

# The F C'S'LE

Hunterdon Sailing Club, Inc.

April 2012

Number 457

## HSC Spring Work Day – 4/21

The weather is warming and the flowers are blooming, so it must be time for our annual Spring Work Day! This is a great event for new members who are looking for the opportunity to get to know others in the club and get involved.

We hope you will join us at **10:00 AM on Saturday, April 21<sup>st</sup>** (rain date Sunday, April 22<sup>nd</sup>), as we need all the hands we can get in order to get the club ready to go for the summer!

Aside from launching *See Which Won* and the usual cleaning/organization of the safety boats and shed, we have a few special items this year:

- Finishing the installation of the solar panel system to charge the handheld radios and power a new light fixture. If anyone with 12-volt electrical know-how is interested in helping with this project, please reach out to Bill Foster.

- Replacing the carpeting, halyards and blocks on *See Which Won*

- Surveying, inspecting and repairing the club sunfish and rigging as necessary

- Assorted smaller projects

Anyone who can attend should feel free to bring: saw horses for working on boats; any cordless power tools; hand tools, gardening tools, cleaning supplies, and large containers of clean tap water.

Thank you in advance for making the time to participate in this important event. The more people who can attend, the faster we can get everything done!

--Bill Foster

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## Upcoming Events

4/21 – HSC Spring Work Day, 10am

5/2 – Opening "Twilight" for the Wednesday Sunfish Fleet

5/6 – Opening Day at HSC for Sunday Racing (all fleets)

## HSC Opening Day (and Twilight) 2012!

*The 2012 Sailing Season at HSC is finally here!*

- The Sunfish fleet will open the HSC season on Wednesday, May 2<sup>nd</sup>, with the first races in the Wednesday Twilight Series.
- Opening Day for Sunday Racing is Sunday, May 6<sup>th</sup>.

## Sunfish Fleet News

Sunfish Sailing Season 2012...  
Coming soon to a lake near you!

Opening day for the Wednesday Twilight Series is May 2<sup>nd</sup>. Come out and join the fun on the water, and enjoy the camaraderie after sailing with pizza and beer (at a location still to be determined!).

Below are the Race Committee assignments for the first month of the season:



Date		Day	RC Chair	RC Crew
2-May-12	Twi 1	1	<i>Bill Foster</i>	<i>Don Esch</i>
9-May-12	Twi 1	2	<i>Mike Wheeler</i>	<i>Joseph Nichols/Melanie Hoskins</i>
16-May-12	Twi 1	3	<i>Ted Janulis</i>	<i>Callie Janulius</i>
23-May-12	Twi 1	4	<i>Ellen Greenhorn</i>	<i>Elizabeth/Bert Badenhausen</i>
30-May-12	Twi 1	5	<i>Dave Davies</i>	<i>Dave Petersen</i>
6-Jun-12	Twi 1	6	<i>Gordon Sell</i>	<i>Andrew Stockwell</i>

### SANJL Regatta on May 12<sup>th</sup>:

This is the first regatta in a four regatta series on the North Jersey Lakes. There are 2 divisions for this regatta and series, a championship division and a challenger division. This is to encourage people with all skill levels to participate as the scoring is within the division. Don't feel that in order to participate in the regatta you have to be a top notch sailor; the regatta is designed to encourage both the experienced racer and the novice racer. Awards are for the top 5 sailors in each division. A continental breakfast will be provided, please bring your own lunch. This is a great way to get out and meet new people from different lakes.

*(Continued on Page 3...)*

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SANJL Regatta registration is from 8:30 - 10:00 AM on May 12<sup>th</sup>, the skippers meeting is at 10:00 AM. The first race is at 10:30 AM or as soon as possible after that. 4 races will be targeted for the day, although 1 race constitutes the regatta. Scoring will be low point with no throw outs for the day.

Individual race day entry fees are \$15 for seniors and \$5 for youths.

Registration for the series for seniors is \$40, and \$15 for youths.

Youths are defined as sailors who will not turn 19 or older by the end of 2012.

SANJL Regatta Day 2 is at Swartzwood Lake on May 19<sup>th</sup>. More details can be found at:

[www.sunfishclass.org/sanj1](http://www.sunfishclass.org/sanj1)

--Susan Mallows, Sunfish Fleet Captain



## “Off-Season” Happenings

Your HSC Officers spent time this Winter brainstorming new ways to reach out to both prospective and existing members. Their time and effort clearly paid off, as the annual HSC Membership Meetings were standing room only for the first time in recent memory. Dozens of new and old members came together at Riley & Jake's (formerly the Sunset Inn) to socialize and learn about the Club's upcoming activities.



