

The F C'S'LE

Hunterdon Sailing Club, Inc.

AUGUST 2006

NO. 405

Big Turnout for HSC's "Learn to Crew" Day

Saturday, July 15th, started out hot, sunny and calm – picture perfect conditions for learning to crew a sloop rig sailboat sitting on its trailer in the HSC parking area. As long as your instructor has a big floppy hat, lots of cool water, and SPF 50 glopped on with a paint roller!

Ten students joined Flying Scot fleet members Chet Ensign, Mike Incantapulo and Gordon Sell plus HSC Training Coordinator Ellen Greenhorn to learn the basics of sail handling and crewing. Modeled after the successful training class run yearly by Nockamixon Sailing Club's Thistle fleet, the goal was to give graduates from the Adult Learn-to-Sail program (and other interested club members) their first exposure to sailing on something bigger and more complicated than the Sunfish.

The class started out with crew basics: the parts and rigging on a sloop rigged boat and the role and responsibilities of the crew. The emphasis was on safety and communication: keep your head down and don't assume your skipper sees anything!



HSC Learn to Sail Day Class -Front row, left to right:
Front Row: Joanne Shaver, Gigi Swyzen, AnaMarie Castillo Second Row:
Kathy Mancuso, Michael Incantapulo, Merrilyn Griffin, David Stockwell, Mary Deal Standing: Kim Gold, Chet Ensign, Sharon Stockwell, Gordon Sell.
Not in picture: Joan Incantapulo and Ellen Greenhorn

Then the class went on to jib basics: upwind jib trim, proper tacking technique, downwind jib trim and going wing on wing without and with spinnaker pole.

After demonstrating the basic maneuvers, each student sat in the boat and walked through the maneuver while the Scot fleet members "tacked" the boat back and forth with a hand dolly. On our gravel? Not so easy!



Gigi Swyzen completes a dry-land jibe during the first HSC Learn to Sail

Next up was the spinnaker. Chet reassured everyone that this was going to look intimidating and confusing the first time through and that they should not worry about understanding it right away. "This is a sail with a lot of moving parts, and those parts change their names as soon as you move them," Chet said. "It will be a while before this becomes second nature – but you'll have a good time with it once you try it."

After demonstrating the basic set up, hoist, trim, jibe, and douse, Chet walked each student through the maneuvers. The wind cooperated by staying just barely sufficient to keep the sail off the forestay.

The students sailed bravely through the maneuvers and agreed that, while it looked intimidating to start, it all made sense once they had given it a try.

Part II of the day's class called for on-the-water time to try out what they'd learned on a moving platform. Gordon Sell was able to take a few students out before lunch. Unfortunately, the rumble of thunder was heard to the west followed shortly by strong, persistent rain. So the fleet members made the decision to scrub the second part of the day. The students completed their education, however, by helping to put away the three Flying Scots used for the class despite the soaking rain.

Feedback has been positive and there are plans to hold a Sunday morning session to make up the on-the-water part of the training. If this year's class is any indication, there is lots of interest in crewing for HSC's "big boat" fleets!

- Chet Ensign

Commodore's Corner

This month's theme is CONSIDERATION

GOLD STARS to all those who:

- Help put the skiff away
- Dispose of any trash
- Help new members get started
- Don't disturb fisherpersons
- Greet those asking for HSC info
- Check with fellow RC members in advance
- Avoid boats from other fleets when they can
- Put Club Sunfish back neatly
- Free up the launch area promptly
- Report any club equipment problems
- Are alert to any boater in distress
- Check in with the RC when arriving at the race course

Well, you get the idea, and now the

JULY GOLD STAR CONSIDERATION WINNERS :

Recreation Area Superintendent Becky Williams-Ellis and her staff for displaying meritorious consideration during the budget shutdown and recent storm. Scott personally made 300 phone calls to those with boat storage sites advising them of the impending closure, and later called almost a dozen to report boats blown off trailers. Not to mention that both toll gates have been open several times to avoid delays!

On a different theme, as many of us continue to get together for a sandwich before racing, don't rush off on Sunday afternoons after the races. Join us for a few moments on the clubhouse lawn, for a little post-race chat. Bring a snack and something to drink if you like.

