

The FOC'S'LE



Hunterdon Sailing Club, Inc.

SEPTEMBER 2006

NO. 406

Ladies Regatta Beginners are Winners!

The HSC Ladies Regatta was held on Saturday, August 12, 2006 at the Spruce Run Reservoir. Although the Ladies Regatta is open to men and women, all of the sailors were women who competed in three intense races with variable winds. Having honed their skills in supervised practice classes, the three winners were all novice sailors. First place holder, Kathy Mancuso came in first in all three races. Second and third places were taken by Mary Deal and Lynne Christopher. Many thanks and kudos go to Nicky Einthoven for organizing the event and serving as race coach and to her RC assistant, Nicole Christopher – a great time was had by all.

- Mary Deal



Good News Department

In a recent issue of the FO'C'S'LE, it was noted that the New Jersey Water Supply Authority had submitted a request for compensation covering Round Valley pumping costs incurred for recreational purposes. This was in accordance with recent legislation calling for keeping Spruce Run water levels no lower than 8 feet below full, from Memorial Day through Labor Day. A check for the requested \$84,000 has now been received by the NJWSA from the State.

With the 2006 water levels remaining pleasantly full until a recent dry spell, no such need has occurred this year. Thank you, Mother Nature!

- Charlie Engler, Friends of Spruce Run

HSC Fun Day Fun for All!

Saturday July 30, 2006 was the HSC Fun Day sponsored by the Ladies Fleet. All sailing days are fun, but this one is fun in a different sailing way.

At 12:00 we were launching boats. Participants included:

Day Sailer: Rich & Marge Baumann, and grandson Joshua.

Sunfish: Scott Callahan, Joanne Callahan, Ellen Greenhorn, Mary Deal and Kathy Mancuso

Jet 14: Nicky Einthoven

A Flying Scott thought we were supposed to meet at the Island at noon, so missed the tour of the dams, but still had fun sailing.

By 1:00 we had left shore for a tour of the lake's 4 dams. The RC had cameras and a video recorder. The wind was good for an event like this. A few people had to leave early, but the rest of us had fun all day long!

We sailed by the big dam, by the spillway, by the 5 1/2 foot high dam which is hard to recognize, and by the 4th dam. Some sailed into the Secret Garden, which is past Catfish Cove. Then we stopped off at Big Goose Island for chatting and a snack.

Did you know that there is magic behind the island? Everyone who sails upwind behind the island becomes a better sailor. Some sailors went home, but the rest of us sailed upwind behind Big Goose Island, then sailed past Little Goose Island (which is still submerged), sailed by Wild Stallion Meadow, past the swimming beach at Swimmers Cove, and almost all the way to Van Syckel's Cove! The 1988 and 1999 handbooks have a map of the lake with names of some of the various coves and points of Spruce Run. Some of the names are real and can be found on other maps. Most were made up in 1987 while on Race Committee Duty by Byron Hicks, Tom Oryniak, and Nicky Einthoven.

Then we sailed through the Western Waters, past Campers' Point, through the Narrows, and sailed a large arc along the main dam past the Pump House, all the way to Boulder Bluffs at the end of the dam. We rounded Pelican Point and two of us went all the way up Inlet Reach, before returning to shore.

Thank you Mike Wheeler and Joanne Shaver for handling the Chase Boat

- Nicky Einthoven

Commodore's Corner

At this writing, all (well, at least 90%) is right with the world of sailing at HSC.

Spruce Run, which dropped 5 feet due to the August drought, has now come back up over a foot.

Vice Commodore, Elliot Zimmerman continues to provide programs, and personal RC duty, to encourage new members to continue their learning and interest.

Training Coordinator, Ellen Greenhorn continues to encourage all new members and to introduce visitors to the joys of HSC.

Mother Nature has provided us with above-average sailing conditions for virtually the whole summer.

Assistant Rear Commodore, Gordon Sell has kept everything running, even learning the intricacies of ethanol in marine engines.

Membership Coordinator, Stacey Bachenheimer reports our membership is well over 100.

Protest Chairman, Guido Bertocci is disappointed there haven't been more protests.

Focsle Editor, Charlie Smith, of course, would like a few more FOCSLE articles!

Laser Fleet Captain, Bob Orr continues to bring home the pasta suppers.

Publicity Chairman, Anne Freeman continues to have press releases printed.

The Sunday Sunfish are multiplying.

Et cetera, et cetera.

Thanks to all who are making our club a place providing
MORE FUN FOR MORE SAILORS!

- Charlie Engler

Meet Your Club Officers

Andy Lindgren, HSC Recording Secretary

Hunterdon Sailing Club (HSC): When did you join the Hunterdon Sailing Club Andy?

