitis, Ed King and Mary Beth King.

Do You Belong to the CBA?

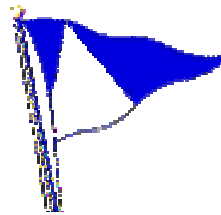
By Jim Cadranell

If you don't already belong to the CBA, you should consider joining. The CBA is The Catboat Association, founded in 1962 with the objectives of promoting interest in catboats, exchanging information via a bulletin, encouraging cruising catboat races and to research and preserve the historical aspects of the catboat for educational purposes. Membership is open to all owners of catboats including decked and non-cruising types, and catboat enthusiasts. The association currently has about 1,500 members across the country and around the world. The modest initiation fee of \$30.00 and annual dues of \$20.00 entitle you to a subscription to The CBA Bulletin, published three times per year, and a copy of the CBA Yearbook, which lists all members and their catboats.

The CBA Bulletin is alone worth the dues. The Bulletin is packed with old catboat photos, race results, tips on sailing and maintaining catboats, and interesting articles on cruising and catboat history. There is also a classified section which

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- ◆ CLASS LOGO. A motion was made and approved that all Sandpipers must have the "Sandpiper Bird" (the older, "fat" Sandpiper) on the sail. The cost for two logos is \$15.00 per set plus tax (Mimi called Beaton Sails). Jim Cadranell will include this info in our newsletter and we will order all at the same time so we can have them made this winter when the sail makers are not as busy.
- ◆ GROUP SAIL PURCHASE. Jim will coordinate this via email if any one is interested.
- ◆ SAIL MEASUREMENT TEMPLATE. Mimi to continue to work on this project. It is feasible but additional discussion is needed with Henry



The Catboat Association burgee is a white gaff-rigged sail on a field of blue. It was designed by the late Lois Darling, illustrator of Kenneth Grahame's The Wind in the Willows, and a long-time member of the CBA.

usually includes a few used Sandpipers for sale. Over the years the CBA Bulletin has published some very helpful articles on handling a catboat and racing tips. All the articles are indexed and back issues can be ordered.

Each February the CBA has an annual meeting in Newport which draws a large crowd of catboat enthusiasts. They have seminars on various catboat topics and also an exhibit hall with many of the builders as well as members selling catboat gear. I have never attended, but it sounds like a good excuse to go to Newport, which is always a worthwhile trip. This year's meeting is Feb. 3-5.

Information on joining the CBA, as well as a membership form, can be found on their webpage, www.catboats.org.◆

Bossett of North Sails as to the design.

- ◆ ADJUSTABLE OUTHAUL. John Cutting would like the class to consider allowing the outhaul to be adjusted during the race. John will sketch a workable outhaul system that will be adjustable from inside the boat. John did state that the Sanderling fleet allows adjustments during the race. Jim will include in the next newsletter and voting will be by email with a time limit of two weeks to respond (email your vote to jcadranell@comcast.net by 2/15/06).
- ◆ SPRING MEETING, SAIL MEASUREMENT, COOKOUT. Thanks to the efforts of Anne Kennard and friends, this has been very successful and a lot of fun. Mimi to ask Anne to host this again in 2006 with the same Please see *Fall Meeting* on page 5

The Tides of Barnegat

By Jim Cadranell

If you are like me, figuring out the currents on Barnegat Bay is confusing. To see if we could all improve our finishes by using currents to our advantage, I consulted some of the best racing minds on the Bay. Herewith, a summary of their thoughts--but first some basics on racing in current.

Generally speaking, when racing in current, you want to sail where the current is helping you the most or hurting you the least. If current is steady across the entire racing area, you needn't worry about it particularly, because all boats will be affected to the same degree. The common image is to picture all the boats sitting on a tablecloth being pulled together across a table. There is no strategic advantage afforded by the current other than being cognizant of it when judging laylines. However, current is rarely that steady across a racecourse, so you can pick up a strategic advantage by knowing which way the current is flowing and where the strength varies. Current flows faster through narrow, deep areas and slower over wide, shallow areas. Where the shoreline has lots of contour, the current can have unusual, localized patterns, such as back-eddies behind a point of land.

