

# The F C'S'LE

Hunterdon Sailing Club, Inc.

August 2017

Number 497

Charlene Engler  
First Winner of the Rare Brown Booby  
See P. 4 for the Whole Story



## Editors Comments

- Each month, I send an email to officers, fleet captains and staff, requesting content. All members should know that their input is welcomed. Please send your stories, pictures and comments to Rich Baumann – [force5@verizon.net](mailto:force5@verizon.net).
- The club camera is back in circulation and pictures are pouring in. Thank you.
- Thanks to those who have contributed to this issue.

## ISSUE HIGHLIGHTS

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## COMING EVENTS

ROOKIE REGATTA – 8/12

I CAN'T BELIEVE IT'S OVER  
REGATTA 8/16

JR. SANJL, SAM NELSON &  
WALTER FINNE REGATTA - 8/19

LABOR DAY SUNFISH REGATTA  
9/4

MILLARD FILLMORE REGATTA  
9/10

## Sunfish Fleet Activities (there are many)

### Sunfish Twilight

The Twilight series is scheduled to have Week 8 on August 9<sup>th</sup> unless a Wednesday has not been held for the Twilight 2 series, so, barring any changes, this will be the last day of the series. If you are close to qualifying or have missed the fun on Wednesday's, try and get to lake any Wednesday until the 9<sup>th</sup> to participate in the fun.



### Sunfish – I Can't Believe It's Over Regatta

I was having a really hard time writing up the notice for the ICBO regatta when someone suggested to me – why not change its name? – So – here it is – Sunfish 2018 Warm-up Regatta!!! Much more forward looking!! This is the FIRST opportunity to get out on the line for the 2018 season! We will be holding this event on August 16<sup>th</sup> with a start at 6:00 PM – format to be the same as the Twilight series. We'll score Championship and Challenger and go for pizza and beverage afterwards – so come on out and enjoy the FIRST race of 2018.

### Jr SANJL/Sam Nelson/Walter Finne

This Sunfish event for Juniors is scheduled for August 19<sup>th</sup>. The event is open to all juniors from any club, however the Sam Nelson award and the Walter Finne are awarded only to club members. To be eligible for the Sam Nelson you must be under 18 in this calendar year and to be eligible for the Walter Finne you must be under 15 in this calendar year. All HSC members under 18 years old are encouraged to participate even if you only took the Learn to Sail classes this year. The skippers meeting will be 10:00 AM, number of races will be wind dependent, 1 race constitutes the regatta. If there is no wind, races using alternate power sources may be run.

### Labor Day Sunfish Regatta

The Labor Day regatta will be held on September 4<sup>th</sup>. The skippers meeting will be at 10ish with the first start as soon as feasible after. 5 races will be targeted with trophies to the top 3 places. A continental breakfast will be available, but please bring your own lunch. This regatta is open to club members; there is no fee. This a great way to celebrate your Labors and enjoy some time with friends. Hope to see you there.

Please contact Susan if you have any questions about the Sunfish events – Phone or text 908-500-6590

## The Annual Rookie Regatta

Our Handbook describes this event as follows:

The Rookie Regatta was established in 2000 by Commodore Barry Seip to encourage new sailors to race. This regatta is open to all new skippers, including seasoned crew who do not regularly skipper during club series.

Watch for Club Email to announce more details for this event on Saturday, August 12.

### FLYING SCOT NEWS

We have a new club and fleet member!

Mr. Todd Murphy, a long-time sailor and racer recently just joined our club and will become part of the Flying Scot fleet. If you see a new face and a possibly a new Scot at our lake, please make sure to say hello. We look forward to seeing Todd on the starting line soon.

Albert Boeckh



### The Ladies Fleet Fun Day



The weather forecast was dodge at best but that didn't stop the group that gathered at HSC from enjoying the day. Winds were predicated between 10-13 mph with gusts up to 25 mph and it turned out to be very accurate. Although the planned relay races and water fun were put off for

another time this forecast did not deter the hearty group of sailors that ventured out to test their skills. With the safety boat on the water they did just that and put on a display of some very impressive sailing.



