

The F^O'C'S'LE

Hunterdon Sailing Club, Inc.

SEPTEMBER 2005

NO. 397

HSC Kids Sweep Junior SANJL Regatta



The Junior SANJL Series is a three race Sunfish series for juniors held over the summer at three different North Jersey lakes. The second leg of the 2005 series was hosted by HSC at Spruce Run on Saturday August 6.

Winds were light and variable, sort of NW going on SW. The scheduled four races were sailed. HSC's Caleb Zimmerman and Teddy Wells won their age groups again just as they did in the first leg of the series. But only on tiebreakers from Will Landau of Mountain Lakes and HSC's up and coming junior sailing star, Lucy Bertocci.

The small fleet of six entrants enabled the race committee and helpers to give each kid individual coaching feedback at lunchtime and after racing.

There were no protests to be heard though several penalty turns were taken on the water. The sailors were courteous to an extreme extent, on occasions even failing to protest obvious unintentional fouls on them by other sailors - unless of course they were committed by a sibling.

Photo shows from left to right Caleb Zimmerman, Simon Bertocci, Will Landau, Shannon Buruchian, Lucy Bertocci and Teddy Wells.

Derek Stow

Griswolds Win Gold



Bob and Katha Griswold brought home the gold for Hunterdon Sailing Club at the Comet Territory III Championship. Twelve boats competed in a four-race series at Highland Lakes on Saturday, August 13. Suffice to say that it was very hot with light and shifty winds, but Bob and Katha's finishes of 1-4-1-1 gave them the win and the John Fernandez, Jr., perpetual trophy.

The Comet was first designed and built in 1932 and quickly earned the nickname "junior star boat" because of its similarity to the Olympic class Star. It is 16 feet in length with a mainsail and jib and races with a two-person crew. Minimum hull weight is 260 lbs. and optimum crew weight is 270 lbs. The Comet continues to be an active class with a concentration of fleets in Ohio, Bermuda, and the Northeast including Maryland, Delaware, New Jersey, New York, and Pennsylvania.

Katha Griswold

Commodore's Corner

Training

First, a hearty thanks to all those who assisted in our training efforts this year. We've had two successful adult learn to sail groups, a double handed junior and single handed junior program, followed by an active junior sail team program. Kudos to the leaders: Doug Brown, the Bensons and Nicky Einthoven, ably assisted by a small army of dedicated members.

None of this would have happened, of course, without the organizational skills and energy of Ellen Greenhorn. Ellen managed to squeeze all of that work in between numerous business trips and her wedding. She is one of the Club's indispensable people.

On a related subject, I had the privilege of doing RC for a Junior Series Sunfish day. This is a new event that was created by the Zimmermans so that junior sailors get some extra racing opportunities without having to contend with the crowd of experienced sailors who show up on Wednesdays and Sundays. What was unexpected, for me, was the opportunity to work with Guido Bertocci, who roamed around the course providing real time coaching and post race review with each of the sailors.



That was followed by a "white board" debriefing for all. Thanks Guido. The quality of our junior program has not been better in my 18 years with the Club.

Club Leadership

I've often said that leadership roles in this organization are easy to fulfill and enjoy, and a treat compared to service in many other organizations. I think that the Club works well, and leadership is a pleasure because of the shared vision of all members about the Club's purpose. The past two years as Commodore have been a treat for me because the Club almost runs itself.

This is the time of year that the nominating committee, headed by Brent Benson will be assembling a slate of elected officers for next year. None of the elected positions are terribly time consuming (although the Rear Commodore and Assistant Rear Commodore do work very hard) and all provide much satisfaction when things go well. And they always go well.

So, when Brent calls, you should listen.

Rich Baumann

Juniors and Rookies Two Sunfish Regattas in One Day Saturday, September 3

Sam Nelson Regatta

Kids this is **your** event. No grownups allowed. We want all HSC juniors to come out and have fun on the morning of Saturday, September 3. A trophy awaits the junior skipper (under 18) who wins the Sam Nelson Regatta. The Walter C. Finne perpetual award will be presented to the highest placing midget skipper (under 15) participating. Skippers meeting is 9:30 a.m. with racing to start at 10 am.