- Charlie Engler

Cruising Fleet Event Rescheduled

On Saturday, July 22nd, three sailors met at the Spruce Run launch ramp. Despite the angry seas, threatening skies, and their families abandoning them for fear of rain, these hardy captains had no intention of calling off the 3rd Annual Trailer Sailor Flotilla. However, before they could get their boats in the water, some thunder and lightning made them decide that rescheduling was the better part of valor.

So, the 3rd Annual Spruce Run Trailer Sailor Flotilla has been rescheduled to Saturday August 26th. The plan is the same: meet at Goose Island around noon, swap Sea stories, have a picnic, and let the kids play for a couple hours. Then sail, if the wind cooperates.

If it rains, we're going to a restaurant!

So far, we have four boats signed-up. Please let Cruising Fleet Captain Kevin Pearce (p18sail358@aol.com) know if you plan to participate.



A Dark and Stormy Night at Spruce Run

On Tuesday, July 18, there was a make up class for the adult learn to sail course. As you may remember, that was the night that several violent thunderstorms came through our area. Ellen Greenhorn and I were there. We had five people in the class. Before the students arrived, I launched the safety boat so I would be ready to set up a triangular course. The students arrived about 6 PM, and we started by explaining how to use a tell tail to determine wind direction, and knowing wind direction, how to orient the sail.

Before we got too far, we heard thunder. No Sunfish were out or rigged, but I did have the safety boat in the water. We got it in quickly. Then, the storm hit with vicious winds. Branches were flying all over the place. There was hail and rain. We got in our cars to head to the park entrance building hoping we could continue our class there. As we were driving out of the boat yard, we saw many boats turned over. Believe it or not we saw a sailboat on its trailer going down the road and, then, into the trees just before the metal boat dock. Had it gone straight, it might have continued to the metal boat dock and into the water. Apparently, the jib on the boat had not been properly secured, and it caught the wind. Just the jib alone provided enough force to move both boat and trailer out of the boat space and down the road. That was an amazing sight. As we drove to the park entrance, there were limbs all over the road. It was raining hard now in addition to the wind.

We stopped at the park entrance gate to see if there was a place we could continue our class. The young woman who was on duty, Samantha, invited us to use the room she was in. So, we did. About a half hour later, it stopped raining and blowing. The sun came out, so we went back to the club storage sheds. Only three of the class members stayed. We launched three Sunfish. Ellen and I set up a small triangular course right off of our shed area and sailed for about 45 minutes. Then, it started getting dark again, so we packed up and got out of there before the next storm started.

The lessons that Ellen and I learned that night were:

- 1) Get off the lake fast when a storm is brewing.
- 2) Always make sure your boat is tied down to the trailer when it is stored.
- 3) Do not leave any sails or boat covers loose so that the wind can catch them and move the boat and/or boat and trailer.

- Andy Lindgren

40th Annual LBJ Regatta

On Tuesday, July 4th, 2006, nineteen boats set sail for the far reaches of Spruce Run in the Little Brown Jug Regatta. Skippers from the Sunfish, Jet 14, Albacore and Flying Scot fleets were all contending for the big prize, the Little Brown Jug

As the warning signal was sounded, the southwest wind was approximately 4 knots, but died just prior to the double-handed Sunfish start and didn't pick back up until the Jet 14 start. The lull in the wind ate up all of the Sunfish fleet's handicap and they trailed the Jets for most of the race. Fortunately, the wind was consistently 4 - 7 knots for the rest of the race and required the fleet to beat a close hauled course at the far end of the lake

The competition was close. A few boats in the front of the fleet attempted to fly their spinnakers out from Goose Island, but found the wind too fluky as they rounded the point into the main basin. Once clear of the campground, the wind was steady and building; a few of the leaders flew their spinnakers and pushed out ahead of the fleet. Ninety-five minutes into the 100 minute race, a little over fifty seconds separated the first and second place boats, both Jets.

On the last beat, first-place skipper Doug Brown with crew Susan Mallows were not making any mistakes and won with the Benson's and Nicky Einthoven in close pursuit. Congratulations to everyone on a race well sailed.

