

The F 'C'S'LE

Hunterdon Sailing Club, Inc.

July 2001

NO. 356

Saturday July 14th
Hunterdon Sailing Club

ROOKIE REGATTA , Afternoon Sunset/Moonlight Cruise that Evening NO FEE

You must arrange for a loaner boat (Club boats can be Reserved) or borrow a Sunfish, Force 5, Jet, Albacore, Day Sailer etc. On two-handed boats you must be the Skipper and the boat owner can be your Crew.

Skipper's Meeting 11:30 AM and brief tutorial on the race course and racing rules

First HORN at 1PM.

Three Races and ONE Winner

FOLLOWED BY A PICNIC - CALL Donna Manburg at 908-479-4691 TO SIGN UP FOR THE PICNIC and to let Donna know what you will bring in the way of FOOD. Note: We will split up the cost of the hot dogs, hamburgers,

SUNSET/MOONLIGHT CRUISE

Leaves the beach at 5:00 PM

HSC will Cruise on the evening of July 14th for fun and relaxation.

Arranged by the Rookies.

All you need is a boat or just ride in some other person's boat. Rookie Regatta Picnic is in the Afternoon (see above)

Jet Regatta Announcement:

The Gravy Bowl
Saturday, July 28, 2001,
Spruce Run Reservoir.

Registration 9:30,

Skippers meeting 9:45, first start 10:30.

No race to start after 4pm.

\$15 registration, \$7 to enter the state park.

Bring your own lunch.

Trophies for top 3 in the A Fleet, and top 2 in the B Fleet.

Picnic afterwards.

Contact Person, Nicky Einthoven,
(609) 882-3392.

Hunterdon Sailing Club
4th of July Picnic
Wednesday Afternoon July 4th
@ Spruce Run
Try to arrive at the Lake by 10 AM for set up

- Little Brown Jug Race in the Morning, 11:00
- Picnic after the Race

Raffle for a:
Recreational Albacore
July 4th.
Checks must be received by July 3rd or buy your tickets at the 4th of July Picnic.
Tickets
One for \$15.00
Three for \$40.00
Ten for \$100.00
Send your check made out to Hunterdon Sailing Club to:
Barry Seip
120 Pleasantview Ave.
New Providence, NJ 07974

EVENTS FOR JULY

July 1,2,3	Youth Performance Sailing
July 4	Little Brown Jug Race & Picnic
July 14	Rookie Regatta, Picnic & Evening Cruise
July 15	Hot Dog Sunday - NOON
July 28	Jet Fleet - Gravy Bowl Regatta

COMMODORE'S CORNER

The Hunterdon Sailing Club now has over 100 Member Families. It's been a long time since the Club has been this large. We have an active youth group and about 30 kids signed up for Youth – Learn to Sail. HSC hosted, for the first time, Adult – Learn to Sail / Performance Sailing. This session was taught on a Thursday and Friday evening followed by all day on Saturday. Nine adult students finished the session. There were many compliments and much gratitude to the instructors. Nicky Einthoven, Rich Baumann, Tim Spicer and Barry Seip taught the adult session. Nicky also had responsibility for the Performance Sailing part of the Session.

July will be another busy month at Spruce Run. I hope to see many of you at the 4th of July Picnic. Also, all of the Rookies need to sign up for the Rookie Regatta on July 14th. If you can skipper a boat around a triangle course and you are a Rookie, please come out for this Regatta. On the evening of July 14th we have planned a cruise around the lake. This is pleasure sailing just for fun and relaxation.

Spruce Run is full of water so let's all go sailing.

Barry Seip
Commodore



The idea is simple: hit the starting line at full speed and with clear air. A good start opens up strategic options to keep you competitors under control.

Force 5 Spring Spectacular

The 2001 Spring Spectacular was held June 3 in wind that built from a light 10-12 knots early in the morning up to 20 by late morning with gusts of about 25 knots. Seven boats started the first race, by the end of the second race two masts were broken and almost everyone had capsized at least once (Fred and Ray excepted). The fleet headed in after the second race for rest and recovery then went back out for the last three races, which were held concurrent with the afternoon club races. Our class president mustered up a replacement part for his mast and dragged out the club sail to battle Ray for second place, Fred Meno having easily lead all the races for the day. During the last race a squall came up with winds gusting into the 30's and everyone (except Fred) abandoned the last race. Sure hope all repairs are done for the NAC's! -smm