Rookie Regatta

We're looking for a big turnout of rookies at this event. Any sailor who has learned to sail in the last year or two is eligible. We also welcome seasoned crew who do not regularly skipper during club series. This **your** chance to race with other people who have just learned to sail. If you haven't raced before this would be a great opportunity to enter your first race in a fun low-pressure event. The skippers meeting will be held at 12:30 pm and racing will start at 1 pm. We encourage experienced sailors to come, have lunch with the racers, and cheer on the new sailors.

Of course if you are a rookie junior you can sail in both events.

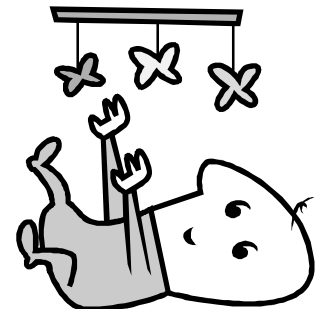
Derek Stow

Commodore's Fleet Grows

Rich announced the launching of the "Emma Helen," the sixth of the next generation models. This one, based on a design by his daughter Jennifer and husband John, is their third.

LOA: 20.5" DISP: 7 lb. 6 oz.
Launch date: August 18 at 11:17 pm

A late start for that date, but headed for the favored side of the course.



HSC Force 5s Attend North Americans Crystal Beach, Ontario

If you ever get an opportunity to visit or sail out of the Buffalo Canoe Club, take advantage. Five HSC members attended the Force 5 NACs and gained a new idea of what a sailing club can be. A dining room with a full time staff, a snack bar, a bar, showers, a few hundred feet of Lake Erie beach, first class race committee and race organizers – the list goes on.

The Buffalo Canoe Club is really all about sailing. Junior lessons going on all day, fleet racing most every evening of the week and regular hosting of major regattas. Doug has already started discussions about the Sunfish NACs. The Club is a mere 7 hours from North Jersey.

The whole story will be on the Force 5 website soon - www.force5.us/

The short story is in the finishes recorded by our fleet members: Courtney Young – 3, Byron Hicks – 6, Doug Brown – 7 and Rich Baumann – 8. Fleet Captain Ray Buchanan took home top honors in the Masters Division.



Our crowd, along with Nancy Young and Diane Hicks are shown on the boat house deck.

Rich Baumann

Adults Learn to Sail



Pictured left to right: Mary Deal, Joanne Califano, Carol Taylor, Jean Beisher, Maryalice Smarsh, Lilo Stickel, Brent Benson, Barbara Benson, Kevin Cavotta (missing: Sandeep Khare and instructors Art Mohan, Nick Mentasana, and Rich Baumann).

Weather cooperated famously for the second session of adult sail training on July 14-16. The scattered showers and thunderstorms that were predicted every day never happened and the winds were quite moderate but too light the first evening. On Saturday, when students were gaining confidence, the winds picked up, giving the trainees a chance to get their boats really going. Several were excited with the speed.

Students varied in their previous sailing experience, but all made significant progress. All of the students were eventually able to get consistently upwind. Five students were able to handle all points of sail, and four competed in two TW races on Saturday afternoon. Joanne Califano would have won both races, but missed the finish line in the first one, allowing close competitor Jean Beisher to cross first. Maryalice Smarsh was close behind those two in both races. We think that all three would challenge in regular SF racing.

A number of these trainees indicated interest in crewing. Contact Bob and Kaitlyn Orr for further information.

Kevin Cavotta made an impressive rescue after a capsize and turtle, based on only a whiteboard instructional description, but his recovery was too quick to be a proper demo for the other students who mostly missed his athletic effort. He is also a racing prospect. Sandeep Khare looked good on Th and Fr, but missed Sat and the photo (needed to help with an ill child). Eight students (seven in the photo) participated with Brent and Barbara Benson as lead instructors. Art Mohan assisted for all three days, Nick Mentasana and Rich Baumann each assisted for a session.