Andy Lindgren (Andy): I joined about five years ago.

HSC: How long have you been recording secretary?

Andy: For two years.

HSC: What are your primary responsibilities?

Andy: I have two. I take the minutes at our formal meetings and I forward messages via email to the club membership.

HSC: What is your favorite aspect of the job?

Andy: I enjoy hearing what is going on from club members.

HSC: And your least favorite?

Andy: I have no stenographic skills. So when I am taking notes at a meeting, I am always concerned that I will miss important details because I am writing notes so slowly.

HSC: What is your primary goal for the HSC?

Andy: To get the information out to the membership.

HSC: When did you learn to sail?

Andy: I am relatively new to sailing. I was always interested, but never had an opportunity. When my daughters attended camp, they sailed in Sunfish.

When they got home they wanted to continue. As a result, we rented Sunfish while on vacation and took some sailing lessons.

Then I took a sailing course in a Flying Scot. After that, I sailed a few times whenever I could rent a boat. Later I taught high school with Stacey Bachenheimer. She knew I had an interest in sailing and got me to join HSC. Then I got into racing and have been improving my skills. I now spend less time at the end of the fleet.

HSC: What do you regularly sail in HSC events?

Andy: This year, I am sailing my Sunfish on Wednesday nights, and I am sailing a Flying Scot on Sundays.

HSC: What is the best way for HSC members to contact you?

Andy: By email at lindgrenhsc@comcast.net.

HSC: Thanks, Andy, for your work as Hunterdon Sailing Club's recording secretary!



Force 5 Championship

The eight race championship was a shoot out. One point separated the top three finishers and only eight points separated the top five finishers.

Fred Meno of Texas, won the event with 20 points. Peter Young of Washington, DC, was second with 21 points. Bob Cullen of Connecticut, was third losing in the tie-break also with 21 points. Floridian Jim Bigham was fourth and our own Doug Brown was fifth. Other HSC competitors were Courtney Young, 6th; Byron Hicks, 9th; Rich Baumann, 12th; and Ray Buchanan, 13th.

The event was held on August 3 to 5 at the Buffalo Canoe Club at Chrystal Beach, Ontario on the north side of Lake Erie. It was very strange to read a billboard that described Chrystal Beach as being on the south shore.

The wind Gods were not cooperative. For the practice race on Wednesday it blew stink. I sailed out to the course, looked around, and sailed back to shore. On Thursday the wind was moderate. On Friday the gale came back. It was sailable with heavy hiking. On Saturday it didn't blow at all and we had to be towed back to shore after an hour postponement. If only the wind could have been spread more evenly.

PS. I won the Masters Trophy. It's rumored that the age group starts one year before my birthday.

-Ray Buchanan





Jet 14 Nationals

With some misgivings about the Annapolis Chop from a past Jet 14 Nationals at the Severn Sailing Association at the mouth of the Severn River and out into Chesapeake Bay, Charlie's Angel soon found it to be perfect sailing conditions. Winds from 5 to 12 and no chop, only an occasional tsunami caused by some distant behemoth, and partly cloudy, warm temperatures.

At the Skippers meeting, PRO (and I mean PRO!) John Potter set the pace by noting that he did not have the term GENERAL RECALL in his vocabulary. All but the final race had INDIVIDUAL recalls (one race had 15!), all clearly and quickly announced. Since we were always under the "T" flag, this created a bit of traffic with early starters rounding the ends.



John Potter also displayed an amazing ability to predict wind changes and to set the next course accordingly. Ten races were held, with NO throw-outs over the three days.

33 Jets attended with 5 from Hunterdon....Charlie and Joanna Smith, Guido and Simon Bertocci, Nicky sailing with junior Dan Japikse from Sacandaga Lake, Caleb and Elliot Zimmerman, and myself with Anita DeMatteo. The finishes, and an ACTION shot of each boat, are available at www.jet14.com

Caleb sailing with Teddy Wells, finished Second in the Junior Nationals in 1011 one point out of first, and also took the prize for highest finisher who sailed in both the Juniors and the Nationals. Guido and Simon won the "President's Fleet" and Simon won the award for the youngest sailor participating in the regatta.

Brent Barbehenn (naturally) won, with Greg Fisher second, followed by Dirk Schwenk in third and our dear friends Sean and Kerrie DeFusco in fourth. Showing comforting boat speed, the Angel took 11th.

After race one, Anita said..."the people in the big cruising boat over there are yelling at you...they must know you!" Well, it was Renny and Barbara Kotlarek, HSC Jet 14 Icons from a few years past. Together with Ed and Shiela Barbehenn, Don Moore, John Boyd, Peter Jones, and Michael Parramore, a bit of a reunion took place. The never-ending supply of Yeungling didn't hurt either.