Thanks to Tom Maier, Terry Wells, Claudette and Brianna Bardwil for their assistance on the race committee. Thanks to Kevin Pierce and Chet Ensign for organizing a great picnic! And last but not least, thanks to all who attended and helped make the 40th annual LBJ a great social event.

- Elliot Zimmerman
Vice Commodore

Pictures can be viewed at:

<http://www.imagestation.com/album/pictures.html?id=2104084895>

Sunfish News

Twilight Series Expanded!

During the second Twilight series several unfortunate events prevented us from sailing for 2 nights. The state closed the park one night and weather prevented sailing on the other night. Therefore, we will have a single night extension to the series on August 23. Start time will still be at 6:00 PM. Any volunteers for race committee would be welcome.

Also, the Sunday Sunfish series has been having a great turnout this summer. We have managed to have the course extended to TWL (modified Olympic) and have been enjoying the longer races and shorter wait time this brings us. So come on out and enjoy the Sunfish TWO days a week at Hunterdon Sailing Club!

- Susan Mallows

Membership at 99!!

We've checked through the lists and it looks as though the following new members have not been recognized in the Fo'c's'le (hope we haven't missed anyone):

- June Brody, Lebanon, took the Adult Learn to Sail, second session (which had to be totally re-scheduled due to the NJ government shut-down – and this wasn't easy on either the students or the instructors, by the way).
- Tom Bucsku is a new member from Clinton.
- Chris and Nancy Fischer from Kendall, PA indicate that they have sailboats, a Hunter 170 and two Sunfish. Nancy took the first session of Adult Learn to Sail.
- Merrilyn Griffin from Califon has recently joined.
- Kimberly Gold (used to be Jessmer) lives in Milford and took the second session of Adult Learn to Sail. She also had to deal with re-scheduling her life so that she could learn about sailing on a Sunfish.
- Gerry and Judi Levine, Washington, are new members.
- Leanne and George McGowan and daughter Hannah, 10, are new members and Hannah took Youth Learn to Sail I. They live in Hampton.

- Barbara and Brent Benson
New Member Liasons

2006 JET-14 Gravy Bowl Leg 2, District 1 Championship



Saturday, August 19, 2006

Registration, Coffee and Donuts:	8 – 9 AM
Skippers meeting:	9 AM
Harbor signal:	9:15 AM
Warning signal:	10 AM
1 – 3 Races:	No start after 12 PM
Lunch on shore	
1 – 3 races:	Approximately 1:30 PM
	No race after 3:30 PM
Awards presentation:	Immediately after racing

Registration Fee \$15

Contact: Charlie Smith
201-435-3694 cwsmith1124@comcast.net

Gelcoat

Gelcoating a boat is a function of patience, patience and more patience. Gelcoat provides a more durable finish than acrylic type paint. However, it is a totally different texture than paint, cures differently and will need to be sanded and buff to provide for a brilliant finish.

This article serves as a guide for anyone interested in gelcoating his or her boat.

Below is a list of materials you will need:

- Gelcoat: Order from US Composites.
- Pigment: Order from US Composites.
- MEKP Hardener: Order from US Composites.
- Styrene. Order from US Composites.
- Liquid wax from US Composites.
- 4 jars with lids that have seals.
- Measuring cups that have metric measurements.
- 3 or 4 oral syringes also in metric.
- Painting tape, to tape off areas not needing gelcoat
- If you have a compressor order a Gelcoat spray gun from US Composites.
- If you do not have a compressor, flatter type gelcoat rollers from West Marine.
- Sponge brushes, wax paper cups, 4 wax paper paint buckets, 3 tin cans, and wooden dowels.
- 4 block sanders
- Sandpaper grits 220,400, 500, 600 and 1500. These are wet-dry and dry types.
- Acetone, Petit's Marine Dewaxer, and MEK (activator). Get spray bottles for them.
- Paper paint rags from Home Depot.
- Sander/Polisher Kit from Jamestown Distributors about \$200.00.
- PATIENCE, PATIENCE and More PATIENCE
- Allow yourself no less than 20 hours work time.

Step 1: Prepare the Hull

The most important aspect behind gelcoating is the preparation work. This article assumes that the fiberglass on the boat is in reasonably good shape. If there are any exposed sections of fiberglass, prep with a two-part epoxy primer. I used Petit's Marine primer. The two-part epoxy will hold the gelcoat to the exposed fiberglass.

