

# The F C'S'LE

Hunterdon Sailing Club, Inc.

May 2017

Number 495

## HSC Training Programs Are Ready to Go

Spring brings big plans for sail training for all ages at Spruce Run and it's not too late to sign up. The Learn to Sail Staff has years of experience at Spruce Run and is prepared to adjust accordingly to the water level to make sure the classes run safely. We are gearing up for our full schedule of classes as well as our coached practices on Wednesday evenings and Sundays afternoons. So if you are a club member that hasn't been out in a while or you have taken the LTS class in the last few years this is a great opportunity to work on your skills and build your confidence level so you can get out more and join in our Club Races and Fun Sail Events. For those who have been working on their skills but would like to learn more about Racing consider our Learn to Race classes. Our goal is to teach the fundamentals of sailing and continue to support our members in the development of their skills. So consider the next step for you and come join us on the water.

The HSC Learn to Sail Program Schedule for 2017

### Status as of 5/10

5/27 Learn to Race 1 - space available

6/6 Sailing Lecture - open

6/9-11 Adult Learn to Sail A - limited space

6/19-21 Youth Learn to Sail 1 - limited space

6/22-24 Youth Learn to Sail 2 - limited space

6/30-7/2 Adult Learn to Sail B - space available

7/7-9 Adult Learn to Sail C - space available

7/22 Learn to Race 2 - space available

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## ISSUE HIGHLIGHTS

- 2 Bilge Pump
- 3 Force 5
- 4 Sunfish
- 5 More Sunfish
- 5 & 6 Flying Scot

## COMING EVENTS

### SAIL TRAINING – SEE LEAD ARTICLE

### SPRING SPECTACULAR MAY 28

### SANJL & PICNIC MAY 21

### WATER LEVELS RISING DAILY (FOLLOW LINK BELOW)

[HTTPS://WATERDATA.USGS.GOV/USA/NWIS/UV?01396790](https://waterdata.usgs.gov/usa/nwis/uv?01396790)

## More on Sail Training

If you have any questions about any of our classes please contact me, Katie Kiernan at [training@sailhsc.org](mailto:training@sailhsc.org) and for more information on signing up for these classes go to the "join us" section on our website [www.sailhsc.org](http://www.sailhsc.org).



We are still in need of members to assist with our Wednesday night coached practices that run every week from 7/5-8/9. If you are available to help out you can sign up at <http://www.signupgenius.com/go/20f094fafa2ba6ff2-hsccoached> or email me at [training@sailhsc.org](mailto:training@sailhsc.org).

Katie Kiernan, Training Coordinator

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## Updated Bilge Pump in Safety 1 Skiff.

The automatic bilge pump installed two years ago needed to be immersed in several of inches of water before it would pump out. A new rocker switch installed on the control panel allows the pump to be briefly activated manually by pushing the bottom of the button [Manual/off].

It helps to shift weight and sloshing water to the starboard aft corner of the boat to maximize pumping. After manual pumping, return the switch to the automatic setting by pushing the top of the rocker switch.

Recently, someone asked about the mystery button on the control panel. It is now suitably labeled "HORN" and it's a good back up for race signals.

Gordon Sell



## **Force 5 - Spring Spectacular Regatta - May 28<sup>th</sup>**

HSC is hosting the Force 5 Spring Spectacular on May 28th - Memorial Day Sunday. This event is open to any and all Force 5 Sailors, members of HSC, the Force 5 Class Association, or independent owners of Force 5's who would like to sail with us for the day. Please take those winter tarps off your boats and bring them to Spruce Run Reservoir for a fun day of racing.

Force 5 Captains and Race Committee –

Please be rigged and ready for the Skipper's meeting at 10:15 AM. Coffee and bagels will be served for early risers. We would like to get three races completed before lunch time. Morning races will be conducted with single-fleet 3 minute starts with courses set as TWP or as otherwise determined by RC and wind conditions. The afternoon races will be conducted with the HSC Sunday Regatta Fleets, with separate starts (3) for the Force 5 Fleet. The morning and afternoon racing results will be tallied to determine the overall winners of the Force 5 Spring Spectacular. The Spring Spectacular RC will target 6 races for the event, with 5 races used for scoring. Each captain who completes more than 5 races may elect one race result as a throw-out. There will be 1st, 2nd, and 3rd place awards and prizes. Nicky Einthoven will be our RC Chair for the day.



Please RSVP to: [force5fc@sailhsc.org](mailto:force5fc@sailhsc.org) This will help with planning to respond with "Yes", or "Maybe" and bring \$5 to cover costs. Please remember that Memorial Day Weekend is busy at Spruce Run State Park and there may be line-up at the main gate. If park officials attempt to turn you away because 'The Park Is Full', tell them you are going to the Boat Launch Area - or to HSC, and they will let you through. See you there!

Jay Halsted, Force 5 Fleet Captain

## Sunfish Activities

### SANJL Regatta May 21st

HSC is hosting the Sailing Association of North Jersey Lakes second regatta of the year on May 21<sup>st</sup>. The regatta is sailed in Sunfish with 4 races targeted for the day. Registration starts at 9:00 AM. A Continental breakfast will be provided. The skippers meeting is at 10:00 AM with the first race to start as soon as possible afterwards. There will be a break mid-day for lunch and the final races will be sailed as part of the club races in the afternoon.

Lunch should be excellent as it is a Picnic Sunday hosted by the Force 5 fleet.

SANJL awards daily trophies 5 deep to both the Championship and Challenger divisions of the fleet.

