

# The F 'C'S'LE

## Hunterdon Sailing Club, Inc.

December 2000/January 2001

NO. 350

### **BILL TO SAVE SPRUCE RUN/ ROUND VALLEY RECREATION MOVES AHEAD**

Senate Bill 1462, which provides for release of water from Spruce Run and Round Valley reservoirs, has passed a major hurdle in Trenton. On Monday, November 13, the bill cleared the Senate Environmental Committee and was referred to the Senate Budget and Appropriations Committee.

The bill, sponsored by Senators William E. Schluter and Robert E. Littell, provides the legal framework for a modified reservoir system-operating plan proposed by Friends of Spruce Run. The proposed change in water management practices to better balance water levels will protect and preserve the mixed-use potential of the reservoirs. Recreational use of the two reservoirs was specifically provided for in the New Jersey Water Supply Law of 1958 and the New Jersey Water Bond Act, 1958. Since 1981, the reservoir water supply system has been operated by New Jersey Water Supply Authority, a unit of the State. The cost of operating and administering the recreational facilities is provided by the New Jersey Department of Environmental Protection's Division of Parks and Forestry and Division of Fish, Game and Wildlife.

Since 1982, the Spruce Run Recreation Area swimming facility has frequently closed before the end of August and boaters have not been able to launch due to the severe draw down of the water level. By modifying the method of utilizing water at both Spruce Run and Round Valley reservoirs, recreational use of both reservoirs during the summer season can be ensured, except during a severe multi-year drought.

Two years ago, Friends of Spruce Run was formed. The grassroots organization is a diverse group of recreational enthusiasts, environmentalists and business owners with one common goal: To enhance and to protect the Spruce Run and Round Valley reservoir system, including water reserves, recreational opportunities, ecosystems, and associated businesses in the upper Raritan Basin. The proposed modified operating plan was researched and developed by Friends of Spruce Run.

Scientists in the New Jersey Department of Environmental Protection have confirmed the proposed plan will not harm water quality. Continuous monitoring of the impacts associated with releasing water from Round Valley to sustain recreation at Spruce Run is required within the bill. The USGS has determined that the plan will not reduce the water supply.

The proposed operating plan will also have beneficial impacts on the reservoir and downstream eco-systems. The lake fisheries, which have been decimated in recent years as a result

of current operating policies, will benefit from the proposed gradual releases from both reservoirs. According to park records, recreation facilities were closed due to low reservoir levels in 1983, 1985, 1986, 1991, 1993, 1995, 1998 and 1999. These closures happened despite efforts by the park administration, which extended the swimming beach and boat docks during the 1980's.

FOSR's plan does not propose to keep Spruce Run "full", but instead proposes to limit summer draw down to a level that will still permit recreational access, by balancing releases with Round Valley. The plan will "borrow" approximately 2 billion gallons of water during the summer from Round Valley as needed to keep Spruce Run above eight feet below full until August 31. Replacing Round Valley water requires pumping, which makes water from Round Valley, a pumped storage reservoir, more expensive than Spruce Run water.

According to state law, no water expenses associated with recreation may be passed along to water customers. S1462 provides state funding for costs associated with recreation so that no added costs will be passed to water customers. Average annual pumping costs are expected to be about \$30,000. The bill provides for a \$200,000 escrow account, funded by annual appropriations.

Frank Scangarella, Business Manager of the New Jersey Water Supply Authority, which operates the two reservoirs, testified at the hearing that the authority still has concerns about the proposed funding level contained in the bill, but the authority is not officially opposed to the bill. The funding levels may be discussed at the Budget and Appropriations hearing.

Also speaking at Monday's hearing was L. Mason Neely, who coordinates the Water Users Association, a group of three Middlesex County municipalities and two Middlesex County based private water companies, Elizabethtown Water and Middlesex Water, all of which purchase water from NJ Water Supply Authority. Mr. Neely stated he is opposed to any legislative change and is opposed to S1462. A month ago, he proposed an informal approach, which would include ad hoc water sharing and additional modifications to park facilities. The proposal was unworkable for two reasons: The Office of Legislative Services issued a determination that legislation is required in order to permit water releases from Round Valley to facilitate recreational use of Spruce Run, and the terrain of the Spruce Run precludes further extension of boat docks and bathing beaches.

