

# The F♥C'S'LE

## Hunterdon Sailing Club, Inc.

FEBRUARY/MARCH 2005

NO. 391

### General Membership Meeting

**Date and Time** Sunday, March 12 at 1:30 p.m.  
Come at 12:15 for lunch and chat with Club members.  
Everyone welcome - members, friends, prospective members.....

**Place** Sunset Inn, Lower Level

**Directions** Clinton, NJ. West side of 31 about 2 miles north of I-78

#### Programs

- Fleet Parade – Fleet Captains will each have 5 minutes (the Commodore’s starting watch will be running) to talk about, show pictures of, describe the benefits of, and generally promote their fleet.

Fleet Captains – get ready!  
Members – come with questions!



- Olympic Videos  
Members are preparing clips of small boats competing in the 2004 Olympics.

- From your Commodore - A brief report on Key Largo and Sarasota sailing.



- For the serious sailors - A discussion of Rule 42



## Commodore's Corner

It's time to join. An opportunity to take advantage of one of the world's great recreational values has been included in this newsletter. It is an Application for Membership in the Hunterdon Sailing Club. For a mere \$85, you can take advantage of one year's worth of Club benefits, such as:

- This newsletter (worth the \$85 all by itself)
- Twenty four Sundays of Club racing
- Sixteen Wednesdays of Twilight Sunfish racing
- Participation in the Commodore's Cup
- Participation in the LBJ on July 4
- Numerous other regattas
- Many training and crewing opportunities
- The fellowship of like minded sailing enthusiasts

Your response by the due date ensures that your name is included in our Annual Handbook.

Rich Baumann

## 2005 Boat Storage at Spruce Run

For those who missed Spruce Run's Superintendent Becky



Williams-Ellis's presentation at the January HSC meeting, this promises to be another sell-out year for Spruce Run boat storage. The water level remains +100% and spilling.

Becky's staff is mailing 2005 applications for boat storage to all those who had a spot in 2004. If you want one and/or don't get an application by the end of February, be sure to call the Spruce Run office at 908-638-8572.

These spaces are issued "first come, first served". No applications will be accepted prior to March first. If you want a space in the "loop" area adjoining the HSC sheds, you may request that. Should you prefer some other special location, your only option is to wait until the assignments reach that area and then apply. Applications will be accepted by mail, fax or in person. Storage rates remain the same as in 2004.

Charlie Engler

## New Events

### "Tuning and Training" Sundays Practice Makes Perfect

If you are a beginner or a little rusty and want to spend a few extra hours "tuning up", HSC has just the thing for you. The HSC Executive committee is planning several Sunday mornings where sailors of all stripes may come to ask questions, practice their skills, or tune your own boat against another sailor in your fleet.

"Tuning and Training" Sundays are new events for the club. From 10 AM to Noon, the race committee will be on hand to assist new sailors. Conditions permitting, we will set a few marks close to the beach to allow everyone time to practice their skills and get advice from more experienced sailors.

Come to the lake between 10:00 A.M. and Noon on June 12th, June 26th, July 17th, July 24th, August 7th, and August 21st. We hope to see you on the water and moving up the fleet with your finely honed boat handling skills!

### Boat Show Days at HSC

Are you interested in knowing more about one of HSC's fleets? Come to our Boat Show days to inspect rigged boats on dry land. In the parking lot near the club area, we plan to set up a boat from each fleet at 10:00 A.M. – Noon on the following Sundays: June 12th, June 26th, and July 31st.

If you are thinking about buying a boat, want to ask questions about rigging or maintenance, or just want to see what the boats look like up close ... COME ON DOWN, the pavements fine.

### Try A Boat Sunday - July 3rd 11:00 A.M.

Interested in sailing a Laser, Jet14, Force5, Sunfish, or Albacore?



*Laser Radial—try one at HSC*

Don't miss this event! See what it feels like to sail a boat from HSC's fleet. We will have someone from each fleet on the beach ready to give all interested parties a short ride.

Elliot Zimmerman

# Junior Racing Series Hits Hunterdon in July

Beginning July 30th at one o'clock the Junior fleet will be holding a new Junior Racing Series. Two other dates have been scheduled on August 13 and 28 for even more Junior racing. The three days will feature shorter courses for Junior racers only. Parents are invited to come and watch their children compete. All races will be sailed on Sunfish and hopefully everyone will come to the Sam Nelson Junior Regatta on September 3rd. Whoever has the highest combined score at the end of the three days will receive a special award at the end of the year. Anyone who is interested should come and give it a try because the races are open to all skill levels.

For more information you can email me at [sunsailor@comcast.net](mailto:sunsailor@comcast.net).