Brent and Barbara Benson

Nockamixon Jet-14 Regatta

Saturday, September 10, 2005
Skippers Meeting 10:00 am
First Race Start 11:00 am

Three consecutive races, no break. No race will start after 3:00 pm

Coffee and "doughnuts" before the racing. No lunches will be provided or available so plan for your own. Snacks and beverages follow racing.

Regatta fee \$10. Skipper and Crew trophies for top three.

Sailing at Lake Nockamixon State Park is similar to that at Spruce Run Reservoir. Prevailing wind coming from the West or Southwest up the long part of the lake often provides great racing. North winds can be shifty, and the best tackers usually prevail.

The fairly steep launch ramp is excellent for trailer launching (preferred) and careful dolly launching. There is no entry fee to the park.

Contact Brent or Barbara Benson 610 282-3611,
 bensonsails@bensonsails.com

DIRECTIONS TO LAKE NOCKAMIXON

There are many ways to get to Lake Nockamixon. Some of the more scenic and shorter routes are on back roads that are poorly marked. Here are a few of the ways that are reasonably easy to follow. Use them along with a good map. In all cases you end up on Route 563 which parallels the NW side of the lake. We launch at the MARINA; the entrance is marked by unobtrusive brown signs on 563.

FROM THE NORTHEAST

From NJ, cross into PA on I-78. Take the first exit in PA "to 611". Follow the signs to 611 South. After around 13-14 miles on 611, turn Right on 412 North [Ford Dealer], and very shortly Left on 563 West. The Marina entrance is on your left about 4 miles from 412.

FROM THE SOUTHWEST, WEST OR NORTHWEST

Go to Quakertown by the routes of your choice. Typical choices are 309 from I-78, or 663 from the Quakertown exit of the PA Turnpike ext, I-476. The major intersection at Quakertown joins routes 309, 663 West and 313 East. Take 313 East towards the Southeast. After almost 5 miles, turn Left on 563. The Marina entrance is more than 4 miles, on your Right, approx a mile past the park office.

FROM THE SOUTH

Take 309 North to 563 East near Perkasio. This is a tricky intersection; turn Left at the end of the ramp and Right at the light. In about 6 miles 563 will join 313 for a bit more than a mile. Turn Right to stay on 563 where it leaves 313. The Marina entrance is on the Right more than 4 miles from 313.

FROM THE SOUTHEAST

If you are near 202 in NJ, cross the river on 202, and go approximately 7 miles; turn right on 413. In about 8-9 miles, 413 ends at 611. Take 611 North about 5 miles. Turn Left on 412 North [Ford Dealer], and very shortly turn Left again on 563 West. The Marina entrance is on your Left about 4 miles from 412.

Alternatives

FROM THE SOUTHEAST OR SOUTH

If you cross into PA on I-95, take 332 West to 413 North at Newtown. Follow the instructions above after you cross 202. If you cross into PA on the PA Turnpike, exit at Willow Grove and take 611 up past Doylestown and on to 412 and 563 as above.

FROM NORTH JERSEY, SCENIC ROUTE [easy to get lost in NJ] Take the Bloomsbury Exit 7 from I-78. Turn right at end of ramp on 173, go past Bloomsbury, and then left on 639 [Warren Glen -Bloomsbury Rd]. After about 2 mi, turn Left on 627 [Riglesville - Warren Glen Rd]. Continue on through the tiny villages of Hughesville and Finesville [keep following the Musconetcong River] and over the bridge into PA at Riglesville. There are sharp right-left jogs at each end of the bridge. Turn Left at the light on to 611 South. After about 8 miles, turn Right on 412 North [Ford Dealer], and very shortly Left on 563. The Marina is on your Left about 4 miles from 412.

News Flash Jet 14 Nationals

Saratoga Lake, NY August 17, 2005

The Caleb Zimmerman/Teddy Wells team took SECOND PLACE in the Jet 14 Junior Nationals. Scoring 3-2-1 against a SLSC team which scored 1-4-1 in a field of 7 Jet 14's from around the Northeast, Hunterdon's Junior favorites sailed 1107 to take second place trophies, and win two gold bars for 1107's mainsail.