The Water Users represent the most serious opposition to S1462. In his testimony before the Senate Environmental Committee, Mr. Neely even asserted that the low water level in

*Continued next page.*

## COMMODORE'S CORNER

### Barry's Back

I want to thank the membership for selecting me as Commodore for 2001. For those of you who did not attend the Annual Dinner, you missed a wonderful event.

Sometime next year remember to ask Rich Baumann to describe the expression on my wife's face as Susan Malloys recommended me as the Commodore for 2001. The build up by Susan was spectacular and when my name was announced - - Patty's (my wife) jaw nearly hit the floor. She had been asking for months who was going to replace me as Commodore and she found out the night of the election.

The Hunterdon Sailing Club had an outstanding year in 2000. Now we have shown that the club can grow to 100 members, as we did in 2000. We all must renew our memberships and seek out new members for 2001. Let's see how early in 2001 that HSC will be back over the 100-member threshold.

The Executive Team will be ringing your phones asking for HELP for the next sailing season. We have already started by finding "Care Takers" for the Club Boats. The Assistant Rear Commodore - John Parsekian now has volunteers to maintain the three club Sunfish sailboats and the Club Force 5. So instead of one person busting himself, we now have a four people to help out and they each have responsibility for one club boat.

Remember, last year I talked about some members giving more than 100 hours of their time to HSC. This year let's get more people to donate between 10 and 25 hours and have less people putting in over 100 hours. All you have to do is volunteer or just say YES when asked to do something for the CLUB.

For 2001, we need FRESH ideas, INCREASED participation and most of all WE NEED YOU!!!! If anyone is eager to take on a job for the Hunterdon Sailing Club - - please call or send e-mail.

Thanks,  
Barry Seip  
Commodore  
908-464-0534

Here are just a few openings for 2001:

4th of July Picnic coordinator

Organize a Picnic for 100 people

Rookie Regatta coordinator

Organize a small Regatta and Picnic

Sam Nelson coordinator

Organize a the youth Regatta and Picnic

Adult - Learn to Sail coordinator

Organize a lecture and on the water training (Lecture + two Saturday's on the water)

Youth - Learn to Sail coordinator

We only need 15 Sunfish and 3-4 instructors (Three days at the lake)

Adult - Learn to Sail coordinator

This is a NEW course. 15 - 20 adults in Sunfish (Two evenings and one Saturday)

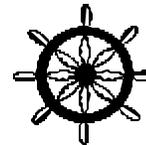
Adult - Performance Sailing

This is a NEW course. 15 - 20 adults in Sunfish (Two evenings and one Saturday) that will be trained for racing and know the RULES

Cruising Day (Moonlight Cruise)

Plan a Cruising Day (no racing) for the Club and perhaps a pot luck Picnic or Dinner

Barry Seip  
Commodore



*Continued: Bill to Save...*

Spruce Run last September may have prevented serious flooding downstream in the Bound Brook area! Fortunately, this assertion was sharply questioned by Committee Chairman McNamara, since the reservoir was never intended or designed for flood control - it is fed only by two small streams, Spruce Run and the Mulhockaway, not the larger South Branch.

Testifying in favor of S1462 were Friends of Spruce Run, members of NJ State Federation of Sportsmen's Clubs, Trout Unlimited, and the Recreational Fishing Alliance.

Michael Pollock, of the South Branch Watershed Association, also testified, emphasizing the need for continuous water quality monitoring, as provided by the bill.

Senate Bill 1462 is scheduled for hearings by the Senate Budget and Appropriations Committee on December 11 in Trenton. The bill is not expected to reach the Senate floor until March 2001. Assemblyman Leonard Lance has introduced a companion bill, A2793, in the New Jersey Assembly.

Friends of Spruce Run is a grass roots organization operating on a shoestring budget. Contributions are welcome. Checks payable to "HSC - Friends of Spruce Run" can be sent to Friends of Spruce

## By the Numbers

The Series Participation Statistics table provides statistical information about the club's various in what they represent. The exceptions maybe the lines 'Number...starts' and 'Number of races' and the column '% Change'. 'Number.... starts' represents the number of boats crossing the starting line for each fleet in that series. 'Number of races' is the number of times that fleet had at least one skipper participate in a race for that series. '% Change' is the increase or (decrease) from 1999.