After which we gathered in the shelter of the shed to share a relaxing lunch and great company. Last year's Ladies Fleet Day was graced by the Rare Brown Booby that landed a top my mast during the light air of that day, and this seemed like just to priceless an opportunity to let slip by. To commemorate this event and celebrate the winners of the Ladies Fleet good natured events the Rare Brown Booby Prize has been created. It was awarded this year to the Former Ladies



Fleet Captain and all around great Gal, Charlene Engler (a.k.a. Charlie), for her dedication to the Ladies of HSC.

A big thank you to all who participated!



Katie Kiernan



## Ancient History

One of our long time members, Ramon Rosswaag, sent me this note about some HSC sailors from years past. Then, Gordon sent the link below that also tells a story of one of our former members. Take in some history and enjoy. Also, some pictures of our early years.

Rich B.

The recent item "Older Sunfish for sale" opened a whole can of memory worms.

The boat depicted belonged to George Doscher and I'm pretty sure the skipper is one of his 7 or 8 children, Mary. He ruled supreme over the Sunfish fleet in the 70s both Sundays and Wednesday nights. He always wore a life jacket that, at that time, probably cost five dollars and his dagger board was finished with graphite, black as the ace of spades!

Another fierce competitor during this era was John Perrin who, in even 15 knot winds, never hiked. He never trailed his boat traveling from Union Beach; instead he car-topped it on a VW Beetle with a dolly permanently attached made with bicycle wheels. In the 1976 Centennial Hudson River Boat Parade he rigged a spinnaker on his Sunfish. In winters he used the sail for racing an ice-boat on the Shrewsbury River. Both George and John, ironically, were killed after retiring in pedestrian/bicycle accidents.

A third HSC club champion Sunfish sailor was Bill Waggoner who was part of this trio in as much as they had all cut their 'sailing teeth' in Penguin Class boats, an eleven-foot mono sail that HAD to be sailed with a crew. I think current HSC member Dave Davies was also part of this 'old school'.

Ramon Rosswaag (14300- retired)

[http://www.windcheckmagazine.com/on\\_watch\\_don\\_miller](http://www.windcheckmagazine.com/on_watch_don_miller)



# Pictorial Editorial



## Guidelines for Setting Series Race Courses

Spruce Run Reservoir, like all small inland lakes, has shifty winds that challenge race committees to set up courses. Fortunately, our racing area is nearly circular, so it is possible to have a decent course in every possible direction. The key is to set up exactly in the center of that pool so that any wind shift can be accommodated by moving the fewest marks, and never moving the RC boat. This also keeps the marks away from dead or disturbed areas near the shore.

- 1) The satellite photo shows where the RC Boat should ALWAYS be located. Sight lines show one method for finding that spot. First, drive the boat from the center of the launching cove directly towards the building near the dam. Stop when you come to the line between the ends of the arc of the dam. The Northeast dam end is actually hidden by trees, so sight to the cove that is in front of it. The best second sight-line is from the boat rental to the dam building (See aerial view). Anchor the committee boat there, letting out considerable rode (see below). Alternatively use GPS to go to 40 deg 38' 56"N, 74 deg 55' 05"W.
- 2) Wait at that location for a while to study the wind shifts. In oscillating breeze conditions, the Committee boat moves more slowly than the shifts, and may linger near the average direction, which you can use to set the course. Otherwise, you need to accommodate a persistent shift as best you can.
- 3) Set the windward mark first, heading towards a landmark you picked from the committee boat. The appropriate distance is longer in heavy air than light, but should never be near shore. Stop and use the flag or telltale to see if you are directly upwind of the RC boat. Use the flags on the RC boat to see the wind direction there, which may be different. Adjust to the average as seems reasonable.
- 4) Next, head straight downwind past the RC boat to set the leeward mark at about the same distance away from it.
- 5) Now set the jibe mark. Go to a position in line with the poles on the RC boat and check that you appear to be the same distance from the set marks. Then point one arm at each mark and see if your arms are perpendicular to each other. Go further away from the RC boat if the angle is larger than 90 deg, and vice-verse.
- 6) Last, set the start line as close to perpendicular to the current wind as possible (rather than using the course). The line length should be 1-1/2 times of the total length all boats in the largest fleet. Example: 10 sunfish x 14' x 1.5 = 210'. Before the start sequence, you can adjust the start line to the current wind using the anchor line on the RC boat, as allowed by the amount of rode put out earlier (see above).