If the turnout for the Membership Meetings is any indication, the Club has a great season in store for 2012!

Winter is also a time for many of the HSC Fleets to gather for social events away from the lake. Below, the members of the Flying Scot Fleet discuss the activities planned for this season (including the Flying Scot Soiree!).



## Jet 14 Fleet 51 "Floats Summer Plans"

### **CALENDAR MARKING TIME!**

#### **Saturday, May 26, 2012**

Pines Lake Regatta (*1<sup>st</sup> leg of Jet 14 District I Championship Series*)  
PLSC, Wayne, NJ

#### **Sunday, June 24, 2012**

Jet 14 Super Hot Dog Sunday @ HSC

#### **Saturday, July 14, 2012**

"Wren Wregatta" I (and Cookout!) @ HSC

#### **Sunday, July 15, 2012**

"Wren Wregatta" II @ HSC

#### **Saturday, August 11, 2012**

Gravy Bowl (*2<sup>nd</sup> leg of Jet 14 District I Championship Series*)  
NJYRA Championship  
HSC, Clinton, NJ

#### **Wednesday, August 15 – Saturday, August 18, 2012**

Jet 14 Nationals  
Lorain, OH

#### **Saturday, August 25, 2012**

Packanack Regatta (*3<sup>rd</sup> leg of Jet 14 District I Championship Series*)  
PLYC, Wayne, NJ

### **ANNOUNCING... The NJ JET 14 "SAIL 'EM or SELL 'EM" PROGRAM!**

The Jet 14 one-design sloop was designed in 1955, and produced for decades in Island Heights, on Toms River, both in wood and fiberglass. Dozens of fleets were formed around the shore, and later throughout NJ and the Northeast. In fact, the 4 founders of HSC were Jet owners and were chartered as Fleet 51 in 1965.

About 1200 Jets have been made and registered. Those sailing competitively are governed by class measurement rules and can be competitive regardless of age. Well, it turns out that many are still hanging in garages and, unfortunately, rarely sail. As a start toward making them available, we are contacting an initial two dozen owners around Northern NJ. The plan is to get some of them on the starting line at HSC!

Stay tuned!

--Charlie Engler, Jet 14 Fleet Captain ([che1129@yahoo.com](mailto:che1129@yahoo.com))

PS -- Don't hesitate to let me know if you would like to try sailing a Jet, as skipper or crew!

## Force 5 Fleet News

Key Largo, Feb. 22-25. The Upper Keys Sailing Club hosted the Midwinter Championships – again! My favorite place to sail, and not a bad place to be in February. The photo below was taken about a minute after the first race start. More photos at: <https://www.facebook.com/#!/pages/Force-5-Class-Association/186193258084930> It shows 10 of the 35 boats that started.



Full results at:

[http://www.regattanetwork.com/clubmgmt/applet\\_regatta\\_results.php?regatta\\_id=4840](http://www.regattanetwork.com/clubmgmt/applet_regatta_results.php?regatta_id=4840)

With the HSC season just a month away, I'm hoping to see last year's regulars out early and often, and some new faces as well. The major events coming for us are the hosting of the Mid Atlantic Championships on June 2-3 and North American Championships at Albemarle Plantation, NC on Sept. 19-22, hosted by HSC former Commodore, Courtney Young. He's busy working on "free" hospitality housing for all sailors. The site is a fairly easy day's drive from North Jersey. I'll be there.

Our fleet will be hosting the first HSC hot dog Sunday on May 27 and the LBJ picnic on July 4. Warm up the BBQ skills!

--Rich Baumann, Force 5 Fleet Captain

## Flying Scot Fleet # 184: Why The Flying Scot?

Why sail a Flying Scot? In my 45 years of sailing experience, my feelings about the Scot echo those sentiments expressed by Harry Carpenter, President of the Flying Scot Boat Company: "Sailing can mean different things to different people. For some sailing means **cruising** to a quiet cove, a splendid sunset; for others, sailing is a spinnaker reach in 20+ knots of wind or the excitement of boisterous **competition**. The Flying Scot has come to mean many things to her thousands of owners, but they all agree the Scot is comfortable and safe, as well as fast and fun."

Why the Scot? Sailing characteristics, versatility, safety, association and value!