See you on the water!

Junior Fleet Captain,  
Caleb Zimmerman

## Jet Junior 'Iron Mike'

*An interview with Junior Jetter Iron Mike Gemperline - by Cliff Peshek.*

### Iron Mike, When did you start sailing?

I started sailing when I was 2 months old but the first time I remember was when I was 4 years old. I am 10 now.

### How did you get your nickname?

It was in sail camp. The girls figured out I was strong so they made me flex. Then they called me "Iron Man" Mike. Then it just became Iron Mike.

### What do you like about sailing the Jet-14?

Well, it is frustrating sometimes like when the main halyard slips and you have to fix it—well, you know, stuff happens. But I like it because you don't have to move around so much, you can sit in one place and reach everything. I like to drive because you don't have to do so much work. Your parents can be right in the boat with you, or you can sail with your friend. In an Opti you can't sail with your parents. A Jet-14 doesn't have a trapeze. That means you can drive because odds are your dad wouldn't do trapeze.

### I know your dad, I think you are right about that. You like sailing with your dad?

If I wasn't sailing with my dad, he'd probably be working - it's the main thing we do together in the summer. Now my Grandpa wants to sail with me in the Jet too. He (Bob Gemperline) is 83.

### What was the most fun last year?

The Jet Nationals. There was lots of boats and lots of action. It was harder to find a spot on the line, and a lot more boat traffic. Dad and I switched driving about every other race. It was hard, like trying to find a hole closer to the favored end to start in and then making sure no one took our hole.

### How old should you be to sail a Jet-14?

You should be about 8 or 9 because there is a lot of stuff going on, a lot of lines. If you are really good, you can start at 8. If you start at 9 you will be really ready by the time you are 10. It takes about a year to get used to the boat. You have to learn about the spinnaker: how to set it, jibe it and take it down.

### Tell me about Junior Nationals, wasn't it blowing about 20 kts?

We were absolutely flying downwind because we were so light. I sailed with Hunter Ferris. Hunter had some heavy air experience in 420s at the Junior Orange Bowl in Florida. We wanted to put the spinnaker up but they said "no spinnakers". I learned to put the board up a little to get rid of so much weather helm in heavy air.

### How do you like your restored wooden boat?

One of the best times was when we first got the new boat in the water. We fixed all the rotten wood. Dave Michos was coming over a lot and we sanded and cut all the bad wood out. Finally, at 9:25 PM Friday night, we launched the boat and sailed in the basin. It really felt great. After all the work it finally paid off and the boat actually sailed! It looked real nice. It wasn't hard to steer and we didn't have too much weather helm. But when Dad and Dave took the boat out on that really heavy day... I felt pretty bad when dad brought the boat home, broken. We took the boat over to Dave's and he was able to put it together in time to sail at Mansfield.

### How has it been, sailing in the Jet-14 Class?

We all know each other and we don't get in fights on the race course. Brent (Barberhenn), who won Nationals, was telling us race tactics, how to get good starts, how to make the boat go fast and how to round marks. He spent a lot of time talking with us at Nationals. Everybody helps each other and is real friendly.

*Fom the February 2005 issue of Edgewater's newsletter "Mast & Motor". Mike who's a member of the EYC's Junior Race Team races Jet 665 with his dad, John. Cliff's fleet captain of EYC's Jet Fleet 60 and races Jets 1131 and 826.*

Nicky Einthoven

## Force 5'ers Attention

Mark your calendars for the following club events.

June 4-5...Spring Spectacular

Sept 18...Millard Fillmore Classic

Force 5 Sundays....to be announced later

Save August 4-6 for the North American Championship, reportedly in Buffalo, NY.



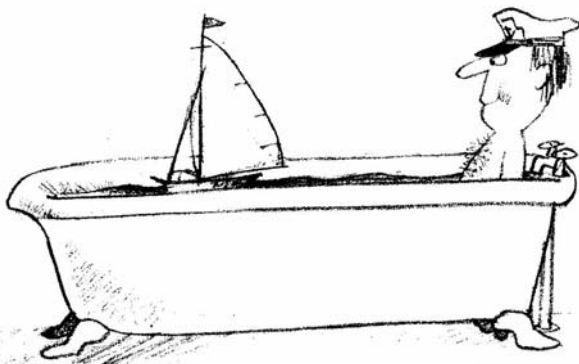
*Force 5 Fleet Captain Ray Buchanan  
Picture credit—Kevin Pearce*

It's late but the Midwinters will be in Key Largo on Feb 24-26. I know Rich, Byron and I will be there. Perhaps captsteve-perry@AOL.com can find you a boat if you fly in. You can't find a better regatta anywhere. The Sunfish Masters and Midwinters follow the next two weekends in Sarasota. Camping available at all events.

