

The F 'C'S'LE

Hunterdon Sailing Club, Inc.

FEBRUARY 2007

NO. 408



First General Membership Meeting 2007

When: Sunday, February 25, 2007 at 1:00 PM
Come at noon if you'd like to order lunch
and/or talk sailing.

Where: Sunset Inn, Lower Level
Clinton, NJ.
West side of Hwy 31 about 2 miles
north of I-78

1:00 Membership Meeting Agenda
Welcome!
Becky Williams-Ellis, Supt. of Spruce Run
Recreation Area, will talk with us about
plans for 2007

1:30 Business Meeting
Presentation of the 2007 Budget
Brief up-dates from HSC officers and staff

2:00 Program (to be announced)

4:00 (or earlier) Adjournment
Note: These times are approximate and not
to be used for navigation.

**Next Meeting is March 25,
but**

PLEASE PLAN ON ATTENDING THIS ONE!

Annual Dinner Success

Kudos to Susan Mallows and the Sunfish Fleet for all their hard work in creating an outstanding event at the Mountain View Chalet on November 11th. 73 were in attendance, which is 20 more than last year. It was a good start to the holiday season and a wonderful opportunity for members to enjoy each other.

The silent auction was great fun, elements of which ran throughout the evening, culminating with the awarding of the coveted "SNARK"!

The business meeting was brought to order by Commodore Charlie Engler who gave thanks to our veterans and soldiers. Charlie also thanked our 2006 staff and officers for their efforts in making 2006 a great year with 103 members.



Rich Baumann then announced the slate of officers for 2007:

Commodore	– Bob Orr
Vice Commodore	– Elliot Zimmerman
Rear Commodore	– Gordon Sell
Asst. Rear Commodore	– Mike Incantalupo
Secretary	– Mary Deal
Treasurer	– Ellen Greenhorn

The gavel was then passed to newly elected Commodore Bob Orr who donned his commodore's cap and expressed his excitement for the future of the club.

Commodore's Corner

It is a real honor and a genuine thrill to be able to serve as your commodore for the coming year. I would like to start off by congratulating and thanking all who have contributed so much in past years to the growth and development of HSC, with particular thanks to Charlie Engler for his calm and wise leadership and his ongoing assistance. I was impressed, from my very first contact with the club, with the cooperative spirit, the warmth, the friendliness and the passion for sailing that is so clearly evident in every HSC member. May we never lose those wonderful qualities!

Although the cold winds of January are (finally) blowing across New Jersey, opening day really is just a few short months away, and we will need lots of help to get ready for this, our 43rd season. Our first race of 2007 will take place on Wednesday, May 2, only about 12 weeks away! And please mark your calendars for the launch of our committee boat, the See Which Won: April 21 (weather permitting) or April 22 (or the following weekend if the weather does not cooperate). We'll need lots of help! Meanwhile, please join us for membership meetings at the Sunset Inn on February 25 and March 25 at 12 noon for lunch with the meeting to start at 1:00.

With the support of our membership, I hope we can accomplish the following special goals this year:

- Active pursuit of the possibility of replacing our aging sheds with a larger, sturdier new one. Gordon Sell and Charlie Engler have been hard at work on this project.
- Expansion of our training programs to include more club youth and more new members in instruction classes and an even more active youth racing program. This means we will need more US Sailing Level 1 Instructors, so please step up and give me a call if you are interested. Becoming an instructor is also a great way to expand your own knowledge and sailing skill, as I learned first-hand last summer. We will also need instructor assistants; please speak up if you can help.
- Meeting the needs of our members, to retain more of our existing members and bring in new ones. So that we may find out how to best serve you, please take a moment to let me know, via email (rv-orr@earthlink.net) or telephone (908-832-7553) how the club can meet your needs.

A corollary (yes, I'm a math teacher) to serving our members and bringing in new ones is to see more sailboats from all fleets on the lake for active racing and cruising. The more boats there are to sail and race with, the more exciting the competition and the more pleasurable the companionship of cruising. I would like nothing better than to see a growing line of sails on the beachfront and at the dock each Wednesday evening and Sunday afternoon and every other day ready to set out on the waters of Spruce Run in pursuit of the joy of sailing.