Generally, participation was up! Participation can increase simply by getting in more races for each series. However, the good news is that there were noticeable increases in the average number of boats per race. In many instances the number of races in which a fleet participated may have increased, but also the number of boats per race increased. Although some fleets experienced a decline in the number of races in which that fleet participated, the average number of boats per race rose for some fleets.

In terms of the greatest participation for a race, that occurred in the Twilight II Series on June 28th in the first and second races when there were 21 boats on the line. As for the Spring, Summer, and Fall Series, the greatest club participation occurred when there were 21 boats on the water in the second race on August 6th (5 Force 5, 3 Albacore, 6 Jet 14, 4Sunfish, and 3 Portsmouth). Excluding the Twilight I & II Series', the fleet that had the greatest single race participation was the Sunfish Fleet in the first and second races on October 15th with 9 skippers crossing the line. Dominika Nawrot and Tim Spicer who participated in all 33 races of the Junior Series share 'The Iron Skipper' award.

Series Participation Statistics					
	Spring	Summer	Fall	Total	% Change
Number of Force 5 starts	38	58	26	122	118
Number of races	12	17	7	36	29
Average boats per race	3.2	3.4	3.7	3.4	69
Qualifying skippers	2	3	-	5	400
Number of Albacore starts	16	37	38	91	107
Number of races	8	18	18	44	63
Average boats per race	2.0	2.1	2.1	2.1	27
Qualifying skippers	2	1	2	5	150
Number Jet 14 starts	65	97	20	182	(22)
Number of races	19	21	12	52	(17)
Average boats per race	3.4	4.6	1.7	3.5	(6)
Qualifying skippers	5	4	-	9	(31)
Number of Day Sailer starts	33	40	16	89	(11)
Number of races	15	18	8	41	(24)
Average boats per race	2.2	2.2	2.0	2.2	17
Qualifying skippers	1	1	-	2	(60)
Number of Sunfish starts	8	34	66	108	33
Number of races	7	12	15	34	(21)
Average boats per race	1.1	2.8	4.4	3.2	69
Qualifying skippers	-	-	2	2	NA
Number of Portsmouth starts	34	34	19	87	235
Number of races	19	19	16	54	108
Average boats per race	1.8	1.8	1.2	1.6	61
Qualifying skippers	2	-	1	3	200
Total number of club boat starts	194	300	185	679	26
Number of club races	21	21	18	60	(9)
Average boats per club race	9.2	14.3	10.3	11.3	38
Qualifying skippers	11	10	5	26	18
Twilight I boats starting				315	33
Number of races				25	(17)
Average boats per race				12.6	59
Qualifying skippers				12	50
Twilight II boats starting				366	(7)
Number of races				24	(27)
Average boats per race				15.3	28
Qualifying skippers				17	21
Juniors starting				105	NA
Number of races				33	NA
Average boats per race				3.2	NA
Qualifying skippers				2	NA

## 30<sup>th</sup> SUNFISH WORLD CHAMPIONSHIPS

The championships were held at the Sarasota Sailing Squadron in Florida from Sunday thru Saturday, November 12 to 18. Two races per afternoon were scheduled on Monday to Wednesday and on Friday with beats of 1 mile to 1 ¼ miles on windward-leeward courses except for Tuesday's Olympic venue.

15 countries represented; Bahamas, Bermuda, Bonaire, Canada, Chile, Colombia, Curacao, Dominican Republic, Holland, Italy, Peru, Puerto Rico, United States, US Virgin Islands and Venezuela,

The winners were:

1. Eduardo Cordero, Venezuela
2. Oscar Johansson, Canada
3. Jeff Linton, Tampa, FL
4. Malcom Smith, Bermuda
5. Don Martinborough, Bahamas
6. Dick Tillman, Merritt Island, FL

Other local names were:

58. Bill Betts, III, Kinnelon
60. Brian Weeks, Patchogue
75. Posy "Seifer", Springfield, OH
80. Derek Stow, Mountain Lakes
88. Dick Saunders, Spray Beach  
and Ray Buchanan, Chatham  
(join the class for his results)

It was an interesting week. 104 boats, right out of the box, were lined up around the club area. On Saturday we learned which one was ours and was given two boxes of parts to put together a Sunfish. By mid-afternoon we were ready to test our inventions.