A bid was accepted by the Class that next year's Nationals be held mid-August at one of our favorite venues, Island Heights Yacht Club to celebrate the 55th anniversary of the first Jet 14 in Island Heights, NJ. Regatta Chairman, Charlie Smith will be looking for plenty of help! See you there!

- C Engler 1129

2006 Jet 14 Gravy Bowl

Fleet 51 hosted the 2006 Gravy Bowl and Leg II of the District 1 Championships at HSC on August 19. A fleet of 13 answered the starting gun under the able command of Ted Klein, Derek Stow and Bob Orr. With former and current National Champions and Class Presidents in attendance, Sean and Kerrie DeFusco returned to HSC to once again win the event in extremely challenging, light air conditions.

With a 60 minute time limit per race imposed by the sailing instructions, the fleet was challenged to finish each race in time. In race two, Brent Barbehenn sailing with Caleb Zimmerman finished first in 55 minutes! Due to the conditions, only three races were completed and only three points separated first and third. Guido Bertocci sailing with Ann Myers from Raritan Yacht Club placed second with 13 points winning a tie-breaker with Brent and Caleb.

In the District Championship it looks to be a three horse race going into the final leg at Packanack in October. The championship is a "best two out of three regatta" affair where your best two results are totaled to determine the overall winner. Doug Brown and Guido Bertocci each have a win in one leg while Chris Adams of Pines Lake has placed second in each of the first two legs. We're looking forward to an exciting conclusion in October.

Complete results are at www.jet14.com

- Charlie Smith

HSC Sailors Top 3rd Day of "Challenge of the Lakes"

Sunday, August 20th, was the race day 3 of the 4th annual Challenge of the Lakes, a 4 day series sailed between HSC's Flying Scot fleet #184 and Nockamixon Sailing Club's fleet #163. Four boats from NSC traveled to join Mark Kaplan, Gordon Sell and Chet Ensign (plus crews) on Spruce Run with some of the best winds we have had all summer – 15 with gusts pushing 20 coming straight out of the cut off the campgrounds. The HSC sailors put home 'field' advantage to good use, taking 1st and 2nd for the day.

Principle Race Officer Charlie Engler and his race committee set a perfect 270° windward course and the first race got off in fine shape, with the beautiful sight of 7 Flying Scots charging to the starting line at full speed.

Chet, with crew Dave Kurt, got a particularly fine view of the start and will in the future pay far more attention to the RC signals so that they are never again over the line 8 seconds early. The vision of 6 close hauled Flying Scots is inspiring

when seen from the course side, but this was not exactly when they wanted that kind of inspiration. Fortunately, they had selected a start at the pin, and they were able to jibe around and restart on port tack. To avoid the backwash of bad air off the other Scots, they stayed well to the right before tacking and were surprised to find themselves back to 2nd place at the windward mark.

They learn slow on #4141 and the obvious "go right" message of this leg was lost on them. So, on the second upwind leg, they once again headed for the left side of the course. Gordon Sell, and his Crew Lynne Christopher, meanwhile went well to the right and were well ahead – we are talking minutes here – at the second windward mark, a lead so commanding that there was no catching them. They took first place with time for hors d'oeuvres while the rest of us caught up.

In race 2, Chet and Dave had their best start of the season pinching off NSC's Mike and Brenda Noone at the committee boat and blasting through a beam and a half worth of clearance to roll the whole fleet. Sailing in some big lifting puffs, they hit the windward mark with a Gordon Sell-sized lead. Which was, as Martha Stewart says, "a good thing" because they did, in fact, hit the mark. But despite a 360 penalty turn, jamming their spinnaker in the pole lift, shrimping it on takedown, and almost decapitating themselves with an unplanned jibe, they held onto the lead to finish first. The Noone's meanwhile tacked a tad too early for the finish and saw NSC's Matt and Laurie Cohen, sailing the venerable Flying Scot #520, who had also learned that "right" lesson, blast in at the last minute to take 2nd place less than 1 foot!!



The big puffs and shifts at the windward mark made for an exciting afternoon of mark "roundings" with four of the Scots hitting the windward mark plus one pinging a Jet 14 for good measure and, just before the start of the third race, NSC's Matt Cohen sliding right off his boat during a tack. He

hung on tight to the mainsheet, and fought his way back into the boat in time to start and then finish 4th!!

Special trophies for the winners wrapped up the day – bottles of red wine with special "Challenge of the Lakes – Vintage Scot sailing at its best" labels – for 1st, 2nd and 3rd place as well as one for the Finalist and one for the 1st place boat's "Grand Cru".