By now, the wind direction may have shifted. 20 deg is not a problem for series racing as long as the start line is proper. Check this and start the races. 45 deg is a big problem as the boats can fetch the windward mark without tacking. Marks should be reset. Note that if the start line is perpendicular to the wind, then it is exactly the same distance from any point on the line to the windward mark, even if the mark is not directly upwind. This makes the start line more important. If a notable shift happens during the start sequence, delay the start and readjust the start line, or restart the sequence shortly, hoping that the wind shifts back at the right time.

For series racing, we do not usually try to move marks during a race. With several fleets racing, it is almost impossible. The course should be shortened as needed to stay within time guidelines.

If marks must be moved for a subsequent race, you should start as soon as each mark is available. If the last lap is a W, you can move the jibe mark first, perhaps using it for one of the other marks if that seems reasonable to save time. Move the windward mark as soon as the last boat has passed it on the final lap, and so forth.

As a final note, it is futile to try to set the course according to where you see ruffles on the water or other cues. Those parts are typically in downdrafts rather than in actual sail-able breezes. Long experience by expert RC has shown that the above guidelines for centering the course make for excellent racing, and that the typical mistake of locating the course too close towards the launch area leads to awkward wind conditions at marks that are too close to shore.

Brent Benson





## Tree Down at Spruce Run

*If a tree falls at Spruce Run and no one is there to hear it - Does it crush your boat..??*

A violent line of thunderstorms came through Spruce Run on Thursday July 20th, felling a tree in the boat parking 'loop' just north of the HSC Shed. The pictures below show parking areas 293 and 294 before and during the clean-up. While the damage could have been significant, the heavy limbs struck only a glancing blow causing one torn boat cover and some minor cracks in the gelcoat of another boat. We were very fortunate and the SRR park service crew was quick to respond with chain saws to clean up the mess. Rich Baumann is working with the park officials to arrange removal of the remaining limbs and other potential tree/limb hazards.



Photos and Story by Jay Halsted

## Force 5 Summer Participation

The HSC Force 5 Fleet has had an excellent turnout this summer with 14 participants. Linda, Jeff, Andrew, Rainer, Rich, Scott, and our new members Keith and David have been sailing regularly. Welcome back to Bob Mattison who is home from his international travels and it is great to see Hitoshi out sailing with us again in July! Doug and Susan joined us last weekend to make sure the fleet champions weren't getting too comfortable. And - we had one more rare treat - Brent Benson shook the tarp off his Force 5 to join us with his home-built bright orange sail. (Brent is a professional sail-maker.) We've had a lot of fun participation this summer and have 2 more weekends to qualify for the series. See you on the water!

Jay Halsted



## Rules, Rules, Rules

One of our members asked that I put in a few comments about sailing rules, as he has observed some instances of a lack on understanding of the Racing Rules of Sailing. There is nowhere near enough space in this newsletter to cover everything, but the five pages that follow, plus the link below will provide readers with the complete set of rules that govern our sport. It's long and complex, but start with pages 11-19, then read from 26-29. That's a start.