After making the decision to go forward with this, the first step in any gelcoat repair is to remove the old wax on the boat. Every boat regardless of age has wax on it. The wax is what was used to help seal the original coating of gelcoat. It exists on all boats. I did not believe it until I saw the wax coming off of my 30-year-old hull.

In a well-ventilated area, spray the dewaxer on the hull, wipe only in one direction. Wiping in a single direction will assure the wax will come off and not be spread elsewhere on the hull. It is essential that all the wax be off the boat in order for the gelcoat to grab onto the hull. Spray the dewaxer onto the boat about 5 times. Use many paper rags to wipe off the dewaxer. When you are done let the dewaxer dry then spray the boat down with water. If there is any water beading on the boat, you missed some wax

What you can also do is lightly sand the boat to ensure that the wax is off in this area, then spray the dewaxer again and wipe in one direction. This process should take about two hours. Spray the boat again with water and check for beading. If you are sure that the boat is not beading then it is completed.

During this stage, tape off the areas not to be gelcoated.

NOTE: Do the boat in stages. Set a goal of no more than one hour or two at a maximum that you will be working on the boat. This will ensure that you will not use up your patience and limit your frustration.

Step 2: Mix the Gelcoat

Think in terms of metric. It is easier to use than the American Standard. For a Sunfish, mix approximately 4 pints of gelcoat. Use the following mixtures for the pints:

- 500cc of clear gelcoat (a little more than a pint).
- 30 cc of Styrene (this is a thinner, as well as a yellowing agent).
- 8 ml of red pigment (use oral syringe).
- 3.5 ml of yellow pigment (use oral syringe).
- For last pint only add liquid wax – 9ml (use oral syringe).
- 2.5 cc of MEKP hardener (Mix only when ready to apply gelcoat).

In a well-ventilated area, very carefully, measure out gelcoat, styrene and pigment. Make 4 separate batches from scratch. This is extremely important if you want a uniform color on your hull. Be extremely accurate while measuring. A half a ml will cause your boat color not to match. Store the batches in 4 jars and keep away from sunlight. The sunlight is what fades gelcoat and breaks down its components. Add the wax to the 4th jar and mark container as so. Also, the matching of the color is practically impossible to do. This is why you are making 4 batches just in case you have to fill in scratches at a later point in time. Also the styrene is a thinner and yellowing agent. This will cause your hull to dry and have a little more of a faded or yellowed look when this is done. Do not use paint thinner, acetone, mineral spirits or anything else to thin the gelcoat. If you do then you will change the chemical components in the gelcoat and it will become brittle.

Note: The gelcoat mix should take about an hour to 2 hours. This is a good time to take a break. The smell is pretty strong and the clean up you do now is important to get rid of the fumes.

Step 3: Applying the Gelcoat.

An important factor here is temperature. Ideally, gelcoat should be applied when the temperature is 60 to 80 degrees F. The cure time is important for gelcoat to set. The gelcoat information above and the measurement for the MEKP hardener is what I used. The temperature was 72 degrees one day and 83 degrees another. The goal is to have the coats dry and become, "tacky" in about 4 hours. The tackiness provides a chemical bond for the next layer. This mixture was tacky in 3.5 hours.

Begin by spraying MEK onto the boat. The MEK is an activator, which makes the gelcoat tacky allowing for the bond between the old and new gelcoat. The MEK dries in about 15 minutes and provides a working bond for about a half hour.

Take your mixture of 500cc gelcoat, pour it into a wax paper paint bucket then add 2.5 cc of MEKP hardener, mix with a wooden dowel. If you have a compressor and gelcoat spray gun pour this into the plastic/paper container provided. If you are rolling, work from the mixing bucket. Each has advantages and disadvantages.

Most people will probably roll the gelcoat on. You can even paint it on using a stiff paint brush. If this is the case, start at the bow and middle of the boat, continue on your line to the stern of the boat. As you get to the stern, lift the brush off the boat slightly and project your line. This will give you a smoother finish. Gelcoat the boat quickly, do not be concerned about it being perfect, just get through the first layer and let the boat cure for 3 hours and then check it.

