

The F C'S'LE

Hunterdon Sailing Club, Inc.

June 2000

NO. 344

Commodore's Cup

Saturday - June 3rd

Skippers Meeting at 11:00 AM

Three (Long) Races

First Horn at 12 NOON

No FEE and there is only ONE Winner
All Boats - All Fleets are welcome.
Race times will be adjusted

Adult Sail Training Lecture

Thursday - June 8th

Time: 6:30 PM

Clinton Library, Clinton NJ

Adult Sail Training - On the Water

June 10th and June 17th

Start Time is 9AM at Spruce Run

Coordinator of Boats and Trainers is Rich Baumann

Please call Rich at (973-667-4665) to volunteer yourself or your boat.

Each Saturday we will have about 20 adult students.

We need about 7 Big Boats (e.g Day Sailers, Capri 14.2) and 7 Skippers.

We need access to many (any) type of boat in the Afternoon. Come show your boat to a new member and take them for a ride.

Youth - Learn to Sail

June 26, 27, 28

9 AM - 3PM at Spruce Run

Youth - Performance Sailing

June 29, 30 and July 1

9AM - 3PM at Spruce Run

28th ANNUAL DAY SAILER OPEN

Saturday & Sunday

June 24 & 25, 2000

REGISTRATION & CONTACTS:

Advance registration is advisable. For further regatta information and registration forms call:

TOM or IRENA NAWROT(973) 927-9107.



Hunterdon Sailing Club

4th of July Picnic

Tuesday Afternoon at Spruce Run

- Little Brown Jug Race
 - Skipper's Meeting 10 AM
 - First Horn at 11 AM
 - Portsmouth Race (all finish times will be adjusted)
- Picnic after the Race
 - around 2 PM

BOAT RAFFLE on the 4th of July

ONE Flying Junior Sailboat (no trailer)

ONE Wind Surfer

Each Raffle Ticket is \$10.00 (TWO chances)

First drawn ticket gets the pick of the litter (FJ or Windsurfer)

Second ticket gets what is left !!!!

Purchase tickets in advance or buy them at the lake on the 4th of July during our PICNIC.

Advance Purchase:

Make a \$10.00 Check payable to HSC or

Hunterdon Sailing Club, Send your check to:

Barry Seip

120 Pleasantview Ave

New Providence, NJ 07974

Member Notes



Racing season has begun! For those of you who are unfamiliar with the logistics of the club's races, some important points are highlighted below.

Races are held every Sunday afternoon during the sailing season. The countdown for the first race begins at 1:30 PM. The countdown last 6 minutes then the first fleet is released. Subsequent fleets start at 3-minute intervals after that. There are as many starts as there are fleets, with the Portsmouth fleet going last. Races generally last about 45 minutes. A horn is sounded when the first boat from each fleet crosses the finish line.

Courses are generally set so the first leg is upwind, the second leg is a reach, the third leg is downwind, then depending on the fleet, there is either another upwind and downwind leg or not then a final upwind leg to the finish line. The finish line is usually the same as the start line. The start and finish line are marked with small yellow markers and the course is marked with large red markers.

There are also races held on Wednesday evenings, these start at 6:00 PM. The only boats allowed in these races are Sunfish and the course is usually a triangle with an upwind finish as described above. The course is generally much smaller on Wednesday nights, which allows about five races to take place before dark. This varies however depending on the wind conditions and the time of year. These races are followed by an evening of merriment at the Sunset Inn. No invitation is need to join the gang at the Sunset, just come on down!

Susan Mallows

Letters to the Liaison

What should I do if I want to do race committee?

If you know ahead of time that you want to do race committee on the weekend, the best thing to do is call the chairman of the race committee who is responsible for that Sunday race. The assignments are listed on the inside front cover of the handbook. If you do not have a handbook you can contact me at 908-638-5201. If you do not know until Sunday morning that you want to do race committee then try and arrive at the lake by at least 12:30. If you arrive after the committee boat has left, someone will probably be able to take you out to it, but you will possibly have to endure being strapped to the mast for transportation.

I get out of work too late to make it to the Wednesday night races by 6:00. Can I still participate?

Of course! If you come late, just rig your boat and get out there! You will be included in the scores for the races you do participate in. And if you come too late to rig your boat for the last race then come to the Sunset anyway! Then you can at least hear all about the racing and pick up some pointers for the next time you do make it.

What do the different symbols on the committee boat mean?