HSC is a great club, and Spruce Run is a great place to sail! I hope you will join with me as we strive to make this our "best year ever".

Force Five Fleet News

We're ready to start thinking about the year ahead. We have over 12 Force 5's in the club, but not all that many racing on a regular basis. I'm hoping to change that this year. To do so, I need to talk with every owner in the next month. I did talk with George Martin over the summer and know that he's

hoping that we return to the "Force 5 Sunday Concept" that has been used in the past. He says that will get him out regularly. We'll do it.

The question is: What else do we need to do to fill the line on Sunday afternoon? Give it some thought, as I'll be calling.

Here are some things that we know about: The Midwinter's will be held in Key Largo on Feb. 22-24. With some lobbying by members of our fleet, the club has agreed to a 3 day regatta. That will be school vacation week, so pack the boat and the kids and head to my favorite venue. The North Americans will be in New London, Ct. on Aug. 15-18. As usual, we expect to host the Spring Spectacular on the first weekend in June, and the Millard Fillmore two weeks after Labor Day. Finally, we know that we are hosting the Annual Dinner in November.

Look forward to talking with everyone!

Rich Baumann

Proposed 2007 HSC Budget

The following is a short summary of the proposed 2007 Hunterdon Sailing Club budget for approval at the next Annual meeting.

Membership: 90 members -- annual dues \$95 (a \$10 increase) with a \$15 late fee. The final membership count last year was 95. For 2007, the budget assumes HSC will retain most of its current members and provide comparable training programs to draw new members.

Training: 66 Juniors and Adults enrolled in HSC programs in 2006. We have conservatively budgeted for 50 in this year's budget. The fees reflect a \$10 increase in the adult learn to sail programs and a \$15 increase in the junior programs. We believe that the training programs remain tremendous bargains and we anticipate another very good training year.

Operating Expense Budgets: Budgeted Operating Expenses for most line items are in keeping with the budget or actual expenses in 2006. We have entered into a new insurance arrangement and have reserved \$1000 to cover the insurance deductible in the event there is a claim.

Capital Expenses: The major planned capital expenditure is for the purchase of a new shed to replace our existing structures.

The proposed 2007 budget will be reviewed at the Annual Meeting. The Executive Committee will be available to answer any questions.

HSC Budget – 2007 Proposed

	2006 Actual		2007 Proposed		
	#	<u>Recpts/ Exp</u>	#	<u>Recpts/ Exp</u>	<u>Comments</u>
Receipts					
Membership - \$85 dues with \$15 late fee	95	\$8,150	90	\$8,625	Dues at \$95
Cruising Membership	2	\$80	2	\$90	
Training -- Same Fee Schedule as 2003	66	4,085	50	3,450	Fees \$75/class for youth & \$60 for adults
Annual Dinner	63	1,645	60	1,200	
Miscellaneous		345		250	
Total Receipts		\$14,305		\$13,615	
Expenses & Budget					
Handbook, Focsle, Recruiting, Web		\$2,031		\$2,250	
Club Facilities & Maintenance & Dues		957		1,475	
Club Social Events		3,125		3,360	
Awards		1,504		1,000	
Insurance		2,848		2,000	
Miscellaneous		61		175	
Training		864		864	
Total Expenses		\$11,389		\$11,124	
Capital Reserve				\$1,350	\$15 per member
Capital Expense		\$1,511			See budget below
Training Fund					
Reserve - \$20 per Student		\$1,320		\$1,000	
Net of Income - Expenses - Reserves		\$1,382		\$141	
Surplus from current year for next year's expenses		\$1,000		\$1,000	Reserve for Insurance Deductible
Cash surplus		\$382			
2007 Capital Budget					
				\$10,000	New Shed, installed
				\$200	Canopies & Grill
Total Capital Budget				\$10,200	
Account Balances 12/31/06 including transfers planned 1/31/07					
		*Operating fund		\$4,669	
		Capital Reserve		\$10,281	
		Al Santoriello Training Fund		2,364	
Total				\$17,314	

(*) The operating fund includes \$335 held for Friends of Spruce Run, \$371 held for the Sunfish Fleet, and \$150 in a Carl Finne Fund.