If the boat is tacky to the touch and time is permitted add another coat. Do not worry about finishing this all at once. If you finish two coats and it is late, let the gelcoat dry. The next day or following days you can reactivate the gelcoat by spraying the MEK activator again. My thoughts here after doing this is to have patience, take your time and do not worry. The MEK allows the gelcoat to become active again.

The 4th or final batch of gelcoat containing wax is added last. This batch actually provides a seal for the gelcoat. The gelcoat will become harder once the wax is applied. The wax in the final coat also will allow for easier sanding to occur.

You will notice after your first gelcoat and subsequent ones that the finish is bumpy or what is known as an, "orange peel" effect. This is normal with gelcoat. I particularly saw this when I sprayed my hull with the gelcoat sprayer. It will also happen with the rollers. Do not worry you are going to sand this all out after the final waxed coat is applied and cured.

Do not leave the boat in the sun and this point. The gelcoat is susceptible to changing color. Put the boat in the garage out of the light, otherwise the styrene will fade the color. Initially, I learned this when my boat was no longer orange, but turned salmon colored. This is where I learned as well that a half a ml makes a difference in the color. Do not let this cure in the sun.

Let your boat sit for no less than 3 days in order for the gelcoat to be cure.

Next month: Sanding, Polishing and some final thoughts.



The finished product is worth the effort!

- Jim Bardwil,

2006 Wren Regatta Bertocci Family Rules the Roost

The 2006 Wren Regatta was held July 22 – 23. The Saturday event was split into two divisions, Junior Skipper and Novice Skipper. Connor Schwenk brought his father Dirk from Annapolis, the Japikse clan; Dave, Dan and Matt; and Dean and Kelly Whalen traveled from upstate NY to compete in this year's competition. The local competitors were juniors Lucy and Simon Bertocci and novice skippers Jianming Maio and Elliot Zimmerman. The race committee, headed by Charlie Engler, set a short triangular course just off the launch area to accommodate a quick exit in the event the predicted storms rolled through. Five races were held. In the Junior Skipper event, the Bertocci and Schwenk programs were tied going into the last race when both boats were over early and had to restart. Lucy and Simon ground back through the fleet to win the race and the event. Well done! On the Novice side of the event, HSC's Jianming Maio improved throughout the day to post a one point win.

Sunday promised better weather for the Open event. Eight jets headed out at 10 AM with hopes of getting off three quick races before lunch. The promised breeze never arrived, and what did, came from every point on the compass. Guido Bertocci took over the helm from his daughter Lucy, Charlie Engler stepped out of the committee boat to sail with Anita DeMatteo, Charlie and Joanna Smith, Brent Benson with fellow Lake Nockamixon sailor Warren Mangan and Caleb and Elliot Zimmerman all took to the water to join our guests

Mark Califano and his crew on the race committee set a long triangular course for the morning session putting a premium on being on the correct side and looking up the course to link what puffs there were together. Once again, the Bertocci and Schwenk programs were locked in a tight battle at the lunch break. But, with the prospects of a long drive home, the Schwenks packed it in opening the door for the rest of the fleet. The afternoon session brought out the rest of the HSC fleets, unfortunately the wind stayed light and variable. The Smith's got in gear and lead at the windward and wing marks in both races only to be reeled in by the fleet. In the final accounting the Bertoccis posted a 4 point win, with Charlie Engler and Anita DeMatteo placing second and the Smiths taking third on a tie-breaker with the Benson/Mangan boat.

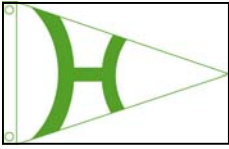
By virtue of their victory, Guido and Simon Bertocci also won the NJYRA Jet 14 Championship for 2006.

I was very pleased by the performance of the junior skippers on Saturday. These young sailors were eager to participate, handled their boats well and really seemed to enjoy the competition. As for the novice skippers, I think all of them learned a great deal from the event, as did their more experienced crews who got a taste of what goes on at the front of the boat.