Join the class. Your dues, \$20, is now due to Wendy O'Toole, 1854 Releaf Court, Beavercreek, OH, 45432.

The new website is..force5.us

Ray Buchanan



*Not Ray Buchanan*

## Notice of Party

Jet 14 Fleet 51

Spring Get-Together and Pizza Gala

Wednesday, March 2, 2005

Sunset Inn, Clinton NJ

### 1. RULES

The party will be governed by the Rules of having Fun (ROF) the Prescriptions of the Party Association of America (PAOA) and the rules of Jet 14 Fleet 51. (That means anything goes). The party is designated category C.

### 2. ENTRIES

- 2.1 All people who receive these instructions will be allowed entry as well as their friends, family and SO's (That means all are welcome). If you know anybody remotely interested in getting into a Jet, bring him or her along.
- 2.2 Entry fee is \$8.00 per person. (Yes skippers, your crew and guests need to ante up as well. A really pro-active owner/skipper would pay for their crew and consider this a team building exercise.)

### 3. PARTY INSTRUCTIONS

(As if you really need them, but just in case...)

- 3.1 Open Mouth
- 3.2 Consume pizza and then pour beer or soda into aforementioned orifice
- 3.3 Swallow
- 3.4 Repeat as necessary
- 3.5 Please designate a driver. Participants agree to hold harmless everybody except himself or herself, but we all agree to look after each other.

### 4. SCHEDULE OF EVENTS

- |         |  |
|---------|--|
| 7:00 PM | Begin Partying. Anyone OCS (before 6:30PM) should stay clear of the function room. |
| TBD     | End Partying   |

### 5. THE COURSE

Sunset Inn  
Rt 31 South  
Clinton, NJ 908-638-6983

### 6. ENTERTAINMENT

Entertainment generously provided by all in attendance. Regale us with stories (true or fictional) of past racing results, winter activities, spring projects and miscellaneous Jet 14 exploits. We'll also have some serious discussions about getting more boats on the line each week and the 2005 regatta schedule.

Please RSVP to either:

Principal Party Officer	Charlie Engler	908-464-5564
Che1129@yahoo.com		
Party Chairperson	Charlie Smith	201-435-3694
Cwsmith1124@comcast.net		

# Laser Fleet News

## Hitoshi Tanaka Wins 'Name That Regatta' Contest

Congratulations to HSC Laser Fleet member Hitoshi Tanaka for coming up with the best name for the HSC Memorial Day weekend challenge to find the best sailor on the planet in Sunfish AND Lasers. The event will be forever known as the Double Dipper Challenge.

The first HSC Annual Laser Regatta will be held on Sunday May 29 and the Sunfish Memorial Day Regatta will be held — duh — as usual on Memorial Day, Monday May 30. You can enter either regatta on its own if you want. But there will be a special award for the sailor with the best performance in BOTH events. So if you currently sail only one of these Vanguard single-handers, then beg, borrow or steal (only joking about the stealing) a boat from the other class and enter the Double Dipper Challenge.

## Global Marketing of HSC

I thought I would get the news out about the HSC Laser Regatta by posting the details on the North American Laser Class website. Imagine my surprise when, a couple of weeks later, I received an email from a Laser sailor in Switzerland. Apparently he is about to relocate to this area of New Jersey and is looking for a Laser fleet to sail with. He had seen the posting of the HSC Laser Regatta and wanted advice on local fleets. Another potential new member for the HSC Laser fleet through the power of the Internet. Thanks Al Gore!

## HSC Laser Fleet Makes Front Page News

The trouble with owning a Laser is that sailing the boat is so much fun that you don't know when to stop. Even freezing temperatures, ice and snow are not enough to stop the craving to go sailing.

In that spirit, three of us took our Lasers out on the lake opposite my house in Mountain Lakes on the weekend of Jan 15 - just before the big freeze. I know the air temperature was below freezing because after a while a sheet of ice was forming on my deck. A sheet of ice was also forming on the seat of my driesuit. This made for some interesting experiences every time I tacked, threw my body across the boat and attempted to sit on the other deck. Ice sliding on ice is *very* low friction.

After a while it also became apparent that the mainsheet blocks on the boom were getting more and more clogged up with ice. This made sheeting out a challenging experience.

We noticed some guy taking photos of us from the beach. But I was surprised to see a color photo of David Mesicek and myself in our Lasers on the front page of the next week's issue of our local newspaper, the Denville Citizen, along with a short note about "some intrepid boaters....".