Standings	Race 1	Race 2	Race 3	Race 4	Race 5	Points
F. Meno-8048	1	1	1	1	1	5
R. Buchanan-7576	3	2	2	3	DNF	17
R. Baumann-2	2	DNF	3	2	DNF	21
S. Mallows-8039	4	3	4	4	DNF	22
C. Ensign-3052	5	4	5	5	DNF	26
E. Zimmerman-8032	6	DNS	DNS	DNS	DNS	34
M. Kaplan-4631	DNF	DNS	DNS	DNS	DNS	35

Getting Good Starts, Part One

This is the first of two articles on getting off the starting line cleanly. It was first published on SailNet in the spring of 2000
 by: Zack Leonard

It's no secret that the key to a successful regatta is consistent starting. When the points have been tallied, the trophies awarded, and the dull ache of hindsight kicks in, most of us will remember one or two bad starts that led to races we'd rather forget. The optimist in us will also remember the great starts that led to good, solid finishes. Call me a curmudgeon, but given equal boat speed, tactics, and luck, I'd take six solid starts over three great starts and three horrible ones any day of the week. The solid starts at least give you a chance to sail winning races without a whole lot of risk.

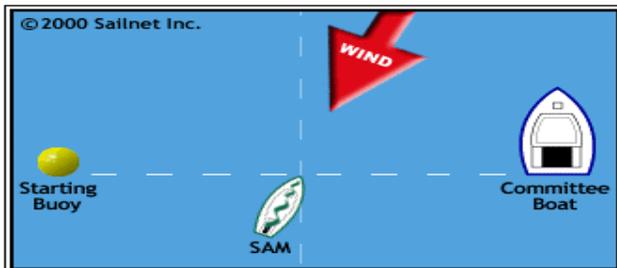
Good starting begins with the KISS principle—keep it simple, stupid. The key to consistent starting is to prioritize properly the essential goals of the start. We've all fought for the pin when it's favored by 10 degrees, but the risk-reward equation of that behavior rarely pays off. To start well consistently, sailors need to learn to avoid the clustered territory and hunt for good clean lanes.

I have three goals at every start:

1. I want to be moving at full speed, on the line, with clear air for the immediately foreseeable future.
2. I want to be sailing toward the favored side of the course with a wide lane of clear air.
3. I want to start as close to the favored end of the line as safety and logic allow.

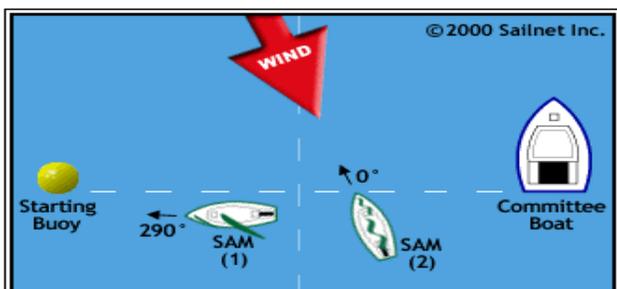
Most sailors are surprised by how far down on the priority list the favored end is. The favored end, of course, is that end of the starting line that is farther upwind. In a race with no windshifts and no current disparities anywhere on the course, a boat starting at the favored end will sail less distance to the windward mark than a boat starting at the unfavored end. Of course it's unlikely that any of us will ever see a racecourse like that.

There are two ways to determine which end of the line is favored: The simple way is to luff your boat head-to-wind in the center of the line and determine toward which end of the line your bow points more closely. Or, imagine a line extending perpendicular from the starting line. If, when pointed head-to-wind, your bow is pointing to the left of this line, then the pin end is favored. If your bow is pointing to the right of this imaginary line, then the boat end is favored. This method works well on shorter lines and when one end is obviously favored. If the line is close to square, or it's a particularly long line, you'll find it tricky to use this method.



Finding the Favored End: The Simple Way—Sam puts his boat head-to-wind in the middle of the starting line to see which end his bow favors. Because his bow points more toward the committee boat, that end is favored. If it were to point more toward the pin or starting buoy, that end would be favored.

The more involved way is to use a compass. If your boat is equipped with a compass, you can eliminate the imprecision associated with the simple approach. First, sail along the starting line on starboard tack with your boat traveling perfectly parallel to the line. Note your compass course. Turn your boat head-to-wind and note that compass course. If the new course is less than 90 degrees greater than the compass course you were steering down the line, then the pin is favored. If the number is more than 90 degrees greater than the course down the line, the boat end is favored.



Finding the Favored End: The Precise Way—Sam sails along the starting line and notes his compass course: 290 degrees (Sam 1). He then turns his boat head-to-wind and notes the new compass heading: 0 degrees (Sam 2). Since the new heading is less than 90 degrees greater than his course down the line, he knows that the pin end is favored. If the new heading had been 10 degrees, it would have been more than 90 degrees greater than his course down the line, and in that case the boat end would be favored.