Thanks to those who traveled to this event and to the locals who helped to make our guests at home, and I hope to see more of you next year. Complete results are posted on the Jet-14 website: <http://www.sailingsource.com/jet14>

- Charlie Smith

Marketplace



HSC Burgees \$15

Support HSC proudly on your car, boat, and trailer
Contact any club officer or staff member

HSC Bumper Stickers \$6.



www.sailhsc.org

Sunfish Parts for Sale

Racing daggerboard - \$80

If you're still racing with a wooden daggerboard you definitely need to upgrade to a racing (white) daggerboard

Also - covers for rudder and daggerboard, and spar bag

Make me an offer.

Derek Stow 973-402-8112 or derekstow@gmail.com

Race Rigged Sunfish for Sale

Aluminum Trailax trailer

Asking \$1,400 for the boat and trailer

Located in Bridgewater, NJ.

Arthur E. Roswel
(908) 722-9670

"Psst - Wanna Buy a Laser?"

This was the offer that was made to me by a man who poked his head through the open passenger-side window of my car as I was filling up with gas on my way to Wednesday night sailing (with my Sunfish on the trailer behind).

"No, I already have one, but I might know someone who does."

The man explained that he has a used Laser for sale. I think he said it belongs to his sister. It's at Mountain Lake (not in Mountain Lakes where I live). I didn't find out much about the condition of the boat except that its sail is no good. The guy doesn't sail and doesn't know what the boat is worth. So if you are looking for a bargain Laser this might be your chance. Make him an offer. (And I can sell you a used Laser sail at a knockdown price.)

I told the gas-station-boat-trader that I would pass on his details to members of HSC via our newsletter.

So here they are: Timothy Donohue 908-735-8603. Or just hang out at the Hess station. You might meet him.

Good luck.

- Derek Stow

Crews Communicate

During HSC's first Learn to Sail class, instructor Chet Ensign stressed the importance of the crew's role in keeping a lookout and communicating with the skipper. "I cherish that 10th time when the crew says "You see that boat ahead, right" and I answer "Err?" he told them.

The next day, in the heat of race #2, on the final approach to the windward mark, Chet found himself behind Gordon Sell. Gordon had set himself up superbly in control and Chet could not shake free. He tacked on to port tack for the final approach to the mark and was mere feet from the stern of Gordon's boat. Having to go up or down and do it fast, he chose to duck to leeward and dropped the boat below Gordon.

"I was concentrating intensely on Gordon's position, my speed, getting through the turbulent air coming off his sail - all the little things close at hand," Chet said. "And that was when I heard my crew Harlene say "You see that boat ahead right?""

Err?

He looked up to see an extended family in 3 canoes paddling right up the middle of the course not 30' dead ahead. And from the confused - some might even say panic-stricken - looks on their faces (except for the small children of course - they were watching the big boats come at them and saying "wheeee!") he realized that they were absolute boating novices who had no idea what this big red ball was doing in the lake and why are all the big boats pointed right at them. They just kept paddling along, straight up the course, their expressions pleading "please don't hit us - please don't hit us..."

If Chet kept going the way he was going, he was definitely going to T-bone boat number one - the one with the small children just to make sure he would make the cover of the Star Ledger! Fortunately, there was a gap behind canoe #1 and canoes #2 and #3. Chet dropped down further (growling at the fact that he was giving Gordon at least 2 more boat lengths lead) sailed through, got clear, tacked and headed for the mark.

Gordon rounded the mark & headed downwind. Chet closed on the mark, concentrating on making a smooth rounding and getting right behind Gordon so that he could get the windshadow off his sail pointed towards him and maybe, hopefully, catch back up again. That was when alert crew Harlene said "You've got that canoe again, right?"

@#\$\$@~#\$\$^%#\$\$%@\$~!#! Same canoe #1 again, still paddling straight up the lake. Had he followed his planned trajectory around the mark, he would have made up for his first good deed by plowing right over them at top speed. So his crew's sharp lookout and quick, clear communication kept everybody safe, if a bit disgruntled in at least one case, and everyone enjoyed their day on the water, even the kids in the canoes!

So remember - keep your eyes open and don't assume your skipper sees all and knows all. When he needs to most, he probably doesn't.