There are generally two lines of symbols displayed on the side of the committee boat. The top row usually consists of symbols for the start sequence for each fleet. The bottom row usually displays the type of course and the direction mark roundings are to be made. Sometimes though, all the symbols are on one line, but the funny picture ones are for the fleets and the letters ones (O, P, S usually) generally are for the course. The picture ones appear first though reading right to left when they are all on one line.

BORED WITH BOARDS

When the Sunfish was introduced it came with a rounded-shape daggerboard and rudder. In the early '70s the spring-loaded rudder was born and the shape of each was changed and the board was called the NEW board. This soon proved to be a mistake since the "new" board was 22 square inches less in area and was prone to stalling. So then there was a rush to go back to the 'old' board. Next, some frost-biters up in Barrington, RI, came up with an improved version with a classic boxy shape. The rudder remained as we know it today but the Barrington board was now offered with new boats until the advent of the newest factory made plastic (or racing) board, which is fully 5 inches longer than all the others. Sunfish Class production numbers are in the 500,000 range as of this year (not 100,000 as erroneously stated in the HSC Handbook) and there are a lot of boards 'floating' around the countryside; mostly non-competitive.

NEXT MONTH; Sail evolution and the right way to put numbers on.

Ramon Rosswaag

EXTRA HSC SAFETY BOAT HELPED IN EMERGENCY

On Sunday May 14 when we came in from racing, an emergency EMT truck was searching for the reason someone had turned in a 911 call. Irena Nowrot reported to them that a Flying Scot had capsized across from the launching ramp. We went to the ramp and joined a growing platoon of State Police, rescue squad, and Park personnel all surveying the boat owners' attempts at self-rescue. When asked if we could help, they said no, a 100HP rescue boat was on the way (apparently the park boat was not available). After second thoughts we, Susan, Nicky, Jessica and I, decided it wouldn't hurt to go see if we could help. pending the arrival of the other boat. The HSC backup boat was easily launched, Nicky put on her wet suit, and

we took off (the engine started instantly, thank you Brian). The Flying Scot with novice, unlife jacketed crew was swamped on shore with little hope of salvation until Nicky and Susan assisted it's crew with monumental bailing efforts for almost an hour to raise the centerboard trunk above water level. (there was mighty little flotation and nothing available to stuff in the slot. A hovering fishing boat offered encouragement and 2 bailing buckets. The Scot was then towed back to the dock with Nicky at the helm.

LESSONS LEARNED:

1. It's comforting to have a second boat ready to go. We should see that it is kept gassed up and with life jackets, a towrope and a couple of large bailing buckets permanently installed.
2. This event was one of several where the RC boat and crash boat were out of contact and far distant. We should think about ship to shore communication with the RC boat, it could happen that an emergency could exist out on the water which could use shore side or 911 help.
3. I have no idea who put in the is 911 call, but if you think about it, outside help is a long time away. If you feel comfortable in doing so, don't hesitate to take personal action, this certainly was not a life-threatening incident, but those folks might still be there - we never did see the EMT boat, and soon all 7 responders went home.

C. Engler



Remarks about the Handbook 2000

The Handbook should be in your hands now for about a month. Your Handbook editor has already received more than a dozen minor corrections to be made in the next Handbook. This is the best time to note corrections, especially inaccuracies in the membership list and the yacht registry.

The changed membership form was a success. It was a time saver for the renewing member as well as for the Handbook Editor, and gave the added value of a smaller chance for errors. E-mail addresses can occasionally be a puzzle, please make sure yours is correct.

Many also used the choice for dates for RC duty. From very specific dates to broad preferences were indicated. Fourteen out of sixteen persons got at least one of their choices. This also should be continued. Thanks to the initiators and executors of these improvements.

A map of Spruce Run with depth lines is now in the Handbook 2000. The greatest depth is about 78 feet. Race Committee's can estimate where they can anchor the marks and anchor the RC boat. And they can figure out if the wind will float a mark toward a shallower region (that is often quite acceptable) or to a deeper region. When the RC boat motors toward the dam in the direction of the pump house, it shows that to the left of the "pump house" there is plenty of good anchoring space, while to the right there is nearly none. I do not think there is a pump in the pump house. Who ventures an opinion how it got its name?