Meet Your Commodore Bob Orr



Hunterdon Sailing Club (HSC): Bob, when did you become a member of the HSC?

Bob Orr: I joined the HSC several years ago, not too long after moving to New Jersey from California via Idaho. Before we knew about the HSC, we had joined a yacht club along the shore, but we found HSC to be closer, friendlier, and more welcoming.

HSC: We're happy to hear of your impression of the HSC! What got you interested in serving as the Commodore?

Bob Orr: My mom was an avid sailor and sailboat racer of an E Scow in the 1940s. Her father and her brother both served as commodores of a yacht club on a lake in Colorado. I have an aunt who has also served of commodore of a sailing club in Florida. Sailing, racing, along with service to the club and its members are a family tradition. I was particularly pleased to have the opportunity to serve as commodore of the HSC, as it is a way I can give something back to the club and the many members who have been so helpful to me since I joined.

HSC: Have you held any other positions in the HSC prior to being elected Commodore?

Bob Orr: Yes, I have served as new member liaison, Laser fleet captain and treasurer in past years. Although I was only treasurer for a short time before becoming commodore, it was a great way to learn about the club's finances, the programs the club supports and the way things fit together.

HSC: What is your primary goal for the Hunterdon Sailing Club in your capacity as Commodore, and what do you think the club should focus on?

Bob Orr: Involvement of the members is really the key to what makes the HSC special. This means getting members involved and keeping them involved. Accordingly, I think it is important that we listen to our members in order to find out what they want from the club, and that we encourage them to volunteer. I also believe wholeheartedly that one of our most important functions is sailing instruction. I hope to promote, and expand if possible, all of our training programs in all aspects from introductory sailing to competitive racing.

To accomplish our various goals as a sailing club, our facilities are very important. Thanks to the ongoing efforts of Charlie Engler, Gordon Sell and others, we are exploring the possibility of a newer and somewhat larger shed, and I hope to see that dream become a reality. Finally, I will do whatever I can to ensure that our club continues to offer a means by which members and guests can get together to enjoy the goodwill and camaraderie that sailing offers.

HSC: Bob, when did you learn to sail and how long have you been sailing?

Bob Orr: I was first introduced to sailing at about age 8 in a scow on Grand Lake in Colorado. I loved it! A few years later, I was racing my own Sabot in Newport Harbor, California. I graduated to a Lido 14, which I sailed and raced intermittently for many years thereafter. For a time, when I was in my pre-teen and teenage years, my parents also owned a Bounty 41 (Pearson-made) at Newport Beach. I have owned, sailed, and raced many different boats over the years.

HSC: And what do you regularly sail in the HSC?

Bob Orr: I have been sailing and racing Lasers at Spruce Run, though I have also sailed a Jet 14 there. I have recently purchased an old Sunfish, which I hope to fix up and race this summer, especially on windy days when the Laser is a bit overpowered for me. My wife and I have also acquired "his and her" kayaks, so we are likely to be seen on some summer evenings, paddling or drifting around and enjoying the sunsets.

HSC: Do you have any sailing accomplishments that you'd like to share with us Bob?

Bob Orr: At about age 11, I was in a position to win a Sabot regatta at Newport Beach, California. I was leading after four of the five races in the regatta. Rounding the last mark of the last race, I capsized and did not receive a trophy. I was crushed. It was many years later that I finally won my first regatta, in a Lido 14 at Alamitos Bay, California. My crew was my daughter, Kait, who was 8 years old at the time. Needless to say, it was quite a thrill for both of us, and it remains one of our most special memories!

HSC: Any other comments or thoughts?