- Chet Ensign

Laser Championship

Eight Lasers competed at Spruce Run on Sunday, July 30 in the Hunterdon Sailing Club NJYRA Laser regatta. The winds were excellent (which at Spruce Run means strong gusts, shifts, areas with no wind, whitecaps, etc.) and the weather was hot but beautiful. Visitors to our club took top honors: father and son sailors Rick Dhein and Clark Dhein from the Philadelphia area won first and second place (son Clark barely edged out dad Rick) and Alastair Stevenson from Princeton was third. The Laser fleet wishes to thank the race committee for all the help during the regatta, especially Nicky Einthoven for operating the committee boat throughout the day, and Lucy Bertocci for a full afternoon of assistance. Thanks also to Dave Davies, Nathan Altimore, and Simon Bertocci for their help. The regatta also marked the last day of Sunday racing, at least for awhile, for Kait Orr who heads for Goucher College later this month. We wish her well and hope she finds fair winds and 'smooth sailing' in Baltimore.

Upcoming Laser events at HSC include a spaghetti dinner on Monday, September 4 (Labor Day) following the Sunfish Regatta, and the Bluenose Regatta on Saturday, September 16. The Bluenose Regatta is for the club champion of each fleet, and this year it will be sailed in Lasers. I hope that anyone in the club who has a Laser will make it available for the Bluenose.

- Bob Orr

In the Mail



Hi, from the Chesapeake Bay.
Ren Kotlarek-Commodore 1970 and 1979.
Jet-14 sailor #711.

I read, with great enjoyment, Dereck Williamson's article in the Democrat. I spent a lot of time with Dereck and his wife. I actually slept at their house, as I had at many other members houses and his daughter, if I could only remember her name, stayed at our house, then in Pennsburg, PA.

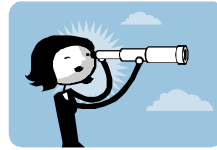
YES, I do remember the ill trained, pistol packing, Spruce Run Cops. They did not have a clue what a sailboat was and were very much intimidated by that long pole that stuck out of the boat. Yes they did have their binoculars trained on us from the building at the top of the hill. Are they swimming, drinking beer, just what are they doing, they are not fishing. RACING, that can't be legal. Just what are these people doing.

My privilege was being Commodore (2 times). My other privilege was not being the State Liaison. I can assure you HSC would not be if I were.

I applaud your liaison person(s) for they keep the club alive. I am also glad to see the State of NJ is again solvent. I am retired; however, if I ran a company, the way our government runs our states, we would all be on welfare.

Enjoy your racing.

Ren and Barb on "Magic"



Ladies Fleet News

Saturday August 12 will be the Ladies Regatta, from 1 PM to 6 PM. Ladies and other HSC members are invited to come to Spruce Run Reservoir and participate in the Ladies Regatta, similar to the one we had years ago!

The event will be in Sunfish. The Ladies, Women, and Girls in the household get first pick of boats, but the event has been opened to allow men and boys to participate, making it a great Sunfish regatta! There will be trophies for the top 3.

The more the merrier!

- Nicky Einthoven

Hunterdon Sailing Club

Officers

Commodore	Charlie Engler	908-464-5564
Vice Commodore	Elliot Zimmerman	908-889-0858
Rear Commodore	Mark Califano	973-584-2502
Asst. Rear Commodore	Gordon Sell	908-625-7635
Secretary	Andrew Lindgren	973-226-1553
Treasurer	Tom Maier	973-267-4859
Assistant Treasurer	Bob Orr	908-832-7553
Jr. Past Commodore	Rich Baumann	973-667-4665

Staff

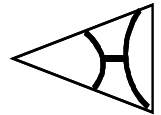
Protest Chairman	Guido Bertocci	908-735-0010
Membership Co-ord.	Stacey Bachenheimer	973-364-0147
Training Coordinator	Ellen Greenhorn	908-713-9346
New Member Liaison	Brent/Barbara Benson	610-282-3611
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Fleet Captains

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Laser	Bob Orr	908-832-7553
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AUGUST 2006

The FO'C'S'LE
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HUNTERDON SAILING CLUB, Inc.



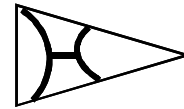
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The FO'C'S'LE is the monthly newsletter by and for the members of the Hunterdon Sailing Club. Material is welcome from all members.

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