

The FO'C'S'LE

Hunterdon Sailing Club, Inc.

JUNE 2007

NO. 412



Memorial Day Sunfish Regatta

Monday dawned bright with mostly sunny skies. The wind was light at 10 AM when the Skippers' meeting was held, but built progressively throughout the day, up to 15 mph for the last two of five races. The sixteen boats brought skippers of all ages together for an outstanding day.

In the shifty conditions, the Race Committee of Elliott Zimmerman, Mike Incantalupo, Kim Gold and Kathy Mancuso did a terrific job. The Regatta was won by Scott Callahan, 2nd went to Guido Bertocci, 3rd was Doug Brown and in 4th was Susan Mallows.

There was a tie-breaker for 5th between Rich Baumann and Caleb Zimmerman, ultimately won by Rich.

Two of the races were won by HSC Juniors Simon and Lucy Bertocci. The Top Junior Score went to Nathan Altomare.

Plan Ahead & Join the Fun!

There's more to HSC than just Wednesday evening and Sunday afternoon racing.

June

9	Saturday	LTS Lecture	4 PM
10	Sunday	Boat Show	10 AM to Noon
14	Thursday	Adult LTS	PM Session
15	Friday	Adult LTS	PM Session
16	Saturday	Adult Learn To Sail	Session 1
23	Saturday	Summer Sailstice	Cruising Fleet
25	Monday	Youth LTS 1	
26	Tuesday	Youth LTS 1	
27	Wednesday	Youth LTS 1	
		Junior Sail Team	2 to 5 PM
		Adult Coached Practice	5 or 6 PM to Sunset
28	Thursday	Youth LTS 2	
29	Friday	Youth LTS 2	
30	Saturday	Youth LTS 2	

July

1	Sunday	Flying Scot	Hot Dog Sunday
4	Wednesday	Little Brown Jug	Sunfish Fleet Picnic
7	Saturday	Commodore's Cup	11AM
8	Sunday	Try a Boat	10AM to Noon

Commodore's Corner

As I write this, most schools are not yet closed for summer vacation, yet the Hunterdon Sailing Club is already in full swing with racing, training, and social activities now scheduled on a regular basis. The SANJL and Memorial Day Sunfish Regattas were huge successes with 41 boats on the starting line for the SANJL and 16 for the Memorial Day Regatta.

We are seeing an increasing number of boats racing on Wednesdays and Sundays. The long weekend gave many of us the chance to uncover and launch our boats. Scott Callahan's "Move up in the Fleet" training sessions were by all reports extremely helpful. Elliot Zimmerman has trained new race committee participants, while he and Mike Incantalupo have been hard at work organizing the new shed for efficiency and easy access to equipment. Many enrollees have now taken their swim tests and are ready for sail training to begin. To schedule a swim check, contact me at rv-orr@earthlink.net

A terrific article about HSC with great pictures appeared in the Star Ledger on May 24th with extensive quotes from Past Commodore Charlie Engler and Vice Commodore Elliot Zimmerman. Stacey Bachenheimer and Ellen Greenhorn report that our budget goals have been met for the year and enrollment is just under 100 members. Some "Learn To Sail" classes are filled, while others still have openings; for availability, check for webmaster Chet Ensign's updates at www.sailhsc.org or contact Stacey at sailhsc@hotmail.com

We're off to a great start. See you on the water!

~ Bob Orr

The Newest Jetter

Former HSC Members Sean and Kerrie DeFusco are happy to announce that the Jet Class has grown by one. Kiley Elisabeth DeFusco was born on May 9, 2007 weighing in at 7 lbs, 11 oz.

The whole family is doing well and looking forward to sailing this summer.



Water Levels

and other news from The Friends of Spruce Run

On May 4, 2001, after considerable effort by The Friends of Spruce Run, a bill was passed by the NJ Legislature and signed by the Governor. The bill established the "NJWSA Round Valley Fund" with an appropriation of \$350,000 to reimburse the Water Supply Authority for pumping expenses incurred in replacing Round Valley water borrowed to maintain Spruce Run at no less than 8 feet below full from Memorial Day to Labor Day.

NJWSA applied a few years ago and found the cupboard was bare. Governor McGreevey had used the money for other purposes. Efforts to reestablish the funds since have not been successful. Therefore, until that happens, HSC and others are dependent on Mother Nature and the NJWSA.

Future funding efforts will be concentrated on encouraging the DEP and NJWSA that pumping expenses should be considered normal and in fact will produce a return to the State in Park income as evidenced by the growing demand for boat storage, early beach closures due to limited capacity and tourism.

2007 rain levels have been extraordinary. Recently in one day, enough water went down the Raritan to fill the 11 BILLION GALLON Spruce Run in 8 HOURS. As has become evident, we don't need more rain, just more reservoirs and prudent management.