- Do you like to have fun?
- Do you like to be comfortable?
- Do you want room for the entire family?
- Do you want camaraderie?
- Do you want to buy a boat that you can easily resell?
- Do you want to join one of the most fun, friendly and vibrant fleets locally, regionally and nationally?



The Flying Scot is a very stable One-Design sailing dinghy that is equally at home serving as a day sailor with the family or competing at high-level regional and national events against some of the country's greatest amateur and professional sailors. It is one of the most popular classes in the United States and was inducted into the American Sailboat Hall of Fame in 1998. Harry Carpenter describes the Scot as "not being a flopsy acrobatic design. Her slightly tunneled hull design, hard bilges and weighted centerboard provide a strong righting moment. And with over 600 lbs of reserve buoyancy, the Flying Scot is unsinkable. The wide side deck and seat allow the Scot to take a knock-down with little or no water in the boat, and one person can easily right her in the water."

After 10 years of sailing *Prime Time*, I still get a thrill sailing her. The Flying Scot is a forgiving boat and makes a great sail trainer. The Scot is very easy to sail. If you can sail a Sunfish you can easily transition to the Flying Scot. In many ways, sailing the Flying Scot is easier than sailing a Sunfish. She is difficult to capsize, roomy, comfortable and yet can be exhilarating. The Scot may seem like a lot of boat, but she is very easily sailed by 2 people, and can be sailed short-handed by one. I chose the Scot to teach my children to sail. I have trailered *Prime Time* from the Thousand Islands to Florida, and many places in between. She has been a great day sailor and a racer; I've participated in the North American Championships, Mid-winter Championships, Regional and Local events meeting wonderful friendly people that are very welcoming to new sailors.

The Flying Scot was designed in 1957 by Gordon "Sandy" Douglas, with over 6,000 built – most of them are still sailing! This is a testament to the quality of the design and builder. Unlike many classes, the Flying Scot Sailing Association has for over 50 years protected the value and integrity of the class. A boat built in the 1950s is the same as a boat built this year. This protects the value of your investment. As an owner of a pre-owned Scot, you are the caretaker of a beautiful boat that you will likely be able to sell for your original investment cost. There are not many boats for which that is true. There are used Flying Scots available for typically 2 to 6 thousand dollars with sails and trailer. These boats require very limited up keep and maintain their value over the years.

Want to learn more about the Flying Scot? Contact me or any of the other Flying Scot skippers at HSC. We are an active fleet committed to helping our members improve their sailing skills while having a great time! We have racing, cruising and social events promoting family fun. We have won the "HSC Fleet of the Year" award 2 years running.

<http://www.boatus.com/jackhonor/sail/FlyingScot.asp>

<http://www.sailamerica.com/halloffame/flyingscot.asp>

<http://flyingscot.com>

--Gary Nackman, Flying Scot Fleet Captain

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## Do I Need a NJ Boating Safety Certificate to Sail?

This is a common question from both new and existing HSC members. Here is the answer, borrowed from the NJSP website: ***"Yes, if you are operating a personal watercraft (Jet Ski, Wave Runner, etc.), or a power vessel on the waters of the State of New Jersey you are required to possess a New Jersey boating safety certificate. Exemptions: A boating safety certificate is not required for non-powered vessels."***

Sailors do not need a boating safety certificate to sail at Spruce Run (provided your sailboat does not have a motor). However, getting your boating safety certificate is still a good idea for several reasons:

- The course provides useful safety information that applies to all boaters, and can help you sail safely, especially when other watercraft are around you.
- A boating safety certificate ***is required by NJ*** to operate a power vessel, which includes the Club's **safety boats** and *See Which Won*. Getting your certificate helps the Club, as you can safely (and legally) operate our boats when assisting with Race Committee duties.

Good news! There are several options for completing the Boating Safety course to obtain your Certificate:

- Several companies offer in-person courses at local schools, firehouses, etc. These courses last about 8 hours, and are usually held on weekends, or split up over two weeknights.
- Another option is to complete the course online. This option involves online learning modules that can be completed at your own pace – all at once or over several days depending on your schedule. When you are done, an in-person test is required to meet the NJSP requirements.

*(Editor's Note: I recently completed an online course [here](#) and found it to be a nice alternative to spending a full day in a classroom – easy to access and good customer service!)*

## HSC Notices and Communications

As a member of the Hunterdon Sailing Club you will receive occasional email messages with the subject-line heading "HSC Notice." If you are not, send your name and email address to [communications@sailhsc.org](mailto:communications@sailhsc.org)

While these messages are individually addressed, they are also being sent to the entire HSC membership. We use a very useful email mail-merge program (MaxBulkMailer [www.maxprog.com](http://www.maxprog.com)) to prevent everyone from being bombarded with hundreds of cc reply-all messages.