Chet and Dave took first overall with Gordon and Lynne taking second. Chet is now 2nd in the overall series standing and Gordon is fourth. The final "C-of-L" is at HSC on Sunday, September 10. Mathematically, several boats could be in the "Final Winners Circle" -- check the full results on the Scot Page of the NSC web site at <http://www.nockamixonsailclub.org/FSCT/raceBLakeYEAR.html>

- Chet Ensign

Gelcoat

Last month Jim took us through hull preparation and the mixing and application of Gelcoat. This month, we finish the job.

Step 4: Sanding the boat.

So now your boat with a new gelcoat bottom is no longer smooth. It has sat for 3 days and your mind is thinking, "What have I done?". It is rough, has an orange peel effect and depending on your mix is not exactly the same color you had imagined.

This stage requires patience. You can use an orbital sander, however, make sure that it has variable speeds or you will burn a hole in your gelcoat. Resist the urge to go fast. This part will require you to take breaks and, "step away" from the project. when you feel you have the desire to go faster or feel frustrated.

I used an orbital sander and hand sanding blocks in this stage. Start with the lower end sanding grits and gradually work up. I found that I had more control over the sanding when I did not wet my sand paper. The orbital sanding will allow you to sand down those spots that cause the finish to be bumpy. The blocks will allow you to further reduce the imperfections.

DO NOT BECOME A PERFECTIONIST. This is where I failed and had to redo parts of the gelcoat.

Learn to see the boat with your hands. My suggestion here is to sand for a minimum of 5 hours and a maximum of 15 hours. Mark off an area on the hull and focus on that area for about 45 minutes. When you are finished with that area take a break.

After you sand, the boat will be smoother and appear, "dull". This is, "ok" you are on the right path.

Step 5: Polishing the boat.

Polishing is basically sanding the boat using polishing compound. Polishing compounds contain high end grits that bring out the shiny finish just before waxing.

From the Jamestown Distributor sander/polishing kit apply the, 3M Imperial Finish and Compound liquid. Do an area of 2 by 2 feet at a time. Make sure the liquid is moist while on the hull. Begin using the polisher. Do not press on the polisher. Hold the polisher slightly off the hull. The motion that you should use should outline a capital letter, "E". This will help prevent swirl marks. Avoid the extreme speed of the polisher. Going too fast can cause you to lose control and possibly affect your finish. When the liquid is first poured onto the gelcoat it is considered wet. At this point you can use the faster speeds, as the liquid dries use the slower speeds otherwise you will have scratches. On a Sunfish, this took me several hours to accomplish. Go Slow and take your time.

When you are done spray off the finish with a hose to remove the 3M Finishing Compound Liquid that came with your kit.

Let the boat dry! Do not use a terry cloth or chamois to dry your hull. If you do and there is still polish on the boat, the boat will become scratched! When your boat is dry it will look shiny and reflect light.

Step 6: Buffing the boat.

The polishing/sanding kit contains a finishing wax. Taking a wax applicator begin to wax your newly polished hull. After the wax dries, buff the hull with the polisher/sander. **Do not use the Polishing Bonnet from Step 5.** If you do, you may scratch the hull.

Take your time with the polishing machine. Do not push on the machine. Keep it slightly lifted to help bring out, "brilliance" in the shine.

Thoughts on a Gelcoat Sprayer and paint rollers

I had a compressor and bought the Gelcoat sprayer kit with different nozzle tips for about \$250.00. Gelcoat does not work like paint. It does not settle the way paint does to lower areas. Rather, where gelcoat is sprayed it stays.

The sprayer offers speed and easy cleanup. The nozzle tips are fairly large, though gelcoat can be sprayed, it still must be sanded even after using the gelcoat sprayer.

The rollers offer speed, but can only be used once. If you decide to roll, lift the roller at the end of the stroke gradually. This will help prevent buildup of gelcoat and helps reduce sanding.

Special notes and observations

Typical foam brushes do not work well with gelcoat. However, if you remove the foam from the brush, there is a plastic piece that extends from the handle. I used this for little nicks in the gelcoat. It smoothes out the gelcoat and keeps it thin. It can also be used as a scraper as the gelcoat begins to cure.

Waxed goods will endure the chemical reaction from acetone, gelcoat and resin that causes plastic cups to melt. Wax paper cups purchased from the grocery store are used to hold the syringes, use one for each pigment. The wax paper painting containers are used to hold acetone. The acetone will help you remove the gelcoat from the spray tip nozzles. Let the nozzles soak, then clean them out as best as you can using small nails. The gelcoat will become hard when cured. The acetone will prevent it from curing. Have a waxed bucket or container ready. After each application immediately soak anything that touched gelcoat and needs to be reused again.