Bob Orr: I want to hear from our members. How can the HSC best serve each member, and how can we improve an already great club? I also want to thank all of our members who offer help, support, advice, and hard work to make HSC a true "team effort." I'm looking forward to a wonderful year.

HSC: What is the best way for people to contact you?

Bob Orr: I can be reached by email at rv-orr@earthlink.net or by phone at home (908-832-7553) or at work (973-543-4442).

HSC: Thank you for the interview, Bob. See you on the lake!

- Anne Freeman

Jet 14 Champions Spring & Fall 2006

Hunterdon Sailing Club (HSC): Hello, Brent and Barbara. Welcome to the Focsle. The HSC history now includes "Brent & Barbara Benson" as the First Place winners of the Jet 14 2006 Spring Series and Fall Series. Congratulations!

Brent & Barbara: Thanks

HSC: How would you describe the 2006 Jet 14 Spring and Fall Series in general?

Brent & Barbara: Tight competition among really good sailors. The other competitors can't figure out how we won, and we are not sure either.

HSC: Tell us about your winning moments, and when did you first know you were going to win each of the 2006 Spring and Fall Series?

Brent & Barbara: During the spring series, we didn't know we'd won until the final scoring was posted on the website. In the fall, we didn't get out much, but we had mostly firsts. So, we had a pretty good notion, toward the end, that we might win that series. In general, we weren't even sure we were going to qualify in either of these series..

We tried to get out to the racecourse whenever we could. Sometimes, we were there but didn't race when the winds kept us off the racecourse, or the RC set weird courses. We used one of those RC compromised days for cruising and practice, a lot more fun for us. RC should be instructed that strange courses are not fun.

HSC: Were there any moments of doubt in either of the series?

Brent & Barbara: Sure! During the spring, especially, there were many close finishes, and the first place finishes were spread around the fleet. We don't have "Nicky total recall" of race history, so can't be more specific about the occasions. But many races were decided between the leeward mark and the finish line.

HSC: Congrats again to Brent and Barbara Benson, for your 2006 Jet 14 "2006 Spring Series and Fall Series" wins. Can we expect to see you on the lake in 2007?



Brent & Barbara: We'll be there as much as we can. The Jet 14 Fleet competition is our favorite sailing venue. We have five grandkids that are quite compelling, and we now have a second home in South Carolina, so there will be conflicts. It is a great venue.

HSC: Well, we wish you good luck with your new home and your grandchildren. And, we'll enjoy seeing you on the lake in between the two.

- Anne Freeman

Editor's note: The Benson's are being modest. In the Fall Series their WORST finish was a FIRST! Congratulations!

Cruising & Frostbiting

2006 has been quite a year. At my age, sailing since I was an early teenager in a catboat and then racing in a Snipe, You would think that I would know better.

Tom Nawrot, a past Daysailer member, invited me to cruise the Chesapeake with him on his O'Day 240. I was happy to join him never having had such an experience. We hooked up his boat at Spruce Run and drove to Sandy Point Park. That's right next to the Bay Bridge on Maryland's west shore.

On Friday morning, we motored out of the park and under the bridge. The forecast called for winds from 10 to 25. It was all of that. We set only the jib, then we reefed it when we saw a rip in the sail. We finally had a tiny storm sail maybe about 30 inches along the bottom. We heard radio talk of wind speeds of 27 and gusts in the 40's. We were going along at about 4, 5 and 6 knots and even hit 9 on the GPS when we rolled down a wave. Talk about rolling, on a broad reach with those waves – I'm guessing 5 or 6 footers - we rolled almost from rail to rail. Tom changed plans and we ducked behind Bloody Point looking for calmer waters and headed for a St. Michael's marina. We saw a big fleet of Solings racing in the morning but when the wind built we heard radio talk of rescues.

Saturday and Sunday were nice days that took us over to West River and back. I took the tiller for a while until I ran aground after missing a mark. One thing that surprised me was that Chesapeake Bay may be big but it has many shallow places. I thanked Tom for a very enjoyable weekend. If you get a chance like that, go for it. I'm glad I did

At the other end of the season, I got an email from Derek Stow about sailing on Spruce Run on December 2. Again I said why not. I've never sailed here in December. At home the day was beautiful with temperatures in the 40's but a little windy which made me wonder if this was such a good idea.