Continued Page 6

HSC 2001 SPRING SERIES																													
		6-May			13-May			20-May			27-May			3-Jun			10-Jun			17-Jun			24-Jun			RC			
Participation	SCORE	#1	#2	#3	#1	#2	#3	#1	#2	#3	#1	#2	#3	#1	#2	#3	#1	#2	#3	#1	#2	#3	#1	#2	#3	#1	#2	#3	Crdt
Force 5																													
* R Baumann	90.20%	1	1	1	1	1	1				1	1		2	1	5										1	1	1	3
* R Buchanan	66.67%	2	3	3							2			1	2	5													3
* S Mallows	50.00%							1	1	1	2	3		4	4	5		2	2							2			
B Hicks (guest)	80.00%		2	2																									
B Bauer	47.06%	4	5	4										3	3	5	1	1	1										
G Martin	45.45%	3	4	5	2	2	2																						
P Ford	37.50%																			1						3	2	3	
C Ensign	25.00%					3	3				3	4		5	5	5													
Albacore																													
* B Mohan	100.00%				1	1	1	1	1	1																1	1	1	3
A Mohan	100.00%																1	1	1										3
#7133	100.00%													1	1														
G Peatick	50.00%																									2	2	2	
Jet 14																													
* B Benson	92.11%	1	1	1				1	1	1							1	4	1				1						3
* B Seip	73.33%													1	1	1	2	4	5	2	1	2	2	2	2				
* R Mattison	35.14%													3	2	3	7	7	7	1	2								2
C Engler	76.32%							3	2								3	3	3							1	1	1	
B Mohan	70.83%																4	2	4										
S DeFusco	63.41%							2	2	3				2	3	3	6	1	2										
N Einthoven	41.67%																5	6	6										3
R Hall	37.50%																									3	3	2	
O'Gwen/Donofrio	15.38%			2													8	8	8										
Day Sailer																													
T Narwot	100.00%	1	1	1	1												1	1	1	1									
R Baumann	66.67%																			2	1								
R Rosswaag	66.67%																	2											3
K O'Connor	42.86%			2													2	3											2
Sunfish																													
M Szmaida	100.00%																									1			
R Hall	100.00%							1	1	1																			3
T Spicer	90.00%	1	2	1	1	1																							
G Peapick	75.00%	2	1	2																									
G Spillane	33.33%		3	3																									
Open																													
* G Nackman	80.00%							1	1	1				1	1	1							1	1	2	3			
D Cantor FSCT	100.00%																1	1											3
G Sell	100.00%																			1						1	1		
P Ford LASE-2	100.00%				1																								3
M Kaplan	57.14%																2	3								2	3	1	

Good Starts cont.

All that notwithstanding, keep in mind that the favored end can often be a trap well worth avoiding. While jockeying for a spot at the favored end, large clumps of boats tend to slow each other down, pinching, locking rails, and rafting up while pirate-like fights envelope the crews and would-be boarding parties exchange volleys of curses. Packs of boats at the favored end also register frequent OCS (On the Course Side, a premature start). The truth is that only a small handful of boats can emerge sailing at full speed from a large group. The bigger the pack, the worse your odds of escaping with a good start.

And, if the racecourse is biased to one side due to current or geographic wind effects, the actual favored side of the course may be closer to the unfavored end of the starting line. Such conditions can erase or even negate the advantage of starting at the more upwind end. Also, if the pin is favored, but the wind is oscillating, starting at the favored end can make it very difficult to get onto port tack, so you end up headed on starboard and eventually out of phase. You get the point: The favored end is not always the place to be.

Let me offer this one cop-out disclaimer: Smart sailors know how and when to reorder their priority list because every race presents a different set of conditions. There are times when the favored end is closest to the favored side of the course and it is better to just bite the bullet, start in the pack, and take your chances.