Vim Einthoven

AVAILABLE TO CREW			
Name	Phone Number(s)	Rating	Key
Janet Bodner	908-832-8953	3+	Rating 4 Regatta / Spinnaker / Rules
Drew Giehl	973-325-9107	1	Rating 3 Racing / Spinnaker
Roger Hall	570-839-6221	UK	Rating 2 Racing
Bob Marsiano	908-284-9316	UK	Rating 1 Some sailing experience
Pam Marsiano	908-284-9316	UK	UK unknown
Susan Mallows	908-638-5201	4	*teenager
Mike McCay	908-753-5549	UK	
Marek Mezyk	973-644-9274	1	
Todd Miles	908-832-0445	1	
Debbie Scheibe	908-790-8711	UK	
Lisa Spicer	908-735-7016	2	
Tim Spicer *	908-735-7016	2	
Leslie Streit	908-654-5665	UK	
Jes Taylor*	732-494-1978 or 908-273-2009	Uk	

HSC 2000 TWILIGHT I SERIES

HSC 2000 SPRING SERIES

Meeting Participa- tion Re- quire.	SCORE	5/3				5/17				
		#1	#2	#3	#4	#1	#2	#3	#4	#5
C Young	92.08%	1	2	1	1	2	3	3	2	2
S Man- son	90.77%					4	2	1	3	1
D Geiger	87.13%	2	1	3	5	1	1	5	1	3
R Bauman	73.85%					3	4	2	5	8
C Engler	64.36%	7	4	2	2	7	5	4	9	5
G Sell	64.36%	3	6	4	3	5	8	6	6	4
R Ross- waag	59.41%	4	3	5	6	6	6	10	4	6
M Cali- fano	55.56%	5	5	6	4					
M Wheeler	42.57%	6	7	7	7	9	9	7	8	7
N Young	37.65%			9	8	8	7	9	7	12
N Mente- sana	29.23%					10	10	11	11	9
S Mal- lows	25.00%			8	9					
B Inglis	21.54%					11	12	13	10	10
T Spicer	16.83%	8	8	10	10	12	11	8	13	13
B Hag- man	13.85%					13	13	12	12	11

Meeting Participa- tion Re- quire.	SCORE	5/7			5/14		
		#1	#2	#3	#1	#2	#3
Force 5							
C Young	100.00%	1	1	1	1	1	1
R Baumann	60.00%	2	2	2	2	2	2
B Bauer	33.33%	3	3	3			
Albacore							
B Mohan	100.00%				1	1	1
A Mohan	50.00%				2	2	2
Jet 14							
B Benson	69.23%	4		2	1	1	
C Engler	68.75%	2	1	1	3	3	
B Seip	64.71%	1	3	3	2	2	1
S De- Fusco	57.14%	3	2				
Day Sailor							
T Narwott	100.00%	1	1	1	1	1	
R Ross- wagg	50.00%	2	2				
P Teuben	50.00%			2	2	2	
Sunfish							
T Spicer	100.00%				1		
N Mente- sana	80.00%	1	1		2	1	
Ports- mouth							
P Ford	100.00%	1		1	1	1	
D Veno	71.43%	2	1	2			
G Sell	40.00%	3	2				



HOW TO START

Dick Rose in Sailing world magazine raises a question. How should US Sailing start races? Currently System 1 is used in Europe and System 2 (our system with a twist) is used in the US and Canada.

The International Sailing Federation has been working on a new system to be used worldwide. Currently they propose for each class start:

5 minutes – class flag up and 1 sound...Warning

4 minutes – preparatory and any starting penalty flag up & 1 sound..Preparatory

1 minute – all flags down and 1 sound

0 minutes – class flag down and 1 sound...Start

Advantages per Dick Rose:

1. It's faster than System 2's 5 minutes between signals. However it's slower with our 3 minutes between signals.
2. When there is a delay between class starts, changing starting line, general recalls, etc., there's no need for postponement. Start anytime.

Current System 2 as we know it:

6 minutes – yellow signal up and 1 sound...Warning

4 minutes – yellow signal down

3 minutes – blue signal up and 1 sound...Preparatory

1 minute – blue signal down

0 minutes – red signal up and 1 sound.... Start

Advantages per Dick Rose:

1. A competitors watch can be started at any sound signal and checked at any other sound signal.
2. There's 6 or 10 minutes after a Warning signal to check for the favored end of the line and to get into proper position for the start. In big regattas and light winds 5 minutes has been reported as not enough time.
3. The RC is less likely to make errors with

signals made in a simple order, 5-5-5-5-5-. Rather than 5-4-1-0-5-4-1-0.

Roses questions, is the new system so much better that US Sailing should abandon System 2 in the next rule book or should it be included as an alternative system?