## Laser Fleet Sails at HSC East

In all the years that I have been an HSC member I had never sailed at Hunterdon County's other great reservoir - Round Valley. But in February, when Spruce Run was frozen and Round Valley was still open, we had our motivation. Driven by that insatiable urge that infects Laser sailors, we decided to go sailing at Round Valley on Feb 5. Most of the lake was covered in ice but the area in the bay around the ramp was still open and it was a glorious sunny day. In line with the 2005 HSC sailing instructions, the 3 Lasers allowed a Force 5 to join their start. Well, we didn't actually race because we didn't bring any buoys. We did toy with the idea of racing around some of the small icebergs floating around but didn't think it fair to race around untethered marks.



*Susan Mallows drags her Laser up the ramp at Round Valley after an afternoon of dodging icebergs*

But the best day of winter cruising in Lasers (so far) was on Feb 12 when two of the fleet's founders sailed Round Valley again. The whole of the lake was free of ice and there was a gusty south-westerly building as the afternoon progressed. There were huge gusts covered in whitecaps scooting across the reservoir and you could plane on a screaming reach all the way across the lake. And not another boat in sight.

Over 2000 acres and 55 billion gallons of water with two tiny sailboats alone in the middle. It felt quite isolated at times. And then it started to snow. Magic.

Derek Stow

## Sunfish Fleet 156

Many HSC members sail Sunfish. For some it is their primary racing boat, for others a second boat they race just for fun sometimes. Whatever your perspective the Sunfish is one of the largest classes in the world and provides enjoyment to young and old across many skill levels. At HSC we have two senior series, one on Wednesday nights starting promptly at 6, another on Sundays with the regular club races. The camaraderie evident throughout the class is reflected in our fleet; after racing on Wednesday many members enjoy pizza together rehashing the nights events and planning for the next week.

The Sunfish is also a great boat for junior sailors. It is easy to handle and it's light weight make it appropriate for sailors down to 65 pounds. It is the boat of choice for our training program and many members have successfully learned to sail Sunfish then either refined their skills or moved to other boats.

There is an active racing circuit in the Mid Atlantic area. A good source for local information is the Sunfish class web page at [www.sunfishclass.org](http://www.sunfishclass.org) or the more local website at [www.sunfishclass/midatlantic/sanj1.org](http://www.sunfishclass/midatlantic/sanj1.org) which summarizes SANJL activities.

If you have questions on the Sunfish, the Sunfish at HSC, the local Sunfish racing or any how to's with the boat there are many members in the club who can help you. Just ask!

The picture opposite shows placement of telltales on the Sunfish sail. Note also the wind directional on the upper spar - a very helpful addition. Another addition might be a masthead fly to show wind direction going downwind. This stuff must work for this guy!

Susan Mallows

### Sunfish Race Clinic June 18 and 19

The Sunfish fleet is sponsoring a Race Clinic this year to be led by some of the strongest sailors in the Mid-Atlantic area. On land lecture and discussions and on water skills and drills will be the highlights of this two day clinic. Tuning ideas, race strategy and tactics will be some of the topics covered. Open discussion is encouraged.

Come and learn from others and bring your knowledge to share! Entry form included in this issue of Fo'c's'le.

Susan Mallows



Steve Manson - winner Twilight Series 1 2004.

## 2004 Sunfish Worlds

*Nicky Einthoven continues her exciting account of racing in the Sunfish Worlds. The first installment of this story was in the Nov/Dec 2004 Fo'c's'le. The story so far ... Nicky has just finished in 88th place in the first race of the Worlds in winds that are "a touch too strong" even for her. Now read on.....*

The next race has the same wind. If this was not the Worlds, I would head in. The current should be slightly less than before. The Committee Boat is at anchor and shows the current's direction, while its flags show the wind's direction. The current is about 90 degrees to the wind, and the Committee Boat is huge, and has a large windshadow next to it. The course is windward-leeward.

I am trying to remember how to use a compass on the starting line. I don't usually use a compass anymore since on lake sail-

ing it is rarely needed. There is a way to use it to overcome mid-line sag and to prevent being over early. The starting lines are very long. Before the starting gun, people line up early and luff. During the last 30 seconds they sheet in part way, and at 10 seconds to go they sheet in all the way and go full speed ahead!

I have a great start with clear air. I notice I'm on a header, and there is a gap below me, so I tack onto port for a short while. The while grows longer as other boats do not react to the header, and soon I notice that I can cross the entire fleet! This is awesome! I check my watch and the RC boat flags and conclude that was the one minute gun, so head back into a gap on the starting line. (I am glad that this is the first attempt at this start so there was no I flag or worse!)