HSC Notices are used for the following purposes:

1. To announce or remind the membership about important HSC events or regattas.
2. Allow fleet captains, managers, and event staff to communicate with the membership.
3. To forward information from Spruce Run State Park/Police regarding park rules, etc.
4. To distribute information about 'boats for sale' by club members or in the area. You can use HSC Notices to sell your own boat, sails, trailer, etc., or to advertise 'Boat Wanted' so others in the club know what you are looking for. Also, if you see a Sunfish or other HSC-type boat for sale in a front yard or local newspaper, please use HSC Notices to share that information with other club members.

HSC Notices are not used to forward politics, sales, jokes, or other non-club-related topics.

If you want to send out an HSC Notice, please send an email to Gordon Sell, [communications@sailhsc.org](mailto:communications@sailhsc.org)

Your message body should consist of the following:

1. Subject line beginning: "HSC Notice" ....[text of your subject line]....
2. Reply to: Name and email address of the person to appear on the reply-to links (or the HSC generic address <[sailhsc@hotmail.com](mailto:sailhsc@hotmail.com)>)
3. Message body: ....[text of your message]....

### Message Pointers:

Do not assume everyone knows what was done in the past!

For events, be sure to list the date and time(s) and type(s) of boats used.

....be sure to list the "doors open at" time and "race starts at" time.

Tell people if they need to bring anything ... food, soda, tools, costumes, etc.

We can send formatted text (bold, italics, color, etc.) .

We can include photos, but keep the file size small; under 200k

We can also include web links in the message.

--Gordon Sell, Communications

## “My Lucky Day”

One Sunday last Fall I had my best race day ever, and so I thought maybe I should share what seemed to be working out there for me and my crew-for-the-day, Kate.

I have always thought we race better in very light air, reason being that it is feasible to keep the boat moving with good sail trim and headings, and it is common for competitors to stall. This allows us to sometimes make huge gains that are impossible to make when everyone has wind. All it takes is to heel the boat to leeward to hang the sails full off the spars, ready to take advantage of the puffs before they get there. All the boats did this on Sunday though, so there is more to it.

In the third race we started last but, to my surprise, we quickly pulled ahead. I think the other boats had good trim but were pinching. I'll echo others' teaching by saying that we need to ease the sails into low gear (boom over the edge of the transom) and fall off the wind to accelerate. Only then will the boat move and make its own wind. 3 mph wind + 2 mph boat upwind = 5 mph apparent wind. You can't beat that by pinching at 0 mph in 3 mph wind. So accelerate first and then point second!

Kate was asking lots of questions and she learned quickly. I told her that the rudder makes drag if we turn it, and that is a great way to kill boat speed in light air. It takes a long time to accelerate back to speed. My trick is to not turn the rudder! The Flying Scot mainsail is so big that weather helm is common, so I take advantage of that by sheeting in the main completely and letting go the tiller. It helps to ease or release the jib. She then comes about smoothly with zero turbulent drag from the rudder - that's fast! Quickly ease the main out to the rail on the other side to recover any lost speed, and only sheet in and point when returned to top speed.

Do all this right with no mistakes and maybe you can stay with Doug and the Bensons! What made the real difference on this particular Sunday was something Doug Brown shared a month or two earlier. He told me top sailors like Steve Manson are always looking up the lake to find wind, and then get in it. So Sunday I told Kate that "right now we should be looking for wind." Thanks Kate for the questions! At that moment it was pretty calm, we were moving and some others were pinching. But we saw some nice wind way over on the left. So we let go the tiller and pulled in the main, accelerated out of the turn to probably 3 knots, and sailed a course 90 degrees off the windward mark. But when we got to the other side, the wind was still there and more than twice the speed of the rest of the course. We wound up more than a hundred yards ahead. Thanks Doug!