[http://www.sailing.org/tools/documents/WorldSailingRRS20172020-\[20946\].pdf](http://www.sailing.org/tools/documents/WorldSailingRRS20172020-[20946].pdf)

The specifics that were brought to my attention were as follows:

- *Boats that were over the start line early.* If you are over the line at the start signal, you must return below the line before. While that is happening, you have no "right of way" rights and you must not interfere with any boat.
- *Fouling penalties.* If you commit any foul, such as colliding with a boat that has right of way, you must take a two turn penalty.
- *Touching a mark penalty.* If you touch any mark, you must take a one turn penalty.
- *Guidelines for penalties, taken from Rule44.2* - After getting well clear of other boats as soon after the incident as possible, a boat takes a One-Turn or Two-Turns Penalty by promptly making the required number of turns in the same direction, each turn including one tack and one gybe. When a boat takes the penalty at or near the finishing line, she shall sail completely to the course side of the line before finishing.

A couple of other rules that I usually talk about when involved in sail training programs, quoted from the RRS:

### 1 SAFETY

1.1 Helping Those in Danger A boat or competitor shall give all possible help to any person or vessel in danger.

1.2 Life-Saving Equipment and Personal Flotation Devices A boat shall carry adequate life-saving equipment for all persons on board, including one item ready for immediate use, unless her class rules make some other provision. Each competitor is individually responsible for wearing a personal flotation device adequate for the conditions.

2 FAIR SAILING A boat and her owner shall compete in compliance with recognized principles of sportsmanship and fair play. A boat may be penalized under this rule only if it is clearly established that these principles have been violated. The penalty shall be either disqualification or disqualification that is not excludable.

4 DECISION TO RACE The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.

Happy reading and happy sailing.

Rich B.



# ***THE BASIC SAILBOAT RACING RULES ALL RACERS SHOULD KNOW***

By Ken Quant

In MAST sailboat racing there are no out-of-bounds lines on the floor or referees to call fouls. The rules are self enforced and administered within the fleet. A basic understanding of just a few important rules will help ensure that everyone has fun and gets home safe.

The specifics of the sailboat racing rules are mind-numbingly detailed and written to cover all potential incidents. **DON'T WORRY** - You do not need to know everything about the rules to go out and have fun and be safe. By reading and understanding the following rules and terms, you should be able to get around the course without fouling another boat or causing an accident.

## **These rules should only be thought of as a beginning!**

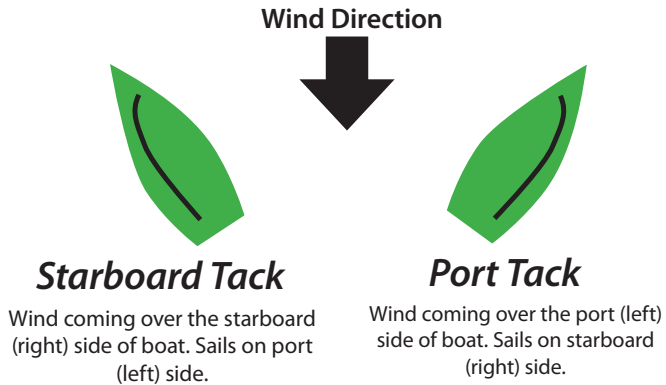
To get an official copy of the complete rules, join US Sailing at [www.ussailing.org](http://www.ussailing.org) Members receive an official copy of the current rules as a membership benefit. For a plain language discussion of the rules, look into purchasing Dave Perry's book entitled "*Understanding the Racing Rules of Sailing*" at the same site.

Reproduction for FREE distribution is encouraged.