Caleb and Elliot had spent the week camping in the Adirondacks and polishing their sailing skills. Subsequently, they sailed the Senior Nationals as a team. WELL DONE!

Charlie Engler

Laser Fleet News

The HSC Laser fleet goes from strength to strength with nine Lasers finishing two races on Sunday, July 31. According to HSC Historian Nicky Einthoven this is the biggest turnout by an HSC Sunday fleet (excluding regatta days) since Aug 3, 1997 when the Jets had nine boats in one race. Congratulations to Laser fleet members. Can we make it to ten?

Laser - The Family Boat

The Laser is not the class that usually springs to mind when someone is looking for a boat to sail with their family. But HSC's Bob, Kaitlyn and David Orr are finding that the Laser is an excellent family boat. Through some shrewd purchases, the Orr Family have managed to obtain 3 Lasers for less than many people will pay for one boat. And they are often to be seen, in various combinations, racing their Lasers at HSC.



The Orrs are finding what I discovered in my own family some years ago: that a fleet of several Lasers is much more flexible than a boat that requires 2 or 3 crew members. Sail together when you can. Someone in the family has other commitments this week? No problem - the rest of the family, or maybe only one member, can still sail. Wind too strong for someone in the family? No problem - the ones that like heavy weather can still go out and enjoy it. The Laser is a perfect boat for families.

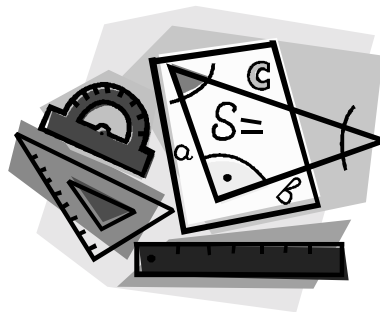
Derek Stow

Letters to the Doctor

Dear Dr Sunfish,

At the start of a race, all the other boats go much faster than I do. It seems to take forever for me to cross that starting line. What can I do to be faster?

Answer: On the windward leg, make sure your boat is pointed properly and that the sail is trimmed in right. The boat should be pointing about 45 degrees from the wind. This is called sailing a close hauled course, which is what we do on the first leg after the start.



The flags on the anchored RC boat should be a good indicator of the wind direction. One corner of the average book is 90 degrees. Half that is 45 degrees. This angle is the same as the angle between the direction the wind is coming from and the direction your bow is pointing when you are sailing close hauled.

If the angle you are sailing is smaller than 45 degrees to the wind, you are pinching and the boat will be very very slow. If the angle you are sailing is 45 degrees or a little bit larger, then you are pointing just fine. If the angle you are sailing is much larger than 45 degrees, then let your sail out to gain some speed, then head up to a close hauled course and pull your sail back in.

Look at your sail to see if it is trimmed properly. If it is luffing, pull it in until it fills. If this does not work, then point your bow 45 degrees or more from the wind.

You should be able to sail at the same angle as the other boats. Your bow should be about 45 degrees from the wind. The sail should be pulled in tight, but not too tight. The boom should be just an inch or 2 outside the corner of your boat's transom. If you can position the hull at the correct angle and trim the sail in properly, then you should be fast!

Dear Dr Laser, Boy I like racing at Spruce Run!

Answer: Spruce Run is a great place to sail, with lots of nice people. Welcome to the club! Please remember to check in with the Race Committee (RC) before the start of your first race of the day every Sunday. Tell the RC the skippers name, and if you are a member or a guest. This information is needed for the Scorekeeper to keep accurate results. Your sail numbers are not in the club handbook so the RC cannot look you up. Also, if you drop out of a race, try to let the RC know.

One more bit of advice: don't crash into the bow of the RC boat! The pontoons are metal and pointy, and anchored with a large dansforth anchor. Your laser has a thin fiberglass hull with a large sail area, which carries a lot of momentum on the downwind leg. Although you won't get disqualified for contacting the RC boat, and you won't get disqualified if the RC boat yells unsolicited advice, your sailing enjoyment will last much longer if you avoid such contact.