Wooden dowels are used for mixing. Use separate wooden dowels for gelcoat that was mixed with hardener and gelcoat that does not contain hardener yet. Otherwise you may start a chemical reaction that will harden the gelcoat you wish to store.

Always mix your gelcoat. The styrene will tend to stay at the top of the mixture. Mix, stir and shake your jars thoroughly before using. Mix thoroughly before each use.

Work in a well-ventilated areas. The fumes are very powerful. Make sure you use gloves when mixing the Styrene. In California, it is considered a cancer-causing agent.

Store unused gelcoat in an area away from the sun. which will cause the gelcoat to fade and breakdown

The cost for the project is about \$600 to \$800. If you go with the rollers and not the gelcoat spray gun it is approximately \$200 less. Good luck with your gelcoat project!

- Jim Bardwil

Hunterdon Sailing Club Annual Dinner and Funfest



November 11, 2006
6:00 PM – 10:00 PM

Mountain View Chalet
Exit 11, Route 78
Pattensburg, New Jersey

Dinner includes:

Salad Bar

Buffet:

**Chicken Française, Penne Alfredo, Beef Stroganoff, Sausage & Peppers
Potato, Vegetables**

Dessert Cart

**Soft Drinks, Coffee, Tea
Cash Bar**

Prices: \$20 per adult; \$12 for children 12 and under

Features: Club awards, tall tales and fun.

Please return form and check made out to **HUNTERDON SAILING CLUB** to

Susan Mallows, 5 Michael Lane, Annandale, NJ 08801, 908-303-0889

If you intend to come, but can't get a check in the mail please let me know so we can get an accurate head-count for the dinner. Thanks!

Names of attendees:

# Adults	_____	\$	_____
# Children	_____	\$	_____
Total		\$	_____

Marketplace

HSC Bumper Stickers \$6



HSC Burgees Available

Just send \$15 to:
 HSC, PO Box 612,
 New Providence, NJ 07974
 to receive your well-made, Green and White HSC Burgee.



Special Offer

We have started a BURGEE collection from other clubs. HSC will contribute one of our burgees in exchange for one from another club.

Contact: che1129@yahoo.com

2001 Sunfish for Sale

White with light blue deck stripe.
 Excellent condition.
 Racing sail and daggerboard. Sail was new in 2005.
 Trailer & Seitech dolly.
 Many extras including:

APS zip-up spar bag, foil bag,
 adjustable gooseneck, compass,
 Rooster mainsheet
 Aadjustable outhaul and Cunningham

Price \$2500.

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



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
Scorekeeper	Rodger Hall	570-839-6221
Newsletter Editor	Charles Smith	201-435-3694
Webmaster	Chet Ensign	973-378-3472
NJYRA Rep.	Bob Griswold	973-697-6841
State Liaison	Rich Baumann	973-667-4665
Librarian	Don Esch	908-730-7398
Handbook Editor	Kevin Pearce	908-400-6930
Publicity	Anne Freeman	908-246-1411
Friends of Spruce Run	Vim Einthoven	908-359-6975
Club Sunfish Manager	Jim Bardwil	908-889-9329

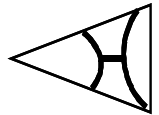
Fleet Captains

Sunfish	Susan Mallows	908-638-5201
Sunday Sunfish	Jim Bardwil	908-889-9329
Force 5	Doug Brown	201-394-1866
Laser	Bob Orr	908-832-7553
Flying Scot	Chet Ensign	973-378-3472
Albacore	Ed Feeley	908-889-0929
Jet 14	Charles Smith	201-435-3694
Open and Cruising	Kevin Pearce	908-400-6930
Junior	Caleb Zimmerman	908-889-0858
Ladies	Nicky Einthoven	609-882-3392

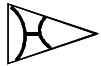
SEPTEMBER 2006

HUNTERDON SAILING CLUB, Inc.
Box 612
New Providence, New Jersey 07974

The FO'C'S'LE



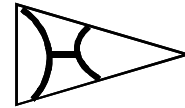
Hunterdon Sailing Club, Inc.



HUNTERDON SAILING CLUB, Inc.
Box 612
New Providence, New Jersey 07974

*Stacey
Bachenheimer*

Membership/Training
SailHSC@hotmail.com



We're on the Web!
www.sailhsc.org

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:
15-103 Warren Street Jersey City, NJ 07302
or e-mail to: FocsleEditor@comcast.net

Press deadline is the **20th** day of the month.