Are these variables significant enough to keep in mind when racing on Barnegat Bay? Not really, said our experts, although the answer did depend on where you are on the Bay. The general consensus is that current is not a crucial factor on the Green Island Course, but it does come into play somewhat on the Metedeconk, from Mantoloking south to about Seaweed Point, and below the Seaside bridge. On the Green Island course the currents are fairly weak. This in itself was an interesting topic. The tidal flow comes into the Bay from the north at Mantoloking by way of the Manasquan Inlet and the Point

Pleasant Canal and from the south through the Barnegat Inlet. The tidal range at the inlets is 3 feet and currents can run over 2 knots. By the time the water gets to the Upper Bay, the range is only 0.4 feet and currents are greatly diminished. One of the things I was confused about was where the dividing line is where water goes out the Manasquan Inlet to the north and out the Barnegat Inlet to the south. Apparently I was not the only one unsure about this as responses ranged all the way from Hankins Point to the Seaside bridge. Runnie Colie's years of experience leads him to believe that the dividing line is between Hankins Point and Green Island. A study of the times of high tide on a given day (shown in red on the chart for June 24, 2006), seem to support Runnie's belief that water from the south comes all the way up to Kettle Creek. In any event, by the time the water has traveled all the way to Green Island and meets up with the opposing flow, it's moving pretty slowly. I attempted to draw a tidal current chart (see page 6) to help visualize currents during a flood tide in the Bay. For an ebb tide, reverse the arrows. Take it with a grain of salt.

Many made the observation that predicting tides on the Bay is far from an exact science given the effects of wind. We have all seen how a strong prolonged southerly can stack up water at the north end of the Bay and cause flooding. At that point you can forget about your tide tables. Dan Crabbe put it succinctly: "any prediction based on tide tables for the two BBYRA courses is purely coincidental."

To learn more, I did some research on the Internet. I found that a Robert J. Chant, PhD from the Institute of Marine and Coastal Sciences at Rutgers University had written an article in 2000 with the imposing title, "Tidal and Subtidal Motion in the Barnegat Bay/Little Egg Harbor Estuarine System."

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This sounded like my man. I reached Dr. Chant on the telephone, feeling a little sheepish for bothering such an academic man with my strange questions. As I explained my quest, to my great relief Dr. Chant responded, "Of course I can appreciate the importance of a tenth of a knot of current. I am a sailor and race Thistles."

Dr. Chant enthusiastically told me as much as he could about how currents might affect racing on the Bay. He never tested how far water from the south went up the Bay, but he thought Runnie's theory was plausible. He confirmed that wind plays a big role in the circulation patterns of water on the Bay. He made some general observations that currents should be stronger on the western shore of the Bay where the water is deeper and weaker to the east where it is shallower. One remark was intriguing. He said that in a strong southerly, regardless of the tide, water flows in the same direction as the wind at the shallow side of the Bay, but returns in an opposite direction at the deep side. Hmmmm.

Without taking wind strategy into consideration, which all agreed was a much more important factor, here are some very general tips. Sailing up-current in places like Toms River and the

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format. A suggested date was Sunday, June 11.

♦ GENERAL DISCUSSION. Sam Starkey asked if we were interested in a mid-summer party to keep up the enthusiasm, maybe a BBQ starting at 5 pm one Saturday after the BBYRA race. Sam graciously volunteered his home. Another suggestion was to raft-up at lunch and have a little social.

♦ FLOTATION. Jackie Cutting mentioned that all boats should have the proper flotation bags and they should be checked regularly. All were in agreement. ♦