This time my start is similar to the previous race. I am half a boatlength back from getting clear air, which means I get none. I am only ahead of about 3 boats at the first mark. All the boats ahead of me are not going straight to the next mark, they are going low, so I decide to keep clean air and go high. I notice that they are going lower than way low, and I also notice an offset mark. Lower that board! Head down to the offset mark! Round it, now go high for clean air! I am still ahead of those 3 boats, just by a shorter distance. That cost me about 4 boatlengths. Downwind I try to surf the waves, but they are too small. I want to heel the boat to windward like you are supposed to, but with the chop I want a larger margin of safety to prevent capsizing. The waves have steep leading edges, and capsizing is slow. I manage to surf the ferryboat wake and pick up some distance. I pass boats on every leg.

Rounding marks in clumps of 10 to 15 boats is difficult. I give room to one boat, get room from 3 boats, must keep clear of the 5 boats that we did not get an overlap on, and make sure that the boats clear astern do not try to cut inside of us, the outside two boats of the group ahead of us decided to go wide and then pass close to the mark and we must keep clear of them while the boats behind us get impatient ... The wind calmed down a little for the last leg. I finish ahead of many boats, in 81st place. I figure that with better starts I could finish in the middle, even with this wind. Bad air at the start with a fleet this size will do you in.

We sail in following the same rules for sailing out. The judges boats mark the channel between the channel marker buoys. On the way out, I had to worry about gybing and not capsizing between the rock wall and the channel marker buoys. Now we have to sail upwind in that narrow space! The rule is not to try to give a 20% penalty to sailors. Could you imagine 100 sailboats crisscrossing the channel, tacking and capsizing in front of scheduled ferries, fishing boats, whale watching tour boats, and other scheduled commercial boats? I think they are counting us between the orange tetrahedrons for safety. Just like the magnetic dots by your name marking if you left shore and returned, making sure everyone is accounted for.

The yacht club has a sheltered long sandy beach with many garden hoses for rinsing the boats. We leave the boats on dollies in the parking lot next to the beach for the night. It is a conveniently wonderful setup. Eduardo Cordero, defending champion, earned two firsts. There were several people who got 20% penalties and Black Flag disqualifications for the starts. People are amazed that I made it for the first race. They tell me that I assembled the boat in record time. I am glad that they had 3 general recalls!

Nicky Einthoven

*To be continued...*

## 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

### Staff

Membership	Ellen Greenhorn	908-713-9346
New Member Liaison	Bob and Kaitlyn Orr	908-832-7553
Training	Nicky Einthoven	609-882-3392

Scorekeeper	Rodger Hall	570-839-6221
Protest Chairman	Doug Brown	201-394-1866

Handbook Editor	Kevin Pearce	908-400-6930
Newsletter Editor	Derek Stow	973-402-8112
Web Master	Chet Ensign	973-378-3472
Librarian	Ed Feeley	908-889-0929

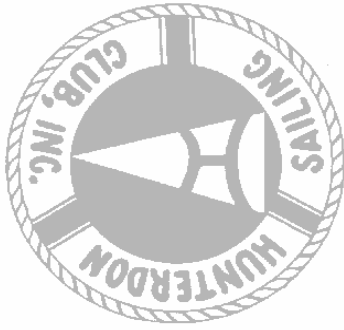
State Liaison	Charlie Engler	908-464-5564
NJYRA Representative	Bob Griswold	973-697-6841
Publicity	Ray Buchanan	973-635-7764

### Fleet Captains

Sunfish	Susan Mallows	908-638-5201
Sunday Sunfish	Nick Mentessana	908-322-8031
Force 5	Ray Buchanan	973-635-7764
Laser	Derek Stow	973-402-8112

Flying Scot	Chet Ensign	973-378-3472
Albacore	Art Mohan	908-526-8506
Jet 14	Charlie Engler	908-464-5564
	Charles Smith	201-435-3694

Open	Brian Wigham	908-475-8565
Junior	Caleb Zimmerman	908-889-0858
Ladies	Nicky Einthoven	609-882-3392

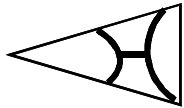


The FO'C'S'LE is the monthly newsletter by and for the members of the Hunterdon Sailing Club. Material is welcome from all members.

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

Press deadline is the 20th day of the month.

*We're on the Web!*  
[www.redkoh.com/hsc](http://www.redkoh.com/hsc)



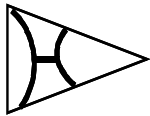
SailHSC@hotmail.com  
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