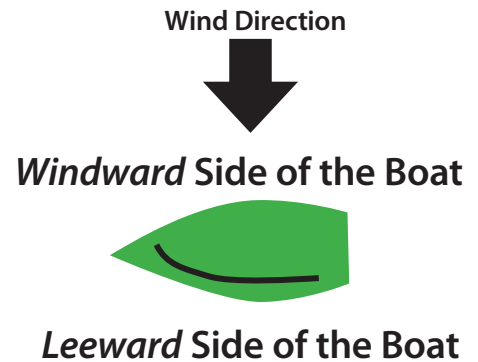


# BASIC TERMS

## Starboard Tack vs Port Tack



## Windward vs Leeward



## Right-of-Way

When one boat has the *Right-of-Way*, the other boats is required to *Keep Clear*.



**Green Boats**  
Have "*Right-of-way*"

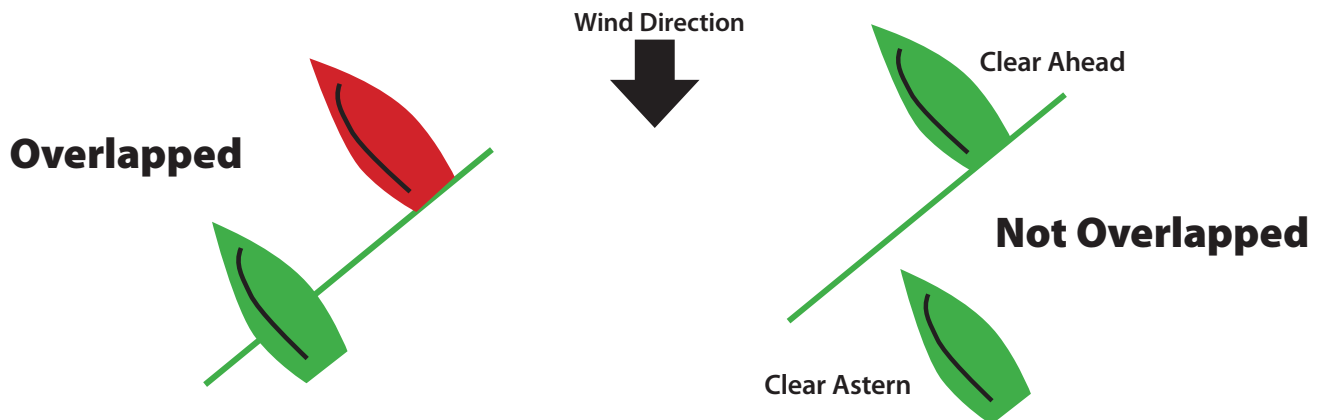


**Red Boats**  
Must "*Keep Clear*"

**Avoiding Collisions - All boats are required by rule to avoid a collision if possible!**  
*Right-of-Way* is no excuse to cause a collision.

## Overlapped Boats

A boat *Overlapped* to *Leeward* has *Right-of-Way*. Overlaps are established from the transom.