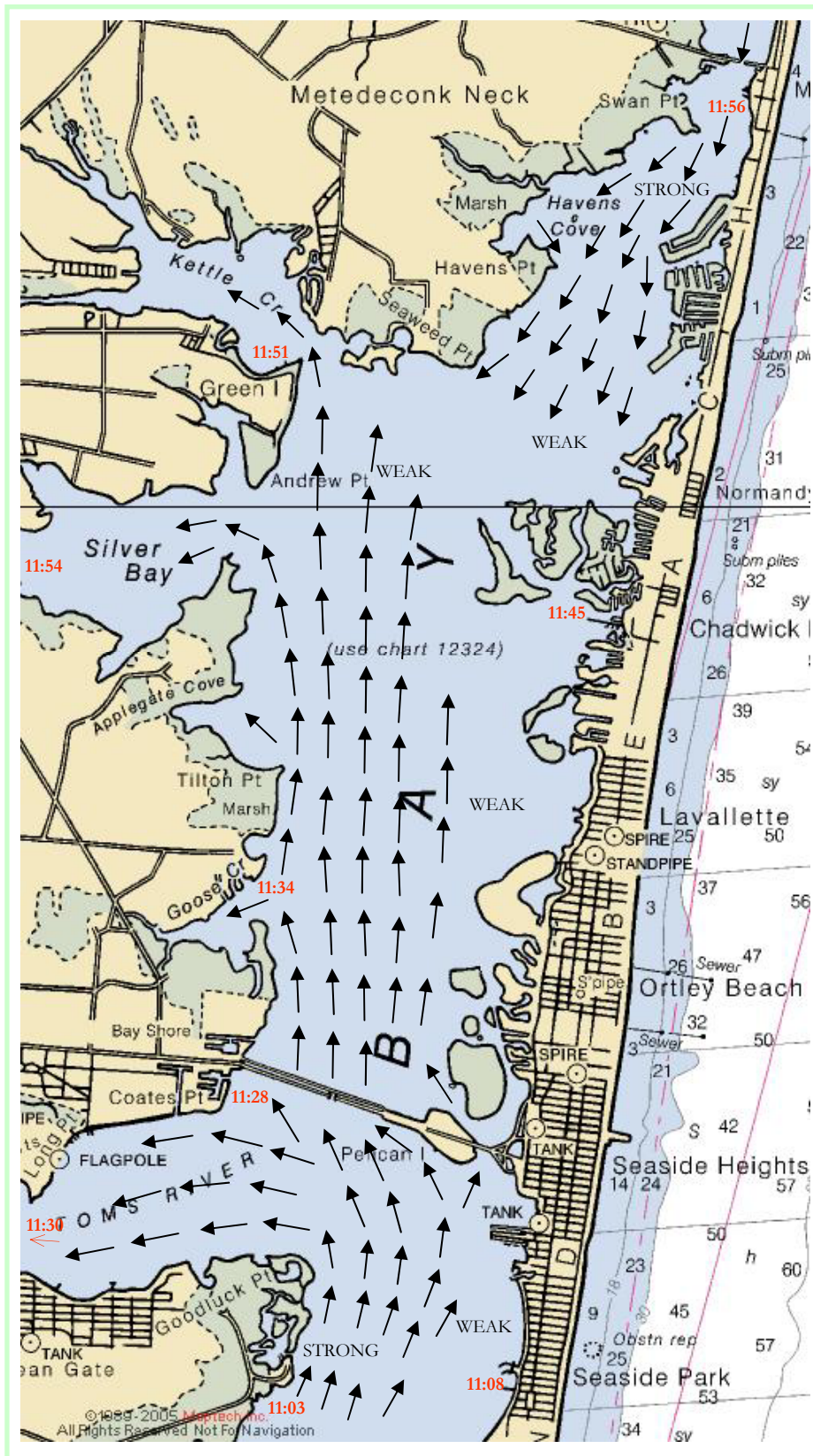
Metedeconk, keep to the edges of the river where the water is shallower and the current is less. Going down current, get right in the middle where there is maximum velocity. One place where you must watch the current is when finishing at BHYC. In a flood tide, keep left between D and C, hide under the north shore between C and B, and stay right from B to the finish line. Many a good race has been spoiled for those skippers that disregard the current at the mouth of the Canal.

That's the best I can offer for understanding the tides of Barnegat. By all means consult the tide tables before you head out to the racecourse, but be sure to verify your conclusions when you get out on the water by watching what the current is doing around fixed objects like buoys and anchored boats. Dr. Chant left me with the following scientific guidance for predicting current: throw an orange from your lunch bag into the water and see which way it goes. That may be the best advice of all! ♦

Thanks to the following for input in this article: Jim Carson, Dr. Robert J. Chant, Runnie Colie, Dan Crabbe, John and Jackie Cutting, Willie DeCamp, Mimi Dimon, Rod Edwards, Dan Harding, Bob O'Brien, Connie Pilling, Bob Post, Barney Stevenson, Phil Van Duynes, and Peter Wright.