On the downside, Senator Littel, co-sponsor of our bill has announced his retirement at the end of this year. On the upside, the Township of Clinton has recognized the value of Spruce Run by including in the deeds of the new, housing development on Rte 31 called Waters Edge, a provision requiring planting of trees to shield the view of the houses FROM THE BOATERS! Our compliments for that action were printed in the Hunterdon County Democrat.

In a related matter, the present German owner of the former Elizabethtown Water Co, main customer of the NJWSA and the NJ American Water Co is about to relinquish foreign ownership through an open market IPO. This should be a plus. Keep your fingers crossed for 2007. You are welcome to join us!

~ Charlie Engler, A Friend of Spruce Run

Handful of Sailing for Flying Scots

Sunday, May 20th was to have been the 2nd day of the "The Challenge of the Lakes," the 4-day series between the Flying Scots from the Nockamixon and Hunterdon Sailing Clubs. On Saturday, the Nockamixon fleet took a beating. Rainy and cold, with wind gusts pushing 20, the fleet was exhausted. No one was looking forward to what the weather forecasts were suggesting, so the fleet captains conferred and opted to reschedule.

On Sunday, Skippers Mike Ambrose, Chet Ensign, Andy Lindgren, Gary Nackman, Gordon Sell and John Thomas along with their crews sailed out for what appeared to be "zesty" but manageable day of racing.

Little did we know! Winds for the 1st race were 10-15 with gusts pushing a bit higher and coming right off the campgrounds. The gusts tended to go left and we started the race with port tack favored by about 5 degrees. The fleet got a clean, trouble-free start with Mike Ambrose at the pin, a boat length ahead. After a mass-tack to port, the fleet drag raced to the layline.

The 1st adventure of the day came at the windward rounding. Gary, 3rd and breathing down Chet's neck, set his chute to roll Chet and move into 2nd. The gust hit and although Gary immediately moved to free his spinnaker sheet, it stuck in the cam cleat and "Prime Time" was on its side. Though he had the mainsail float up, the foam apparently had aged badly. With the board already up, the hull broadside to the gusts, and the float insurance policy failing, she turtled. Gary and his son Avery were finished racing for the day.

Race 2 had a noticeably building wind with white caps and the gusts were distinctly harsher. Again, a clean start was followed by a drag race to port and then loads of fun at the windward mark. *I speak facetiously ...*

On days like last Sunday, I suggest you check your lines and make sure you can free ANY AND ALL sails at a moment's notice. With a Flying Scot in high winds, you can not fight the boat's tendency to round up in a gust by using your rudder. I knew this to be true with the main, but on Sunday it was true even with the jib.

Approaching the windward mark on starboard tack and not fetching, I looked right to see if I could tack, clear the sterns of the boats on my hip, and round behind them with PLENTY of room assuming everything went smoothly, so tack we did ... again, just as the windward mark gust hit. Though I dumped the main instantly, our jib jammed and backwinded on the now windward side. We swung right up into Mike's port side in a classic T-bone. Fortunately there was minimal damage, the rub rail was scraped and the gel coat crazed on Mike's boat. I lost 8 inches of the aluminum rub rail down the bow. Again, "the Moral of the Story" ... when it is windy, take extra care to make sure that all sheets can fly free and leave extra room for maneuvers.

For Race 3, the wind had built even more and swung even further left. Admirable work by the Race Committee chaired by Brent Benson was noted as they realigned the start line. It would have helped if I had run it to figure out where the new one was, which brings me to another "Moral to the Story" for those who are following along. As a result, not only did I go over the line early, but I took John and Mike over with me. Gordon and Andy started clean, went well to the left before tacking to port and obviously demonstrated that all my strategies were amiss by rounding the windward mark with well over a minute's lead over the rest of us.

Looking back as we sailed down the reach, I saw that Mike was headed in under jib only. When we arrived back at the boat storage area, I learned that his boom crumpled right at the boom vang as they rounded the windward mark! That's pressure and another lesson learned! I'm putting some dayglo paint on my vang so that when it is pulled on, I see that warning signal pulled through the cleat. Because when you've got to use that vang upwind for control, you've also GOT to get it off for your off-wind legs, especially when you have those gusts hunting for you at the windward marks!

Ultimately, it was Gordon who won the day with a 4th and two bullets. John was 2nd with a 3rd and two 2nd place finishes. We all had fun, learned a lot and gained confidence in our ability to handle the Scots under fairly challenging conditions. And now we look forward to some calmer weekends!