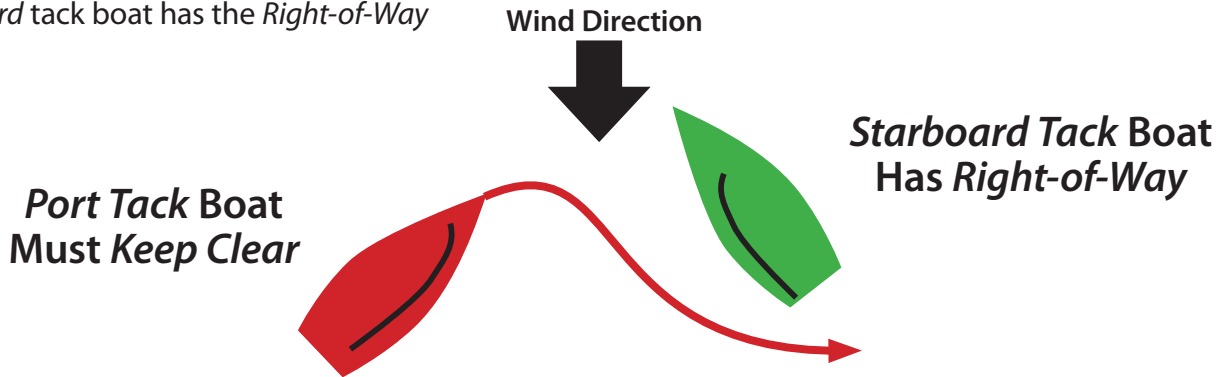
## Other Terms Used In This Discussion

- Close Hauled** - A boat sailing as close to the wind direction as possible
- Head-to-Wind** - A boat pointed straight into the wind. Sails will be luffing.
- Inside** - A boat positioned between the mark and another boat
- Outside** - A boat positioned with another boat between them and the mark
- Proper Course** - The course a boat would sail to get to the next mark as quickly as possible
- Room** - The space a boat needs to maneuver properly given conditions

# BASIC RIGHT-OF-WAY SITUATIONS

## Two Boats Converging on Opposite Tacks

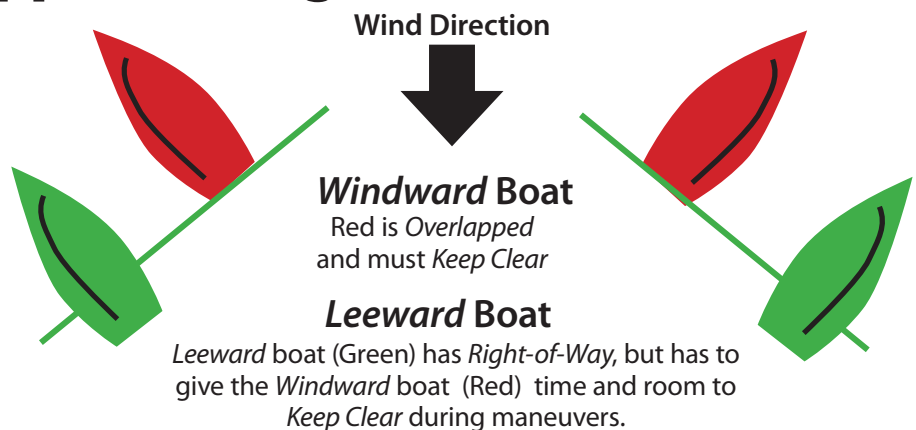
A Starboard tack boat has the *Right-of-Way*



## Two Boats Overlapped Sailing On the Same Tack

Leeward boat has the *Right-of-Way*

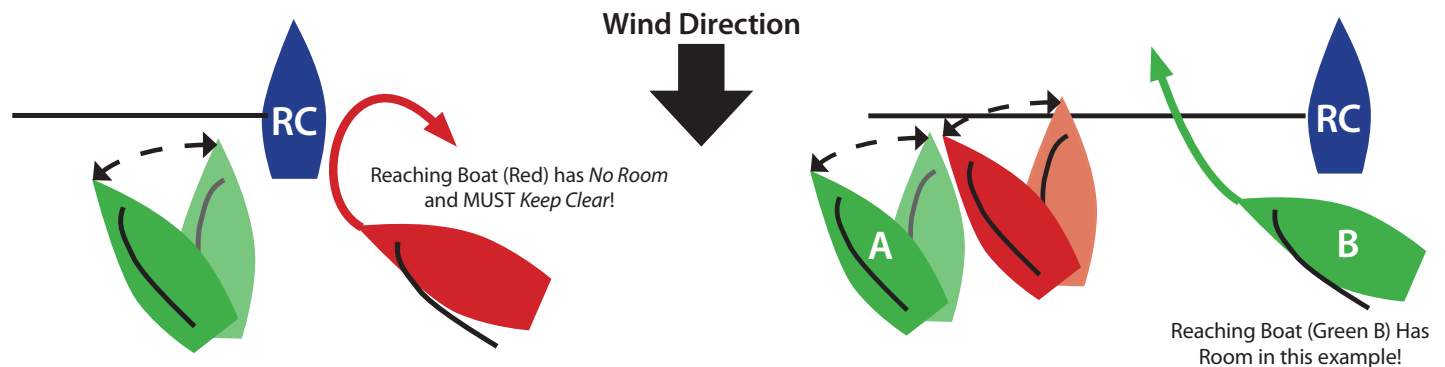
**NOTE:** This Rule applies for two boats near each other on the same tack. However, remember that any approaching *Starboard Tack* boat will have *Right-of-Way* over all *Port Tack* boats