Dear Dr Force 5, I was behind in a race, then on the downwind leg I suddenly noticed that I had gained significant distance on the leaders, and if I kept this up I would soon overtake the lead! The leader was looking aft and was trying to tell me something. Then I realized that I skipped the gybe mark. Now I am twice as far behind as I was before. Is there anything I can do to prevent this from happening again?

Answer: Remember the course! Statistics indicate that people remember pictures. When you look at the course boards before a race, try to picture the shape of the course you will be sailing. Also, keep an eye on all the other boats every minute or two, especially the leaders shortly after they round each mark.

Another memory trick is to memorize how often you will round each mark. For example, we will round the gybe mark once, the windward mark 2 times, and the leeward mark 2 times. Or, we will round the gybe mark twice, and the windward mark 3 times, and the leeward mark 3 times. Another idea is to make note of how many legs the race will have, then at every buoy

subtract one, and count down the number of remaining legs until the finish.

Dear Dr Force 5: Two of us were approaching the finish line, both on starboard tack with clear air. I know I was ahead of the other Force 5! How did he beat me?

Answer: When sailing to the finish line, we sail at 45 degrees to the wind. If the line is square, this means that we are sailing 45 degrees to the finish line. The fastest way to cross the line is perpendicular to it. Since boats do not sail directly into the wind very well, you can only do this for about two to five feet. If you know exactly where the line is, (which you do on a modified course where the start line is the finish line, and if you sighted the line before the start), then about a half boat-length before the line you can aim straight for the line, let the sail luff, and coast across it on your momentum. If you are too early you will lose speed and the other boat will beat you, but if you time it just right, you can gain.

This is called shooting the line.



Sometimes people tack just before crossing the finish line. This is effectively the same thing as shooting the line if it is timed exactly right.

In your case, even though you were almost 2 feet ahead, your competitor shot the line at 4 feet before the line, and you shot the line at 1 foot before the line, so he crossed it first, by almost a whole second. Condolences.

Dear Dr Jet, I was close to the other Jets at the leeward mark, and then suddenly I was way behind. What happened?

Answer: The wind shifted and you stayed on a header much too long. There is some very good age old advice: Tack on the headers.

Always keep an eye on the windward mark. If you can head directly toward it, do! If you are sailing close hauled and a wind shift forces you to alter course so you are sailing more than 45 degrees from the mark, consider tacking.



Dear Dr Jet, It seems that the other Jets have more hull speed than I do. What is my biggest mistake?

Answer: Experienced Jet sailors know that the boat is fastest when the crew weight is positioned properly. The skipper usually straddles the thwart, and the crew sits slightly forward of the skipper. The idea is to keep the bottom edge of the transom skimming the water surface.

Dear Dr One-Design Racer, I always start late, what can I do to improve my starts?

Answer: Before the start, know how long it takes to sail the entire length of the line on starboard tack.

Also, take a sighting of the line. Sight from one end of the line, over the other end of the line, to shore, and memorize a stationary object (such as an easily identifiable tree or water tower) that it lines up with. Say it takes 30 second so sail along the line, and it lines up with a weeping willow. At 20 second before the start you can sail on starboard tack at one end of the line, head for the other end of the line, and watch the Weeping Willow. When the Willow lines up with the end of the line, you are on the starting line, so stay 3 feet or so below the line to get a clear start. Your starts will be much better from 3 feet below the line than from 2 boatlengths below the line. After you master this, then you will be ready for further improvement in your starting ability.

If you can figure out the favored end, that is an added bonus. Other stationary objects that work are: edges of buildings, a phone pole, a clear spot on shore, the tallest tree, a tree darker

than the others, the only pine tree, the windward edge of the only bush on a treelined shore, where 2 hills meet, the end of the dam, the gybe mark if it is anchored, ...

Dear Ladies Fleet Expert, I capsized my Laser on the downwind leg at least 3 times. I got so tired and frustrated that I dropped out of the race. There must be an easier way.