~ Chet Ensign

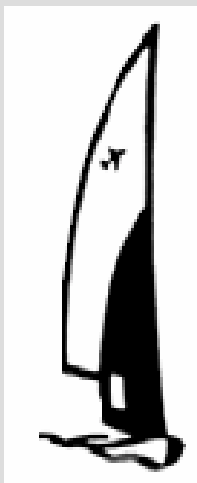


**COME TO THE
HSC BOAT SHOW
MEET NEW SAILORS
& HAVE FUN!**

Sunday, June 10th at 10 AM
*following Commodore Bob Orr's
 "Adult Introduction to Sailing"
 Lecture on the afternoon of June 9th*

**Pines Lake
Wrap-Up**

Three HSC teams traveled to Pines Lake on May 27th for the first leg of our District Championship. While the racing is always exciting on this small lake, the highlight is the mid-regatta picnic at the lakeside home of Jim and Cathy Ungemach. This year sandwiches could be ordered at registration making it even more delightful beyond the wonderful spread provided by the Ungemachs.



The regatta was a 5 race, 1 throw-out format with 8 Jets competing. The RC did a great of job rotating

three different courses so that no course was sailed twice in a row around the 5 permanent marks.

Effective "weed management" was the order of the day as the Pines Lake weed growth, particularly around two of the marks, made keeping your rudder and centerboard free critical to success.

Doug Brown sailing with his daughter Kelly won the regatta with four 1st first place finishes and a 2nd. Jim Ungemach sailing with his son Brendan was 2nd beating Charles and Joanna Smith by one point. PLSC's Chris Adams with his son Taylor placed 4th.

We hope to see Taylor and Brendan at the Jet 14 Junior Nationals in August.

~ Charles Smith

SANJL Racing Update

The Senior Series Race 1 and the NJYRA Senior Sunfish Class Championship sailors were in by 5 PM and they were happy, but as always, there's a story ...

Before the 1st start we had a 90 degree shift that came in 3 30-degree waves. The RC attempted to chase the wind until it died completely. Then the 39 boats from as far as City Island, NY, floated for over an hour.

The wind finally blew in from the West and two general recalls later, we started. We sailed the rest of the day in very shifty conditions. Don Esch, was heard to say "this is just, NOT my kind of wind".

All races were TWs with the course for the 3rd race the straightest upwind. The end result was a very tight race for the first 6 boats. The finish line was skewed. Several finishing positions were not decided until the last second. One pairing was closer than the length of the Sunfish's bow handle.

The RC started the 4th race at 3:55 PM, minutes before the deadline. Fortunately, the last race had the freshest breeze and everyone had smiles on their faces. Derek Jackson won the regatta and the NJYRA Trophy for HSC. Susan Malloys won the SANJL Challenger Division. A notable finisher was Junior Nathan Altomare who won the 2nd race.

Congratulations to all the sailors and thank you to Kim Gold, Kathy Mancuso and Kevin Haszko for their Race Committee assistance.

~ Elliot Zimmerman, Race Committee Chair

The order of finish was Derek Jackson; Steve Manson, Doug Brown, Art Littleton, David Davies, Scott Callahan, Susan Malloys, Guido Bertocci, Judy Lazo & Nathan Altomare.





Sunfish prepare for the HSC SANJL Regatta

Force 5 Spring Spectacular

The lake is full, the winds have been blowing and we're ready!

Register at 10:30 AM on Saturday, June 2nd. Bring your own lunch both days; water will be provided. Four races are planned for Saturday. The Sunday schedule will be finalized at the Skippers' Meeting.

~ Rich Baumann

Force 5 Calendar

Date	Event	Comments
June 2-3	Spring Spectacular Force 5 Sunday	Sat and Sun HSC Regatta
June 17	Force 5 Sunday	
July 1	Force 5 Sunday	
July 15	Force 5 Sunday*	
July 29	Force 5 Sunday	
Aug 12	Force 5 Sunday	
Aug 15-18	Force 5 NAC's	New London, CT.
Aug 19	Force 5 Sunday	
Sept 2	Force 5 Sunday*	
Sept 16	Millard Filmore Force 5 Sunday	Regatta at Spruce Run
Sept 30	Force 5 Sunday	
Oct 14	Force 5 Sunday	

* Added since the last fleet meeting

RC Training Series

What is the difference between a "Change Course or CC" & a "Shorten Course or SC" signal? "CC" involves moving a mark to a new position on the race course. "SC" is just reducing the number of legs being sailed. "SC" and "CC" are unrelated.