The HSC regatta is the second of four Sunfish regattas sponsored by SANJL. Series trophies are awarded at the end of the fourth regatta. There is a fee for SANJL regattas - \$15 for the day, \$50 for the 4 day Series. (There are 4 throw-outs for the series, if you join the series at the second regatta the races for the first regatta count as your throw outs.) The venues for the third and fourth regattas are Swartswood Lake on September 16<sup>th</sup> and Green Pond on October 7<sup>th</sup>.

The SANJL regattas are a great way to meet people from other lakes and learn from some of the best sailors in the region. Come on out and share the fun!

Susan  
908-500-6590

### MEMORIAL DAY SUNFISH REGATTA



Celebrate Memorial Day on the water! The Sunfish fleet will host a regatta on Memorial Day May 29<sup>th</sup>.

The skippers meeting will be at 10:00 with the first race to start as soon as possible afterwards. Registration starts at 9:00, a continental breakfast will be provided. BYO Lunch  
Five races are targeted based on weather, one throw-out will be allowed if five races are completed.

There is no fee for this regatta.

This is a great way to spend that free day from work – wind, water, sunshine, friends!

Susan  
908-500-6590

## **Twilight Series**

After a slow start on the first day of the series –slow – meaning no starts, the second week of Twilight racing was all big wind and fast courses. Our third week was lake sailing at its easiest, light breeze, steady wind, plenty of sunshine and a beautiful moonrise over the lake. The fun didn't stop when the sun went down as each week we headed out for pizza after sailing.

The Wednesday night Twilight series is casual racing at its finest. With two fleets to participate in – Championship and Challenger, everyone has a shot at a trophy. The first race is at 6:00PM and we try for 5 races before sunset. If you can't make the races or just want to get out of the house and see some friends we meet up at the Tuscany Grill shortly after sunset. Come on out – join us for racing, munching or both ☺

## **Sunday Series**

The Sunday series starts at 1:30 PM and targets 3 races for the afternoons. These races are usually targeted for 40 minutes so a bit longer than the Twilight series races. All the fleets race on Sunday with separate starts for fleets with 3 or more boats on the line. A recent exception was May 8<sup>th</sup> which was a sort of gloomy drizzly day with light wind. 5 skippers headed out – 3 Sunfish and 2 Force 5's. The first race was light and flukey with everyone starting together. Nick Reyes won the Sunfish fleet and Andrew Gilmartin the Force 5 fleet. The second race started the same way, but the wind ROARED in about half way through easily hitting 20 with gusts well over that. The smarter sailors retired leaving just two skippers battling the wind. It was tough upwind but the reaches were PHENOMENAL. A definite Wind Event for Spruce Run.

# **Flying Scot History**

## **The Flying Scot, Sandy Douglass's Crowning Design Achievement, Celebrates 60 Years ~ Debbie Cycotte, FSSA Historian**

This year the Flying Scot celebrates its 60<sup>th</sup> anniversary, which seems like a great time to celebrate its designer, Gordon K. Douglass, or Sandy, as he is known to thousands of sailors who own one of his boats. Sandy is considered one of the best small boat helmsmen this country has produced and a brilliant boat designer.

He is best known as the designer of three different one-design dinghies, in addition to the 19-foot Flying Scot, he also designed the 17-foot Thistle (launched in 1945, with about 4,000 boats built so far), the 20-foot Highlander (launched in 1951, 1,100 boats built so far). All three classes are boat names that reflect Sandy's Scottish heritage.

Sandy was a colorful, energetic man who lived his life in pursuit of excellence and was unafraid of innovation. He said of himself, "If it can be done, I can do it better." He brought the concept of a planing hull to the United States and the Thistle, the Highlander and the Flying Scot all reflect that.

Sandy believed that the more specialized anything becomes, the fewer people will enjoy it. So his goal was to build boats with a broad appeal, and that included family use.

By the time Sandy designed the Flying Scot, he had had 20 years of experience building wooden boats. The Flying Scot was one of the first one-design boats made from fiberglass. Sandy only designed a new boat to fill a void. With the advent of fiberglass, which was lower maintenance than wood and had greater design potential, Sandy now saw a reason to build an attractive alternative to the Lightning.

Designing the hull was no problem for Sandy because he had a clear idea of what was needed for a

planing family boat. Such a boat should have the safety of wide side decks and also a roomy cockpit. Wide side decks help keep the boat from filling up in a knockdown but leaves little cockpit space. Sandy conceived the idea of having both wide side decks and a roomy cockpit by lowering half of a wide side deck and giving it the shape of a comfortably inclined seat, which provided for a roomy cockpit. He "wondered why no one had thought of this before"?

Unfortunately, it turned out that none of the salesmen or engineers of fiberglass who called on Sandy knew much more than he did. Sandy had to teach himself how to build with this new material. Sandy, the gregarious, optimistic and supremely confident and accomplished man he was, stepped right up.

Sandy's goal was to design and manufacture a boat that was well built, but exciting and able to be sailed by a wide range of people, in size, number and skill level. He always felt that a strict one-design boat was in the best interest of all purchasers, past and future, and was the truest test of one's sailing skill.



Advertised as the "culmination of the best features of the other Douglass designs," the Flying Scot quickly caught the eye of small-boat racers. The Flying Scot is larger, has more beam and is more stable than the Thistle. The prohibition of hiking straps was an effort to make the boat more competitive for smaller-sized people, like Sandy and his wife, Mary, who crewed for him for 30 years. With more than 6,100 boats built and a continuous primary builder throughout its history, the Flying Scot is one of the leading one-

design classes in the US. A strong class association ensures strict one-design competitive racing to attract top-caliber sailors. The class also enjoys family camaraderie and teams are often comprised of family members. They are the only one-design class to host a Wife-Husband National Championship each year.

The Flying Scot was inducted into the American Sailboat Hall of Fame in 1998.