It was still a beautiful day at the lake but cold, with heavy gusts out of the NW and many white caps. Derek measured the gusts at 21. I could not hold the sail still enough to hook it on the back of my Force 5's boom. I decided it was a little too much for me to handle and told Derek to go on out and said I'd wait awhile.

After the white caps had mostly disappeared, with the boat on its side having been knocked over by the wind, I managed to hook up the sail and I took off. Then I found out the gusts were still there and coming from the left and the right. I noticed that Derek rested from time to time by hiding behind the point. After a few minutes I said to myself, this is not fun, and sailed ashore behind our equipment shed and the trees.

How am I going to beat 2006? I sailed in wind in the 60's and sailed up north in December. Bring on Florida in February!

Have Boats Will Travel

- Ray Buchanon



Annual Awards

At the Annual Banquet, the following members were cited for their accomplishments in 2006. Congratulations to all!

HSC Outstanding Club Service Rodger Hall

NJYRA Champions

Laser - Bob Orr
Junior Sunfish - Caleb Zimmerman
Jet 14 - Guido and Simon Bertocci

HSC Champions

Jet 14

Charlie Engler	First	Summer
	Second	Spring
Brent & Barbara Benson	First	Spring & Fall
Guido Bertocci	Second	Summer & Fall

Laser

Derek Stow	First	Spring & Summer
------------	-------	-----------------

Force 5

Doug Brown	First	Spring
------------	-------	--------

Flying Scot

Chet Ensign	First	Summer
-------------	-------	--------

Sunfish

Scott Callahan	First	Spring, Summer, Fall & Twilight I
	Third	Twilight II
Derek Jackson	First	Twilight II
Susan Mallows	Second	Spring, Summer Fall
Bob Griswold	Second	Twilight II
Nicky Einthoven	Third	Twilight I
	Fourth	Twilight II
Lucy Bertocci	First	Junior Twilight II

Commodore's Cup

Doug Brown	F-5
------------	-----

Little Brown Jug

Doug Brown	Jet 14
Susan Mallows	

Bluenose Challenge

Doug Brown	Laser
------------	-------

Rookie Regatta

Nils Zwyzen	First
-------------	-------

Sam Nelson

Caleb Zimmerman	First
Teddy Wells	Second
Nathan Altomare	Third
Simon Bertocci	First
	(Midget Division)

2006 Sunfish Worlds Charleston, South Carolina



This is my 5th Worlds. I arrived on Friday and volunteered to help with registration. Boats are supplied by the manufacturer to ensure that all boats are identical and I was assigned Boat #1. It was very exciting and I felt honored that the Curacao people asked me to fly a Dutch flag from my mast. Other HSC members participating were Dave Davies and Don Esch.

The courses all ended up being WLW twice around, with an offset buoy at the windward mark and a gate at the leeward mark

In Race 1, I favored the right side and rounded the windward mark in good shape. At the same mark on the second lap, I was only ahead of about 3 boats. This wasn't going according to my plan, but I did pass a few boats and finished 87th out of 97. In the second race, I finished 63rd and was 80th overall that day.

I asked David Loring, a local sailor who held a World's title and had won two races so far what he was doing with the current and the tide. He suddenly made sense out of all the stuff that I had learned in the past that had never made any sense and didn't work.

Tuesday morning, the RC posted tide tables for 3 locations on the race course. I studied these, thought about what I had learned the evening before and tried to formulate some way to put those tide tables into my head so that I could have instant recall. I realized that the time of the tide shift varied by 2 hours over the race course. It could be going in opposite directions at different parts of the course at the same time, with slack current in between, with the location of the slack tide varying as we sailed. I knew this was even more important than wind shifts. As a result in Race 3, I was 66th, in Race 4, 34th and Yes! 72nd overall. In Race 5, I finished 61st.