What do you think? Rose wants answers via E-mail at - editorial@sailingworld.com –How about a review by the Race Committee and the Executive Committee for a club response plus any individual responses you want to make?

The full article is in the May issue of Sailing World on page 58. If you're not a US Sailing member, it's probably in your local library.

HBWT

*Ed's Note: HBWT for those new members is Ray Buchanan, a.k.a., Have Boat Will **Travel!***

RULES FROM DICK ROSE

1. Approaching a rounding mark, if an overtaking boat does not have an inside overlap at the two-length zone it is probably wrong to go inside the overtaken boat.
2. If an overtaking boat is to windward, the overtaken boat (to leeward) may luff the windward boat to Timbuktu provided it gives the windward boat room to keep clear. It may not intentionally hit the windward boat.
3. When after the start, a port tack boat is keeping clear of a starboard tack boat, the starboard boat may not change course if as a result the port tack boat must immediately change course to keep clear.

Before the start, I believe, a starboard tack boat may change course to protect its hole on the starting line from an approaching port tack boat, especially if it's Courtney.

If you want a full-blown discussion of the rules above, check your local library for this years' Sailing World magazines or join US Sailing and review rules every month.

Ray Buchanan, Protest Chairman

REGATTA CANCELLED; HIGH WATER

When Mike Wheeler joined the club last summer and revealed that he was from Lake Parsippany it brought back some vivid recollections. Some 'olde tyme' readers like Renny and Bill may recall the incident that I am about to describe.

In the late '60s and early '70s Sunfish Fleet 156 locked tillers with the group from Lake Parsippany in a home-and-home Round Robin. They had a neat lakeside clubhouse and an active fleet headed up by Art Reed. Unique was the fact that because their clubhouse hugged a sheltered (from the prevailing wind) shore, the class rule requiring 22 foot main sheets was waived; they mostly had 24 footers since the way to the race course was a dead run. (Rigs in those days were carried much higher off the deck.) The June day for the event to be staged at Spruce Run was a real 'bluebird' one; bright sunshine, comfortably warm, and with a gentle steady breeze. It had rained heavily the previous day and guess what? A sign at the old tollbooth (admission: one dollar) declared PARK CLOSED! Reason; ROADWAY UNDER WATER. Sure enough, about 50 yards or so north of the eastern end of the dry storage area there is a low spot in the approach road and it was covered by 1 1/2 to 2 feet of water. So to the list of reasons you may not, or can not, sail because of high winds, no winds, lightning, too cold, too hot, low water, rain, fog, or snow please add; TOO MUCH WATER! rrr

Hunterdon Sailing Club

Officers

Commodore	Barry Seip	908-464-0534
Vice Commodore	Art Mohan	908-526-8506
Rear Commodore	Brian Mohan	908-725-5267
Assistant Rear Commodore	John Parsekian	908-766-6103
Secretary	Ann Parsekian	908-766-6103
Treasurer	George Cassa	908-832-5011
Jr. Past Commodore	Susan Mallows	908-638-5201

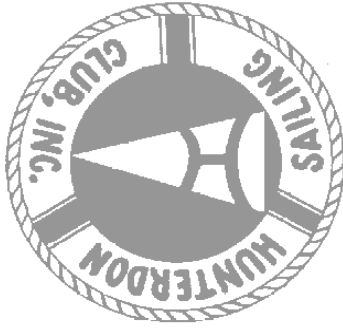
Staff

Wednesday Night RC	Art Mohan
Protest	Ray Buchanan
Membership/Training	Patty Seip
Scorekeeper	David Veno
Newsletter Editor	Barbara O'Connor
NJYRA Rep	
Web Master	Paul Ford
State Liaison	Charlie Engler
Librarian	Gene Spillane
Handbook Editor	Vim Einthoven

Fleet Captains

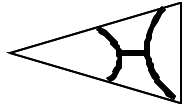
Jet 14	Vim Einthoven
	Nicky Einthoven
Force 5	Rich Baumann
Day Sailer	Tom Nawrot
Handicap	David Veno
Sunfish	Gordon Sell
Junior	Dominika Nawrot
Ladies	Janet Bodner





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. Submit copy to the editor at 1Chrystal Drive, Lebanon, NJ 08833 or e-mail to: b.oconnor@usa.net. Newsletter articles must be identified as such in the subject line with month of publication noted. Press deadline is the 20th day of the month.

We're on the Web!
www.redkoh.com
hsc/index.htm



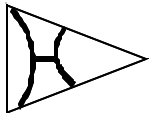
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