## No Barging at Start

A *Leeward* boat has *Right-of-Way* at the start and is allowed to sail above her *Proper Course* to shut-out any boat heading into the start before the start signal. After the start signal, the *Leeward* boat must assume her proper course.

Basically, any boat to leeward that you can potentially hit should be considered a brick wall.



### REACHING BOAT (RED) IS BARGING!

Before the start signal, Green has the right to go "head-to-wind" and force a *Windward Overlapped* boat (RED) over the start line or into a position that it must avoid the *Committee Boat* or *Start Mark* by turning away.

### LEEWARD BOAT (GREEN A) HAS RIGHT-OF-WAY RED MUST KEEP CLEAR OF GREEN A!

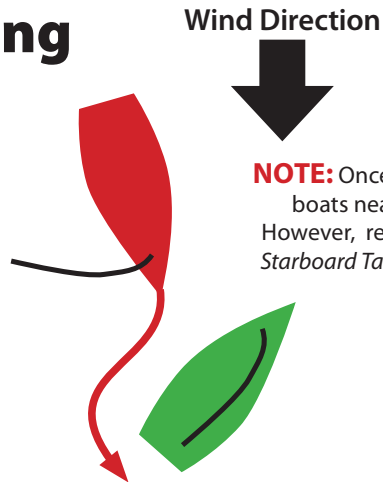
Green A has the right to go "head-to-wind" to force Red over the start line before the start signal. Green A is not close enough to *committee boat* to shut-out Green B.

# BASIC RIGHT-OF-WAY SITUATIONS

## Same Tack Boats Converging on Different Points-of-Sail

### Leeward Boat has Right-of Way

In this example, both boats are on *Port Tack*. As they converge, the *windward* boat (Red), which is sailing downwind, has to *Keep Clear* of the *leeward* boat (Green).