One was an outhaul cleat taped to the boom. Another was two clam cleats with bases that bent around the edge of the rolled deck and tied together across the deck to hold them in place. A third was much duct tape to hold a compass onto the deck. Lo and behold they all worked after a little adjustment. Not my ideas but gleaned from earlier participants. We were not allowed to do anything that would reduce the boat's sale ability,

A practice race on Sunday, 2 races on Monday with winds of 10-15 MPH, 1 race on Tuesday after a rain squall went through and sailed in winds in the 20's, 3 races on Wednesday with nice winds and a look as the sunset disappeared on our way back to the club and finally 2 races on Friday in winds of 10+, made up the regatta.

Tuesday's winds and a slip knocked me over and when I got the boat up, twice, it nicely sailed away from me and I needed help to get back to it so I had to retire.

The final Saturday we had to take the boats apart, clean them up, get all the sticky tape remains off and get them ready to be put back in boxes and hopefully get our deposit back. The event ended with the traditional awards banquet on Saturday night with a lot of thank yous for a job that was very well done. Despite my results, I enjoyed the week.

HBWT

### Jet Fleet Report

The sailing season is over. The year 2000 showed the Jet Fleet to be again the most active fleet in the regular HSC Sunday races, with nearly as many qualifiers as the two next fleets together. We are looking forward to a good and successful next year.

A new team will take charge. The **Fleet Captain** for the year 2000 will be: NICKY EINTHOVEN

She will be aided by **Assistant Fleet Captain:** ROGER HALL

We wish the new team a successful season next year.

Past Jet Fleet Captain Vim Einthoven

## RACING RULES OF SAILING for 2001-2004

The racing rules are raised and published every four years by the International Sailing Federation, the international authority for the sport. The new edition becomes effective on 1 April 2001.

Below is a preview of the text of part 2 (the right of way rules).

### PART 2—WHEN BOATS MEET

*The rules of Part 2 apply between boats that are sailing in or near the racing area and intend to race, are racing, or have been racing. However, a boat not racing shall not be penalized for breaking one of these rules, except rule 22.1. The International Regulations for Preventing Collisions at Sea or government right-of-way rules apply between a boat sailing under these rules and a vessel that is not, and they replace these rules if the sailing instructions so state.*

#### Section A—Right of Way

*A boat has right of way when another boat is required to keep clear of her. However, some rules in Sections B, C and D limit the actions of a right-of-way boat.*

#### 10 ON OPPOSITE TACKS

When boats are on opposite *tacks*, a *port-tack* boat shall *keep clear* of a *starboard-tack* boat.

#### 11 ON THE SAME TACK, OVERLAPPED

When boats are on the same *tack* and *overlapped*, a *windward* boat shall *keep clear* of a *leeward* boat.

#### 12 ON THE SAME TACK, NOT OVERLAPPED

When boats are on the same *tack* and not *overlapped*, a boat *clear astern* shall *keep clear* of a boat *clear ahead*.

#### 13 WHILE TACKING

After a boat passes head to wind, she shall *keep clear* of other boats until she is on a close-hauled course. During that time rules 10, 11 and 12 do not apply. If two boats are subject to this rule at the same time, the one on the other's port side shall *keep clear*.

#### Section B—General Limitations

#### 14 AVOIDING CONTACT

A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one entitled to *room*

(a) need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room*, and

(b) shall not be penalized under this rule unless there is contact that causes damage.

#### 15 ACQUIRING RIGHT OF WAY

When a boat acquires right of way, she shall initially give the other boat *room to keep clear*, unless she acquires right of way because of the other boat's actions.