Answer: When the wind is strong and you capsize on the downwind leg, it is strongly advised that you turn the boat so that the bow is closer to the wind. You can right the boat on a beam reach or on a close reach provided that you and the daggerboard are on the windward side of the hull, and the sail is on the downwind side of the hull. Make sure the mainsheet is uncleated. When you right the boat, the wind will push on the sail, which will counterbalance the boat as you climb back in.

Dear Ladies Fleet Expert, When the wind strength increases, I feel very uncomfortable on my boat. It rocks a lot, and I get tired from hiking all the time.



Help!

Answer: When the wind increases, you get overpowered. It is time to depower the boat. Doing this successfully will make the boat more stable and easier to control. Then you too will be chanting, "more wind, more wind!" Start by tightening the outhaul. Pull it so hard that the sail cloth stretches along the boom. On a Sunfish, move the gooseneck aft, so there is more sail forward of the mast. Then tighten the vang. All boats have a vang. This flattens the sail. It also creates mast bend,

which also flattens the sail. Then tighten the cunningham. This pulls down along the front of the sail. If the wind lets up, the cunningham is the first thing you let off a bit. On the windward leg, you can point a bit higher in heavy air than you can in light air. Whatever boat you sail, get the experts to show you, on your boat, how to depower it. Get them to show how to depower a little bit, a lot, and extreme. Being able to depower the boat makes a huge difference in enjoying heavy air sailing.

Nicky Einthoven

Hunterdon Sailing Club

Officers

Commodore	Rich Baumann	973-667-4665
Vice Commodore	Elliot Zimmerman	908-889-0858
Rear Commodore	Mark Califano	973-584-2502
Asst. Rear Commodore	Gordon Sell	908-782-4497
Secretary	Andrew Lindgren	973-226-1553
Treasurer	Tom Maier	973-267-4859
Jr. Past Commodore	Brent Benson	610-282-3611

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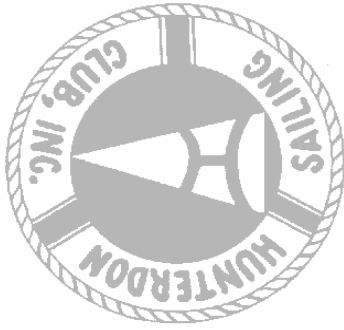
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New Member Liaison	Bob and Kaitlyn Orr	908-832-7553
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Protest Chairman	Doug Brown	201-394-1866
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Newsletter Editor	Derek Stow	973-402-8112
Web Master	Chet Ensign	973-378-3472
Librarian	Ed Feeley	908-889-0929
State Liaison	Charlie Engler	908-464-5564
NJYRA Representative	Bob Griswold	973-697-6841
Publicity	Ray Buchanan	973-635-7764

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Sunday Sunfish	Nick Mentasana	908-322-8031
Force 5	Ray Buchanan	973-635-7764
Laser	Derek Stow	973-402-8112
Flying Scot	Chet Ensign	973-378-3472
Albacore	Ed Feeley	908-526-8506
Jet 14	Charlie Engler	908-464-5564
	Charles Smith	201-435-3694
Open Junior	Brian Wigham	908-475-8565
	Caleb Zimmerman	908-889-0858

HSC Events

3 Sep	Saturday	Sam Nelson Regatta Rookie Regatta
5 Sep	Monday	Labor Day Sunfish Regatta
11 Sep	Sunday	Flying Scot Challenge of the Lakes
17 Sep	Saturday	SANJL Sunfish Regatta
18 Sep	Sunday	Force 5 Millard Fillmore Classic
24 Sep	Saturday	Bluenose Championship
9 Oct	Sunday	Last Day of Fall Racing Series

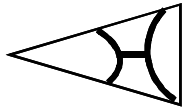


The FO'C'S'LE is the monthly newsletter by and for the members of the Hunterdon Sailing Club. Material is welcome from all members.

Submit copy to the editor at: 64 Lake Drive, Mountain Lakes, NJ 07046 or e-mail to: FocsleEditor@aol.com

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



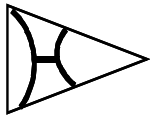
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