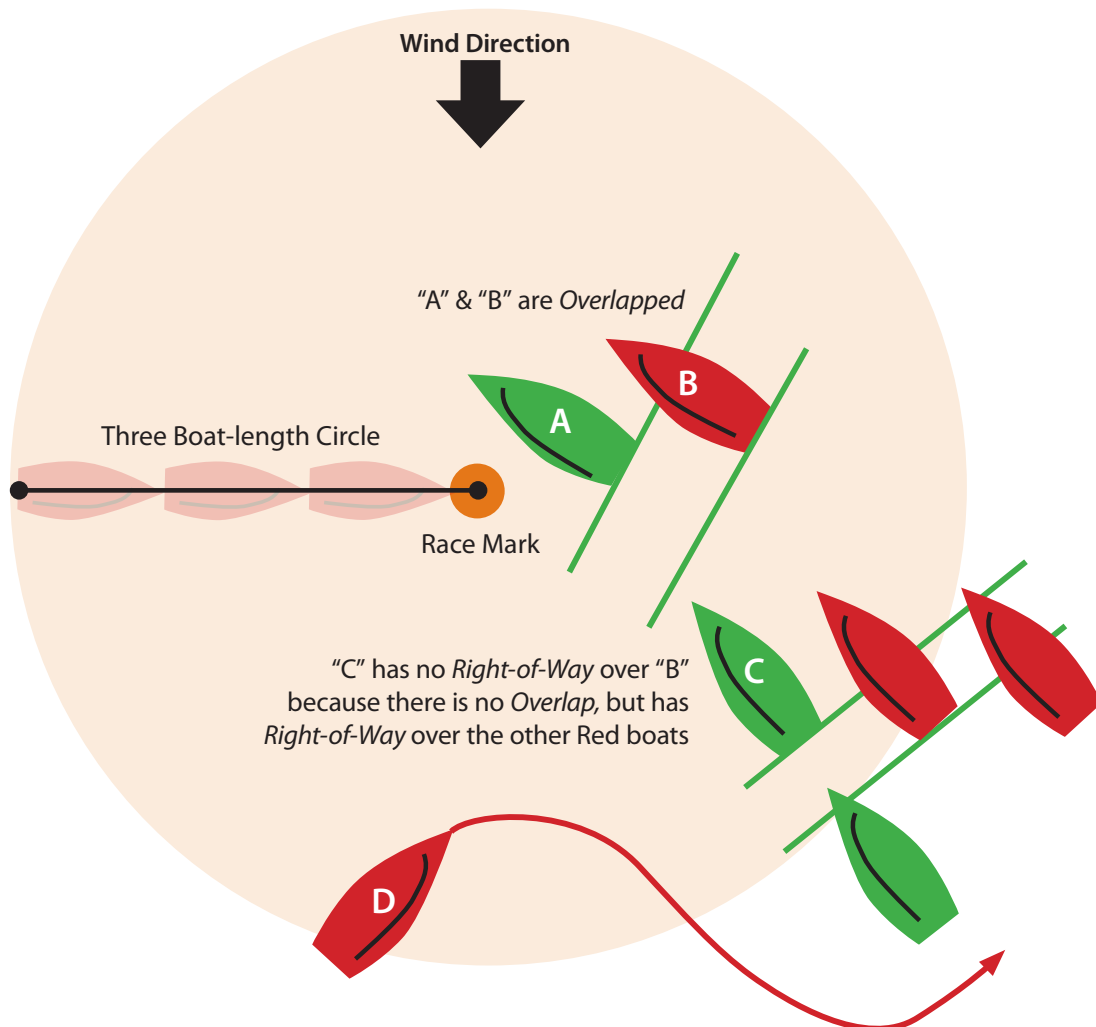


**NOTE:** Once again this rule applies for two boats near each other on the same tack. However, remember that any approaching *Starboard Tack* boat will have *Right-of-Way* over all *Port Tack* boats.

## Boats Converging at Mark

An *Inside* and *Overlapped* boat (Green A) within three boat-lengths of the mark has the *Right-of-Way*. In general, any *Overlapped* outside boat (Red B) must *Keep Clear* and give room to any boat between them and the mark.

A boat coming into the mark on *Port Tack* (Red D) must be able to complete its tack without obstructing the progress of an incoming *Starboard Tack* boat. If a *Starboard Tack* boat has to adjust course, you fouled them.



# WHAT TO DO IF A FOUL OCCURS

## IF YOU ARE FOULED

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1. Avoid Contact!
2. Hail the word, "PROTEST" to the boat that you believe created the foul.
3. Raise a Red Protest Flag somewhere visible from your stern
4. At the finish, notify the Race Committee that you plan to issue a protest giving the name and/or sail number of the offending boat.
5. Once onshore, find a MAST official to discuss what actions will be taken.

## IF YOU FOUL ANOTHER BOAT

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1. Avoid Contact!
2. If you believe you fouled another boat, get clear of all other boats and do two complete circles in the same direction. Once the circles are complete, you can rejoin the race without further penalty.
3. If you do not think there was no foul, continue sailing the race with the understanding that you are racing under protest. Once the race is complete, MAST officials will determine which boat was correct based on eye witness accounts and then determine an appropriate action.

## IF YOU HIT A MARK

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1. Get Clear of all other boats and complete one full 360° circle.

**NOTE** - You have NO rights over any other boat during the time you are doing penalty circles. Make sure you are clear in both time and distance from all other racers before starting your circles.