CHANGE COURSE PROCEDURE

- Notify the boats of the change at the turning mark prior to the leg you are changing.
- When you change the course, you must indicate if the change is to port or starboard and if the change lengthens or shortens the next leg.
- The NEW mark should already be in the water, but it is not a requirement. If you have more than one RC boat on the course, send one to change the buoy position, while the other is signaling the course change.
- To signal the change, send the safety boat out to the proper buoy with a "C" flag, whistle, course boards and a (+/-) sign.
- Anchor the safety boat at least 2 boat lengths from the buoy off the course. The boats are to pass between the boat and the nearby buoy.
- As the 1st boat approaches, blow the whistle repetitively & raise the "C" flag. Warn every boat.
- Use course boards to signal Port (p) /Starboard (s) or Lengthen (+) / Shorten (-).

SHORTEN COURSE PROCEDURE

- The easiest place to shorten a race is AT a rounding buoy. You may set a finish line up wind of the last turning buoy, but it is not a requirement.
- Position the RC boat near the buoy with a blue shape, an (S) flag and whistle.
- Anchor the boat two-boat lengths from the buoy on the side that is the last leg of the course. Set a square line.
- Position the RC boat so that the mark is on the same side of the RC boat as the starting pin was. If the course uses port rounding, the boat is anchored at the starboard end of the finish line and the buoy as the port end of the finish line.
- Do not set a line such that the boats have to round the mark and then cross the finish line.
- When you shorten the course at a finish, you must inform the first boat in the fleet. As the first boat approaches, raise the "S" flag and blow the whistle two times. The finish line is where the "S" flag is hoisted.
- Record the boat numbers of all the boats in their finishing order with times.

~ Elliot Zimmerman

RC Chair Protocols

We appreciate your work on Race Committee. These guidelines should help you do the job confidently.

RETURNING TO THE BEACH

- Do not retire for the day until all boats and skippers have been accounted for.
- Note the time when you return to the shore since all protests must be filed within thirty (30) minutes of that time. A single horn blast can be used to indicate the start of the 30-minute period.
- Remove trash from the boat.
- Return items not stored on the boat to the shed.
- Secure the "See Which Won" to the mooring which has two leads. Tie one off to each of the Port and Starboard cleat horns located at the Bow. The lines should be tied off about equal lengths from the mooring ball.
- Turn the large engine electrical switch to "OFF".
- Turn off the "Horn Master" switch.
- Disconnect the gas line and store tank in the shed.
- Tilt the engine up and store it out of the water.
- Raise the anchor light up the starboard-most "Shape" halyard (center of the boat).
- Confirm that all flags are down and all equipment is locked in the storage lockers.
- Return to the beach with the safety boat.
- Just prior to landing on the beach, stop the engine, tilt lock the engine in the up position.
- Seek assistance from the sailors to trailer and return the safety boat to the shed.

AFTER THE RACES

- If there are protests, assemble a Committee. All valid protest must be heard. Refer to "Protests and Appeals" in the handbook.
- Make sure that both shed doors are locked.
- Transfer the race results data to the "Scoring Sheet". Confirm all sailors' names.
- Group individual boats by fleet.
- Please add comments before submitting the forms. Describe the weather and wind. Did a fleet have guests join the races? Did any Juniors win races? Note anything interesting. Be sure to include the names of all of the RC crew members.
- Forward forms via E-MAIL, FAX or MAIL to the scorekeeper / rjh1019@worldnet.att.net / Fax 610-381-2276 / Box 4713A, Kunkletown, PA 18058

~ Rodger Hall, Score Keeper

Fly the HSC Colors!



HSC Burgees made of all-weather nylon, beautifully sewn and finished, green stylized "H" on white background, complete with brass grommets, 10 X 15 inches.

Mail your check for \$15 payable to:
 Hunterdon Sailing Club
 14 Colchester Road
 Murray Hill, NJ 07974

Hunterdon Sailing Club

Officers

Commodore	Bob Orr	908-832-7553
Vice Commodore	Elliot Zimmerman	908-227-8582
Rear Commodore	Gordon Sell	908-625-7635
Asst. Rear Commodore	Mike Incantalupo	908-788-8980
Secretary	Mary Deal	908-638-5851
Treasurer	Ellen Greenhorn	908-713-9346
Past Commodore	Charlie Engler	908-464-5564

Staff

Protest Chairman	Guido Bertocci	908-735-0010
Membership Co-ord.	Stacey Bachenheimer	973-364-0147
Training Coordinator		
New Member Liaison		
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
Park Liaison	Rich Baumann	973-667-4665
Librarian	Don Esch	908-730-7398
Handbook Editor	Cindy Orr	908-832-7553
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

Sunday Wednesday	Susan Mallows	908-638-5201
Sunday Sunfish	Scott Callahan	908-295-8900
Force 5	Rich Baumann	973-667-4665
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		
Ladies	Nicky Einthoven	609-882-3392

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Check us out on the web!
www.sailhsc.org

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