

# The F C'S'LE

Hunterdon Sailing Club, Inc.

June - July 2018

Number 501

## Commodore's Cup Start



## Issue Highlights

- 2 Force 5 Spring Spectacular
- 3 Rear Commodore's Notes
- 4 Commodore's Cup
- 5 LBJ
- 6 New Member Notes
- 7-8 Spectacular Photos

## Upcoming Events

LBJ Regatta – July 4

More Sail Training

Force 5 North American Championships

Editor: Rich Baumann  
Force5@verizon.net

## Force 5 Spring Spectacular!!

It was a spectacularly windy 65 degree day at Spruce Run on Sunday June 3<sup>rd</sup> when 6 of our Force 5 Fleet showed up to race. Our format for the Spectacular is 6 races, 3 in the morning and 3 in the afternoon sailed with the regular HSC Sunday Regatta. 1 throw-out score is permitted for each participant who completes more than 5 races.



What a day! The winds were consistently in the range of 8 – 12 knots out of the ESE with gusts from 15 – 20. The fleet debated the merits of using short sails and agreed that since everyone was not so equipped we would proceed with the standard rig. Mark Kaplan, our RC Chair, set an excellent course in the main bowl of the reservoir where we were promised the most consistent and strongest winds. Needless to say, we proceeded with a sense of adventure and trepidation for the day to come.



Hat's off to our Spectacular AM racers: Rich Baumann, Andrew Gilmartin, Rainer Dehe, Scott Eigner and Jay Halsted, and to Bob Mattison who joined us for the afternoon session. Every sailor was constantly trying to negotiate the fine line between capsize and performance. The wind was unforgiving and several times a downwind leg became a broad reach in an effort to avoid the dreaded 'Force 5 death roll'. Jibes were loud and fast with lots of cockpit bailing on the off-wind legs. All considered, we had a relatively close grouping

throughout the day.

This day belonged to Andrew Gilmartin who was in his element and took home 1<sup>st</sup> Place for the Spring Spectacular. Andrew was followed closely by Rich, and then by Jay and Scott. Unfortunately, Rainer had to retire early due to a vang breakage, so neither he nor Bob had the minimum of 5 races for the event. However, everyone had a great time – ending the day both exhausted and happy after some rather Spectacular sailing!



Special thanks to our Spectacular Race Committee for their diligence throughout the day: Mark Kaplan, Tom Sweeney, Kathy Sweeney, Charlie Spademan, and Tom Tague.

Jay Halsted

## Latest News from the Rear Commodore's Tool Box

**Beware Poison Ivy.** There is some poison ivy mixed in among the weeds opposite the Sunfish racks. For now, just be careful. We've asked the park to put us on the list the next time they have their professional weed management person available. The park forbids anyone other than a licensed weed control professional from using chemicals in the park, so please do not try to do it yourself, and jeopardize HSC's good relationship with the park.

**Sunfish Upgrade Project.** In an effort to make Sunfish easier to right after a capsize, we have sealed the masts so they won't fill with water. We have also modified six sail rigs (marked with a dollop of green paint near the gooseneck) with water-tight gaffs, aka upper spars. Hopefully, this will make it easier for light weight skippers to return boats to vertical. Special thanks goes out to our impromptu and very hard working June 6<sup>th</sup> work crew, Linda Zarnett, Ray Berthelson, David Strome, and Charlie Spademan who obtained industrial grade corks and developed the techniques and special tools to complete the job. *Update: In LTS-A, everyone righted their boats without assistance.*



**Safety One Motor Precautions.** If you need to drive Safety One (steering wheel skiff), be aware that the engine overheating alarm has been sounding when the boat idles for long periods of time. This condition is indicated by a red warning light flashing just above the key, and accompanied by a buzzer. When this happens, turn off the motor and drift rather than sit at idle. The motor is not overheating when driven at normal or fast speeds. We suspect the cooling pump impeller is getting worn and due for replacement. Since this repair requires disassembling the lower portion of the engine, we need to decide whether to take the boat out of service and trailer it to Trenton Marine (not fun), or follow the best of several YouTube videos to make the repair ourselves. We now have a replacement impeller in inventory. For now, the motor is working well as long as we avoid extended idling. *Update: Motor out of service. Expect repair this week.*

**SWW Wash-Down Pump.** For years we have wished to have a water hose available for HSC work days, but the likelihood of getting the state of NJ to run a water line to the shed is slim-to-none. However, offshore sailors and fishermen often install affordable marine wash-down pumps to their boats to hose fish guts and anchor mud over the side using the sea water or lake water. SWW is now being upgraded with a wash-down pump for use on the water or near the beach. Please don't use it until you've been briefed on its operation, or we finish the onboard user guide in progress.

Gordon Sell

## Commodore's Cup

The 2018 Commodore's Cup was held on Saturday June 2<sup>nd</sup> where 8 skippers this year completed in a Force 5 or Sunfish for the coveted ice bucket trophy. David Petersen our 2017 Champion was present to defend his title. The Commodore's Cup was established in 1969 as an open regatta for all Hunterdon Sailing Club members where a boat of any class can be sailed. The Portsmouth Handicap System is used to equalize the fleets. It is the first of two regattas that is used to determine the outstanding skipper in HSC.



The second regatta is the Bluenose Challenge which is held in late September. Unlike the Commodore's Cup, the participants in the Bluenose Challenge are selected based on their results during the Twilight and Sunday Fleet Series. In the club's history Doug Brown is the only skipper who has succeeded in a complete sweep of these two major championship regattas, which he has done on three separate occasions.