Full Speed Ahead If you ever get the chance to watch a whole regatta you will notice a simple, elegant fact. The fastest boats usually win. But even the fastest boats go slow when they are stuck within packs of boats. Regatta winners often gain their advantage early in each race by avoiding problems at the start that can keep them from sailing at full speed. Follow these simple rules to be sure your boat is moving at full speed at the start and throughout the first half of that initial upwind leg:

1. It's important for novice sailors to find a clear, comfortable spot on the starting line. Before the start, groups of boats typically sail back and forth just below the line. If you aren't careful, you can get trapped between boats, and this will dictate that you approach the line caught up in this group—not a good place to be. When you sense that you are becoming surrounded, try to tack or jibe to get to a spot with clear air.
2. Once you have found a less-populated spot, make sure you've got enough space so that you can accelerate to full speed by the time you hit the line. (In Part Two, I'll discuss using a line site as a way of knowing where you are relative to the starting line.) Be careful not to set up too close to the line, but remember that it takes time to bring your boat to full speed. On most boats, if you set up three or four boatlengths from the line with 40 seconds to go, you should have adequate distance to accelerate to full speed before the gun goes off.
3. In the final 30 seconds before the start, try to create as much space as possible between you and the next boat to leeward. Then ramp-up your boat speed and hit your line sight at full speed when the countdown hits zero. The real estate you create to leeward in the final 30 seconds is space that will allow you to sail fast after the start. With room to leeward, you can foot off to build speed if you're hit by a bad wave or get slowed by a lull.

Go your own way Once you have started the race and you are sailing at full speed, it is time to point the boat in the right direction. Remember that a good start only works when it's done in conjunction with your upwind strategy. Before the start you should determine a game plan—an idea about which side of the racecourse is favored, where you want to go, and why. If you want to go left, continue on starboard tack after you start. If you like the right side, start to look for opportunities to tack to port and get out to the right. The great advantage of finding a less crowded spot on the line is the freedom it gives you to follow your game plan. When you are stuck in a tight group after the start, it becomes tough to tack, and you can often be pinched off and forced to tack out to clear your air. If you've ever found yourself in this situation, you'll understand why racers refer to it as being "pinballed," so avoid this, if at all possible.

Keep these simple ideas and rules in mind, then work hard to develop the skills needed to execute them, and you'll be well on your way to producing consistently competitive starts. In my next installment, I'll discuss some refinements on basic starting strategies and suggest some practice drills that will help build good starting skills.



When in doubt, set up for the clearest air and the least amount of start-line mayhem. Be aware of conditions that can erase the advantage of starting at the more upwind end.

Hunterdon Sailing Club

www.redkoh.com/hsc

Officers

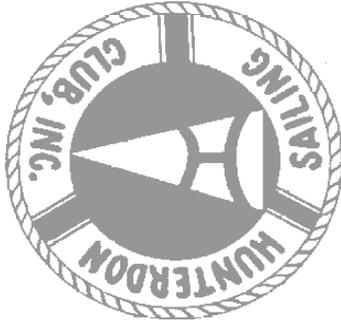
Commodore	Barry Seip	908-464-0534
Vice Commodore	Brent Benson	610-282-3611
Rear Commodore	Brian Mohan	908-369-6115
Assistant Rear Commodore	John Parsekian	908-766-6103
Secretary	Debbie Schiebe	908-780-8711
Treasurer	George Cassa	908-832-5011
Jr. Past Commodore	Susan Mallows	908-638-5210

Staff

Protest Chairman	Ray Buchanan	973-635-7764
Membership	Patty Seip	908-464-0534
Training		
Scorekeeper	David Veno	609-799-8036
Newsletter Editor	Barbara O'Connor	908-730-9007
NJYRA Representative		
Web Master	Paul Ford	908-904-0743
State Liaison	Charlie Engler	908-464-5564
Librarian	Gene Spillane	908-918-0842
Handbook Editor	Janet Bodner	908-832-8953

Fleet Captains

Albacore	Gene Spillane	908-918-0842
Day Sailer	Tom Nawrot	973-927-9107
Force 5	Susan Mallows	908-638-5201
Jet 14	Nicky Einthoven	609-882-3392
Jet 14	Roger Hall	570-839-6221
Sunfish	Mike Wheeler	973-887-6961
All Other Boats	David Veno	609-799-8036
Junior	Tim Spicer	908-735-7016
Ladies	Janet Bodner	908-832-8953

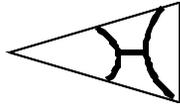
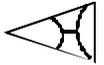


The FO'C'S'LE is the monthly newsletter by and for the members of the Hunterdon Sailing Club. Material is welcome from all members. Submit copy to the editor at: 1 Chrystal Drive, Lebanon, NJ 08833 or e-mail to: bo_connor@hotmail.com. Newsletter articles must be identified as such in the subject line with month of publication noted. Press deadline is the 20th day of the month.

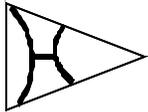


Patty Seip for:
Membership/Training
bseip@telcordia.com
908-464-0534

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



Hunterdon Sailing Club, Inc.



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

The **FO'C'S'LE**

JULY 2001