#### 16 CHANGING COURSE

16.1 When a right-of-way boat changes course, she shall give the other boat *room to keep clear*.

16.2 In addition, when after the starting signal boats are about to cross or are crossing each other on opposite *tacks*, and the *port-tack* boat is *keeping clear* of the *starboard-tack* boat, the

*starboard-tack* boat shall not change course if as a result the *port-tack* boat would immediately need to change course to continue *keeping clear*.

#### 17 ON THE SAME TACK; PROPER COURSE

17.1 If a boat *clear astern* becomes *overlapped* within two of her hull lengths to *leeward* of a boat on the same *tack*, she shall not sail above her *proper course* while they remain *overlapped* within that distance, unless in doing so she promptly sails *astern* of the other boat. This rule does not apply if the *overlap* begins while the *windward* boat is required by rule 13 to *keep clear*.

17.2 Except on a beat to *windward*, while a boat is less than two of her hull lengths from a *leeward* boat or a boat *clear astern* steering a course to *leeward* of her, she shall not sail below her *proper course* unless she gybes.

#### Section C—At Marks and Obstructions

*To the extent that a Section C rule conflicts with a rule in Section A or B, the Section C rule takes precedence.*

#### 18 ROUNDING AND PASSING MARKS AND OBSTRUCTIONS

*In rule 18, room is room for an inside boat to round or pass between an outside boat and a mark or obstruction, including room to tack or gybe when either is a normal part of the manoeuvre.*

#### 18.1 When This Rule Applies

Rule 18 applies when boats are about to round or pass a *mark* they are required to leave on the same side, or an *obstruction* on the same side, until they have passed it. However, it does not apply

(a) at a starting *mark* surrounded by navigable water or at its anchor line from the time the boats are approaching them to *start* until they have passed them, or

(b) between boats on opposite *tacks*, either on a beat to *windward* or when the *proper course* for one or both of them to round or pass the *mark* or *obstruction* is to tack.

#### 18.2 Giving Room; Keeping Clear

##### (a) OVERLAPPED—BASIC RULE

When boats are *overlapped* the outside boat shall give the inside boat *room* to round or pass the *mark* or *obstruction*, and if the inside boat has right of way the outside boat shall also *keep clear*. Other parts of rule 18 contain exceptions to this rule.

##### (b) OVERLAPPED AT THE ZONE

If boats were *overlapped* before either of them reached the *two-length zone* and the *overlap* is broken after one of them has reached it, the boat that was on the outside shall continue to give the other boat *room*. If the outside boat becomes *clear astern* or *overlapped* inside the other boat, she is not entitled to *room* and shall *keep clear*.

##### (c) NOT OVERLAPPED AT THE ZONE

If a boat is *clear ahead* at the time she reaches the *two-length zone*, the boat *clear astern* shall thereafter *keep clear*. If the boat *clear astern* becomes *overlapped* outside the other boat she shall also give the inside boat *room*. If the boat *clear astern* becomes *overlapped* inside the other boat she is not entitled to *room*. If the boat that was *clear*

*ahead* passes head to wind, rule 18.2(c) no longer applies.

#### (d) CHANGING COURSE TO ROUND OR PASS

When rule 18 applies between two boats and the right-of-way boat is changing course to round or pass a *mark*, rule 16 does not apply between her and the other boat.

#### (e) OVERLAP RIGHTS

If there is reasonable doubt that a boat obtained or broke an *overlap* in time, it shall be presumed that she did not. If the outside boat is unable to give *room* when an *overlap* begins, rules 18.2(a) and 18.2(b) do not apply.

#### 18.3 Tacking at a Mark

If two boats were approaching a *mark* on opposite tacks and one of them completes a tack in the *two-length zone* when the other is fetching the *mark*, rule 18.2 does not apply. The boat that tacked

(a) shall not cause the other boat to sail above close-hauled to avoid her or prevent the other boat from passing the *mark*, and

(b) shall give *room* if the other boat becomes *overlapped* inside her, in which case rule 15 does not apply.

#### 18.4 Gybing

When an inside *overlapped* right-of-way boat must gybe at a *mark* or *obstruction* to sail her *proper course*, until she gybes she shall sail no farther from the *mark* or *obstruction* than needed to sail that course.