Despite the predicted forecast of looming thunderstorms, we had a beautiful day for racing. The wind was light with shifting puffs exemplifying the challenge of light air sailing on Spruce Run. There were 5 Sunfish and 3 Force 5's on the line racing on a Modified Olympic course. A total of three races were completed with tight starts, exciting cross overs, and positional changes between the leaders. In the end it was Jay Halsted who won the day with David Petersen in a very close 2<sup>nd</sup> place, and Rainer Dehe in 3<sup>rd</sup>.

Congratulations to Jay Halsted who is our 2018 Commodore's Cup Champion. We hope to see him chase down Doug Browns record in the fall.

Also, a special thanks to Gordon Sell and Scott Eigner who helped on the Race Committee.



Andrew Gilmartin

## 2018 “Little Brown Jug” Regatta

**Wednesday, July 4<sup>th</sup>, 11AM Skipper’s Meeting, 12PM Start, Picnic: Immediately after the race!**  
**The Sailing Part of the Day** On Wednesday, July 4<sup>th</sup>, club members will be sailing the LBJ (not named for the past president) for the honor of having the largest perpetual trophy in the club, the Little Brown Jug, gracing your home. All fleets race together with a staggered start based on Portsmouth ratings. The race committee will announce the starting sequence and timing at the skipper’s meeting. The first boat to reach the finish line wins regardless of when she started. The course will encompass the whole lake and will last approximately 100 minutes. The race has one prize for first place and a best in fleet for those fleets represented by 3 or more boats.

**The Picnic Part of the Day** You do not need to race to come to the picnic! Burgers, condiments and drinks will be provided by the club. Please bring something to share: last names A-M please bring a side dish; N-Z please bring a dessert. **See you all there on Wednesday, July 4<sup>th</sup>!**

### July 4<sup>th</sup> ADVICE

Some advice for coming to the park: Do not try to beat the crowd. July 4<sup>th</sup> is the busiest day of the year at Spruce Run, and there will be a line forming early in the morning, with the park closing the beach area as soon as the parking lots are full. If you arrive at 10:00 or later and tell the park staff that you are going to the boating area for a sailing club regatta and picnic, you should have no problem.

The park superintendent suggests bringing something “boat like”, such as an oar, PFD or even a canoe or kayak on the roof, or a boat on a trailer. Bring your boat storage tag, if you have one. Make it clear that you are a HSC member. Be patient with the park staff. They will be having a busy day!



Our Commodore Angelo Lovisa will be the RC chair but will need help on the Race Committee so we will be looking for volunteers. This can be a rather difficult race to officiate due to the staggered starts as well as setting and resetting a course that takes up the extent of the reservoir and is designed to take 100 minutes to complete. Depending on the race conditions, this may require the use of the two safety boats in addition to SWW. We will definitely need volunteers with a safe boaters certificate. If you are not sailing this will be the best way to watch the race.

One important note and calendar correction is that since July 4<sup>th</sup> falls on a Wednesday this year, the regularly scheduled Wednesday Twilight Series will not take place.

## Notes from a New (sort of new) Sailor

### Sailing "Badges"

So, those beautifully colored things on my arms, calves, knees, thighs and other less visible spots are not tattoos. They are colored purple, yellow, green and I'm not sure what else. They are the bruises I proudly wear due to my stellar sailing career.

When I first started sailing, not many years ago, I bought a '70s era Sunfish. I was quite successful at flipping the Sunfish innumerable times (and getting it up righted, too), had a three hour tour misadventure, put new lines on the halyard and sail sets, and cleaned it any number of times (hey, it looked good with the main sheet up in my yard, on a trailer). Thus began my summertime ritual of proudly gaining many shades of color on me.

In those early days, there were of course the boom mishaps. Theoretically, one is supposed to move oneself gracefully from one side of the boat to the other as the sail is maneuvered likewise. The tiller and sail sets are to remain in one's hands while ducking out of the way of the boom, or owwww! Hmmm. I've already had a boom-and-head-accidently-meeting- incident already this year. Some things don't change.

While actually owning a Sunfish, I successfully did this more times when the boat was sitting on a trailer than in water, but I have since spent some time trying to even that score. And, I think I have been successful on that front. My knots from misplaced booms have generally declined (not entirely stopped) from year to year.

One of the early successful sailing bruises came from standing on a dock. Rather, I should say, in between parts of a dock. I managed to wedge a leg down in between the bolted portions of a floating dock. I had multi-colored patches up and down my entire leg for quite a while. For a non-athlete such as me, it was like gaining some sort of a medal or trophy, except it kind of hurt in the process. And I don't recommend it.

But I still like to think that my bruises are not solely due to clumsiness but rather because of my determination to learn how to sail well. And that also means knowing the boat literally inside and out. Since the Sunfish (all of them) weigh more than me, sometimes part of the learning comes simply from my ability to move the hull around on land (and sometimes in the water, too). For me, it truly isn't summer until I have proudly gained a few colorful sailing "badges" – uhm, otherwise known as bruises.

Lisa Bogart

## Tacking and Sailing Offwind in Heavy Air

On the day of the Force 5 Spring Spectacular, there was also some spectacular sailing among the Sunfish Fleet. Rober Reyes took the pictures on page 2 of this newsletter. He also caught something special while taking pictures of his son Nick.



Note the tiller/mainsheet transfer and balancing act.



On the new tack, sheeting in and keeping the boat flat in the water.



Powered up and moving through the waves.



And offwind, in heavy air, you want to keep the bow up by keeping your weight back.

Thanks for the pictures Robert.