In Race 6, I had a very good start with clean air. Middle left. I see boat 35. I think he is one of the leaders and decide to follow him. Every time he goes left of me, he pulls ahead and every time I go left of him, I catch up. We both go farther left. At the first windward mark, I am in about 20th place. Down wind we hold our positions, but at the windward and leeward marks, I am in 12th place.

Boat 35 goes very much to the right. I see he is out of the best part of the current and decide not to follow him. I pass a few boats including former world champions. Upon approaching the finish line, it looks like I may break into the top ten!!!

"This is the World Championships, this is the last leg of a one and a half hour race; I am in the top 10 and I am passing people! I finish 8th!"

In Race 7, I have a reasonably good start and a plan for the windward leg. I don't see any leaders, so I am on my own. At the first windward mark, I am in the top half. On the last windward leg, I pass about 15 boats and finish 28th! *Yes!!* I am ready for race 8, but the regatta is over. I am terribly disappointed, but that 8th place finish sure felt great. I finished 46th overall, in the top half and the boat that I sailed is headed to New Jersey.

Congratulations to David Loring and everyone who participated. It was a great sailing and a terrific competition!

David Loring	1, 1, 2, 6, 2, 3, 4
Nicky Einthoven	87, 63, 66, 34, 62, 8, 28
Don Esch	43, 75, 29, 77, 38, 35, 72
Dave Davies	81, 59, 57, 35, 86, 54, 73

Nicky Einthoven

Remembering Past Commodore Don Johnson

After Don passed away on November 5, 2006, Bill Waggoner, Ramon Rosswaag and Renny Kotlarek shared these stories.

"Back in the old days (about 1970) there was an old wooden gate house at the entrance to Spruce Run. Each day, the gatekeeper would routinely ask, 'Do you have sufficient life preservers?' Don's automatic answer was, 'One for everyone in the boat, sir!' This went on for several months. Then one day, Don wasn't paying any attention. The gatekeeper asked, 'Do you have any alcoholic beverages?' You guessed it! Don replied, 'One for everyone in the boat, sir!' Don could not believe it happened, and as soon as he got to the shoreline, he had to tell everyone about it. His subtle smile was enough to tell everyone that he loved to tell one on himself. I miss a very good friend."
- Bill

"My oldest son, Richard, crewed for Don and we had some great times with Don, Dottie, Debbie and Don Jr. when they lived in Holland, Pennsylvania. They had a Beagle who would tear your heart out begging at the dinner table. One winter Don built a Windmill Class sloop. I vividly recall Don and Renny airing a 'dispute' long after the day's Sunday racing and wondering as we drove off if one would be found dead the next morning."
- Ramon

"I asked Charlie Engler a few days ago, 'are we getting old or are our friends dying younger?' We both remember Don as a guy who told it like it was and even though he was a good friend, he took no prisoners on the race course. We were fierce competitors. When Don and Dorothy moved back to Pennsylvania from Florida, we got together to remember the good old days. **Here's to Don - a toast of fine scotch to a fine man!**"

- Renny



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 Incantlupo	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
Junior Coach	Doug Brown	201-394-1866
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

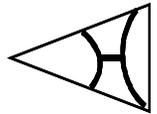
Fleet Captains

Sunday Wednesday	Susan Mallows	908-303-0889
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
Ladies	Nicky Einthoven	609-882-3392

FEBRUARY 2007

HUNTERDON SAILING CLUB, Inc.
Box 612
New Providence, New Jersey 07974

The FO'C'S'LE



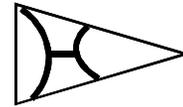
Hunterdon Sailing Club, Inc.



HUNTERDON SAILING CLUB, Inc.
Box 612
New Providence, New Jersey 07974

*Stacey
Bachenheimer*

Membership/Training
SailHSC@hotmail.com



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

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:
15-103 Warren Street Jersey City, NJ 07302
or e-mail to: FocsleEditor@comcast.net

Press deadline is the **20th** day of the month.