#### 18.5 Passing a Continuing Obstruction

While boats are passing a continuing *obstruction*, rules 18.2 (b) and 18.2(c) do not apply. A boat *clear astern* that obtains an inside *overlap* is entitled to *room* to pass between the other boat and the *obstruction* only if at the moment the *overlap* begins there is *room* to do so. If there is not, she is not entitled to *room* and shall *keep clear*.

#### 19 ROOM TO TACK AT AN OBSTRUCTION

19.1 When safety requires a close-hauled boat to make a substantial course change to avoid an *obstruction* and she intends to tack, but cannot tack and avoid another boat on the same *tack*, she shall hail for *room* to do so. Before tacking she shall give the hailed boat time to respond. The hailed boat shall either

(a) tack as soon as possible, in which case the hailing boat shall also tack as soon as possible, or

(b) immediately reply 'You tack', in which case the hailing boat shall tack as soon as possible and the hailed boat shall give *room*, and rules 10 and 13 do not apply.

19.2 Rule 19.1 does not apply at a starting *mark* surrounded by navigable water or at its anchor line from the time boats are approaching them to *start* until they have passed them or at a *mark* that the hailed boat can fetch. When rule 19.1 applies, rule 18 does not.

#### Section D—Other Rules

When rule 20 or 21 applies between two boats, Section A rules do not.

#### 20 STARTING ERRORS; PENALTY TURNS; MOVING ASTERN

A boat sailing towards the pre-start side of the starting line or its extensions after her starting signal to comply with rule

29.1 or 30.1 shall *keep clear* of a boat not doing so until she is completely on the pre-start side. A boat making a penalty turn shall *keep clear* of one that is not. A boat moving astern by backing a sail shall *keep clear* of one that is not.

#### 21 CAPSIZED, ANCHORED OR AGROUND; RESCUING

If possible, a boat shall avoid a boat that is capsized or has not regained control after capsizing, is anchored or aground, or is trying to help a person or vessel in danger. A boat is capsized when her masthead is in the water.

#### 22 INTERFERING WITH ANOTHER BOAT

22.1 If reasonably possible, a boat not *racing* shall not interfere with a boat that is *racing*.

22.2 A boat shall not deliberately interfere with a boat making penalty turns to delay her.

#### DEFINITIONS

A term used as stated below is shown in *italic type* or, in preambles, in *bold italic type*.

**Abandon** A race that a race committee or protest committee *abandons* is void but may be resailed.

**Clear Astern and Clear Ahead; Overlap** One boat is *clear astern* of another when her hull and equipment in normal position are behind a line abeam from the aftermost point of the other boat's hull and equipment in normal position. The other boat is *clear ahead*. They *overlap* when neither is *clear astern* or when a boat between them *overlaps* both. These terms do not apply to boats on opposite *tacks* unless rule 18 applies.

**Finish** A boat *finishes* when any part of her hull, or crew or equipment in normal position, crosses the finishing line in the direction of the course from the last *mark*, either for the first time or after taking a penalty under rule 31.2 or 44.2 or, under rule 28.1, after correcting an error made at the finishing line.

**Interested Party** A person who may gain or lose as a result of a protest committee's decision, or who has a close personal interest in the decision.

**Keep Clear** One boat *keeps clear* of another if the other can sail her course with no need to take avoiding action and, when the boats are *overlapped* on the same *tack*, if the *leeward* boat can change course in both directions without immediately making contact with the *windward* boat.

**Leeward and Windward** A boat's *leeward* side is the side that is or, when she is head to wind, was away from the wind. However, when sailing by the lee or directly downwind, her *leeward* side is the side on which her mainsail lies. The other side is her *windward* side. When two boats on the same *tack* *overlap*, the one on the *leeward* side of the other is the *leeward* boat. The other is the *windward* boat.

**Mark** An object the sailing instructions require a boat to leave on a specified side, and a race committee vessel surrounded by navigable water from which the starting or finishing line extends. An anchor line and objects attached

temporarily or accidentally to a *mark* are not part of it.

**Obstruction** An object that a boat could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it. An object that can be safely passed on only one side and an area so designated by the sailing instructions are also *obstructions*. However, a boat *racing* is not an *obstruction* to other boats unless they are required to *keep clear* of her, give her *room* or, if rule 21 applies, avoid her.