Did you know?

The Sandpiper Class of Barnegat Bay Class Rules are now available on the Sandpiper homepage of the BBYRA website.



An unconfirmed, but plausible tidal current chart for the Barnegat Bay, depicting a flood tide. The times of high tide shown in red are for June 24, 2006. The progression of times from south to north appear to support Runnie Colie's theory that water from the Barnegat Inlet comes all the way up to Kettle Creek.

BARNEGAT BAY GEOGRAPHY QUIZ

See if you can properly locate the following places on Barnegat Bay:

Maxon Cove
Swamp Cove
Jones Tide Pond
Marsh Elder Island
Adams Point
Hammock Point
Lonely Cove
Little Sedge Island
Meek's/Mike's Island
Point of Rats
Little Cormorant Point

Email answers to jcadranel@comcast.net. I will publish the answers in the next edition of The Shorebird along with the names of our best Barnegat Bay navigators.

CLASSIFIEDS

Wanted. Used sail in good cond. w/reef points. mail@aasayia.com

For sale. Several old sails. amkennard@aol.com.

For sale. 1976 Sandpiper. \$7,000 OBO. Trailer not incl. Can be seen on Princeton Ave. 732-295-1590 before 9 am or eves.

For sale. Several old sails. sandpipered@juno.com.

For sale. Used North sail. Good cond. tayadams@aol.com.

New to the Sandpiper Fleet

By Jim Cadranel

Dale and Mary Doria. Our down Bay contingent will be growing this year with the addition of Dale and Mary Doria of Seaside Park Yacht Club. The Dorias have a Sandpiper being built at Marshall this winter and plan on racing in the BBYRA. Both are experienced sailors who have raced Ensigns, Sneakboxes and M Scows. They also raced a Tartan 10 for many years and sail an iceboat when things get cold enough. Dale has been very active in the BBYRA, serving in many capacities including Vice Commodore. Dale is also a US Sailing Senior Race Officer. Dale and Mary are year round residents of Island Heights where Dale's family has been since 1895. Dale is a

psychologist and Mary is a principal's secretary.

The Doria's sail number will be SP 7. Their boat will have a maroon hull, ivory spars, deck, and boot top, and a black bottom. Keep an eye out for them on the Bay this summer!

Bob and Ellen Reago. What could be better than his and hers Marshall catboats? Bob's Sanderling will be joined this spring by a new Sandpiper for Ellen. Bob is one of the stalwarts of the Sanderling fleet and Ellen is an avid Sunfish sailor who has crewed on M Scows auxiliaries, Sanderlings and Sandpipers. Bob and Ellen are

Please see *New Faces* on page 8

*"By golly, sir, she is roomy and shallow, comfortable and handy and you can't beat that combination."
--Coridon*

L. Francis Herreshoff, The Compleat Cruiser, 1956

The Shorebird

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Please contribute any items that would be of interest to the Fleet!

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Jim Dunn, Measurer

732-295-9010
starbd303@aol.com

Mimi Dimon, BBYRA Class Rep.

609-499-0587
mmdimon30@hotmail.com

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members of Metedeconk River Yacht Club and live in Brick. Ellen plans to race her Sandpiper in the Spring and Thursday Evening Series. Glad to have you in the fleet, Ellen.

Art Shearer. Also from Seaside Park Yacht Club, Art Shearer will take delivery of a new cuddy cabin Sandpiper this spring. Art has been a member of SPYC since 1978 and started his BBYRA sailing career crewing on Ensigns, Sanderlings, and E Scows. He then campaigned an Ensign for 10 years and more recently raced a Flying Scot. Art also served for many years on the BBYRA race committee. Art is retired, having sold his ceramics business, and lives in Lawrenceville. He has two grown children, Derrick and Amy.

Art's boat will be white with a red bottom, blue boot top and a buff deck. His sail number will be SP 4. Art is looking forward to racing on the Bay this summer and meeting everyone in the Sandpiper fleet. Welcome aboard, Art. ♦

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