*--David Stockwell*

## April / May 2012 Event Calendar

21-April-12	Saturday	HSC Spring Work Day (10AM)
22-April-12	Sunday	Rain date, HSC Spring Work Day
2-May-12	Wednesday	Opening Wednesday Twilight Series Twilight Series 1 (#1)
5-May-12	Saturday	Bluenose Challenge Make-up (Flying Scot)
6-May-12	Sunday	Opening Sunday Spring Series Sunday Spring Series (#1)
9-May-12	Wednesday	Twilight Series 1 (#2)
12-May-12	Saturday	SANJL Regatta @ HSC
13-May-12	Sunday	Sunday Spring Series (#2) (Mother's Day)
16-May-12	Wednesday	Twilight Series 1 (#3)
19-May-12	Saturday	Rain date, Bluenose Challenge Make-up (Flying Scot) LTS Swim Check, Hunterdon Health Center
20-May-12	Sunday	Sunday Spring Series (#3)
23-May-12	Wednesday	Twilight Series 1 (#4)
26-May-12	Saturday	Jet 14 Pine Lakes Regatta, Leg 1, Districts
27-May-12	Sunday	Sunday Spring Series (#4) Force 5 Hot Dog Sunday
28-May-12	Monday	Annual Memorial Day Sunfish Regatta
30-May-12	Wednesday	Twilight Series 1 (#5)

## Notice to Race Committees for 2012

KEEP THE WINDWARD MARK  
FAR AWAY FROM THE DAM  
(OR ANY OTHER SHORELINE)

At our membership meeting on March 25<sup>th</sup>, Doug Brown gave us an excellent program on reading the wind. He had a collection of suggestions about things that he's learned in many years of racing. One of the most important was to look upwind, WAY upwind, in order to anticipate and take advantage of changes in wind direction and strength. He noted that looking WAY upwind could be difficult if the windward mark was set near the dam, as WAY up wind is over the hill. WAY upwind is also hard to look at if the mark is near any shoreline.

So here's my hope for the year ahead: I'd like to try to put what I learned to work this year, so I'm pleading with race committees – Please, keep the windward mark well offshore. Just back off. Move the whole course downwind. Thanks,

--Rich Baumann

## Find us on the Web!

Have you seen the re-designed HSC website?  
Check it out today at:

<http://www.SailHSC.org>

## Find us on Facebook!

70+ "Fans" and counting! Check out the new Facebook page and become a "fan" of HSC at:

<http://www.facebook.com/SailHSC>

## Hunterdon Sailing Club

### Officers

Commodore	<a href="#">Jay Halsted</a>
Vice Commodore	<a href="#">Chet Ensign</a>
Rear Commodore	<a href="#">Bill Foster</a>
Asst. Rear Comm.	<a href="#">Nick Mentesana</a>
Secretary	<a href="#">David Stockwell</a>
Treasurer	<a href="#">Ted Janulis</a>
Past Commodore	<a href="#">Mike Wheeler</a>

### Staff

Protest Chairman	<a href="#">Guido Bertocci</a>
Membership Coord.	<a href="#">Rich Baumann</a>
Communications	<a href="#">Gordon Sell</a>
Scorekeeper	<a href="#">Rodger Hall</a>
Newsletter Editor	<a href="#">Dave Petersen</a>
Webmaster	<a href="#">Ellen Greenhorn</a>
NJYRA Rep.	<a href="#">Nicky Einthoven</a>
Park Liaison	<a href="#">Rich Baumann</a>
State Liaison	<a href="#">Charlie Engler</a>
Handbook Editor	<a href="#">Elise Tague</a>
Publicity	<a href="#">Anne Freeman</a>
Club Sunfish Mgr.	<a href="#">TBD</a>
Jr. Race Team Coach	<a href="#">Doug Brown</a>
Legal Advisor	<a href="#">Mary Deal</a>

### Fleet Captains

Sunfish	<a href="#">Susan Mallows</a>
Force 5	<a href="#">Rich Baumann</a>
Flying Scot	<a href="#">Gary Nackman</a>
Albacore	<a href="#">Art Mohan</a>
Jet 14	<a href="#">Charlie Engler</a>
Jet 14 co-captain	<a href="#">Guido Bertocci</a>
Open and Cruising	<a href="#">Gordon Sell</a>
Junior	<a href="#">Cali Janulis</a>
Ladies	<a href="#">Nicky Einthoven</a>

# Hunterdon Sailing Club, Inc.

HUNTERDON SAILING CLUB, Inc.  
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Lebanon, New Jersey 08833

## *The* **FOC'S'LE**

The FOC'S'LE is the newsletter of  
The Hunterdon Sailing Club.  
Material is welcome from all members.

Submit copy to the editor at:

[Focsle@SailHSC.org](mailto:Focsle@SailHSC.org)

**Check us out on the web!**  
**[www.sailhsc.org](http://www.sailhsc.org)**

For Membership & Training contact

Rich Baumann at:

[membership@SailHSC.org](mailto:membership@SailHSC.org)