**Overlap** See *Clear Astern* and *Clear Ahead; Overlap*.

**Party** A *party* to a hearing: a protestor; a protestee; a boat requesting redress; a boat or a competitor that may be penalized under rule 69.1; a race committee in a hearing under rule 62.1(a).

**Postpone** A *postponed* race is delayed before its scheduled start but may be started or *abandoned* later.

**Proper Course** A course a boat would sail to *finish* as soon as possible in the absence of the other boats referred to in the rule using the term. A boat has no *proper course* before her starting signal.

**Protest** An allegation made under rule 61.2 by a boat, a race committee or a protest committee that a boat has broken a *rule*.

**Racing** A boat is *racing* from her preparatory signal until she *finishes* and clears the finishing line and *marks* or retires, or until the race committee signals a general recall, *postponement* or *abandonment*.

**Room** The space a boat needs in the existing conditions while maneuvering promptly in a seamanlike way.

**Rule**

(a) The rules in this book, including the Definitions, Race Signals, Introduction, preambles and the rules of relevant appendices, but not titles;

(b) the prescriptions of the national authority, unless the sailing instructions state that they do not apply;

(c) the class rules, or the rules of the handicapping or rating system, except any that conflict with the rules in this book;

(d) the notice of race;

(e) the sailing instructions; and

(f) any other documents that govern the event.

**Start** A boat *starts* when after her starting signal any part of her hull, crew or equipment first crosses the starting line and she has complied with rule 29.1 and rule 30.1 if it applies.

**Tack, Starboard or Port** A boat is on the *tack, starboard or port*, corresponding to her *windward* side.

**Two-Length Zone** The area around a *mark* or *obstruction* within a distance of two hull lengths of the boat nearer to it.

**Windward** See *Leeward* and *Windward*.

Please Note:  
 Newsletter submissions can be made to Barbara O'Connor at Bo\_connor@hotmail.com or mailed to 1 Chrystal Drive, Lebanon, NJ 08833. Please put Foscle in the subject line to indicate a newsletter article submission. Deadline for articles are the 20th of the month.

### Hunterdon Sailing Club

**Officers**

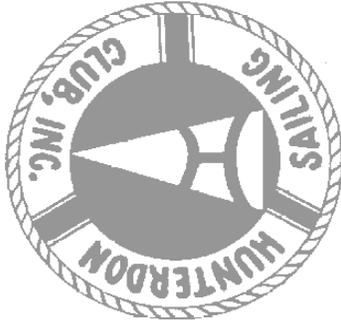
Commodore	Barry Seip	908-464-0534
Vice Commodore	Art Mohan	908-526-8506
Rear Commodore	Brian Mohan	908-725-5267
Assistant Rear Commodore	John Parsekian	908-766-6103
Secretary	Ann Parsekian	908-766-6103
Treasurer	George Cassa	908-832-5011
Jr. Past Commodore	Susan Mallows	908-638-5201

**Staff**

Wednesday Night RC	Art Mohan
Protest	Ray Buchanan
Membership/Training	Patty Seip
Scorekeeper	David Veno
Newsletter Editor	Barbara O'Connor
NJYRA Rep	
Web Master	Paul Ford
State Liaison	Charlie Engler
Librarian	Gene Spillane
Handbook Editor	Vim Einthoven

**Fleet Captains**

Jet 14	Vim Einthoven & Nicky Einthoven
Force 5	Rich Baumann
Day Sailer	Tom Nawrot
Handicap	David Veno
Sunfish	Gordon Sell
Junior	Dominika Nawrot
Ladies	Janet Bodner

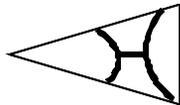


The FO'C'S'LE is the monthly newsletter by and for the members of the Hunterdon Sailing Club. Material is welcome from all members. Submit copy to the editor at IChrystal Drive, Lebanon, NJ 08833 or e-mail to: [bo\\_connor@hotmail.com](mailto:bo_connor@hotmail.com). Newsletter articles must be identified as such in the subject line with month of publication noted. Press deadline is the 20th day of the month.

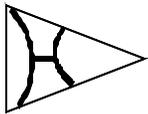


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