

The FC'S'LE

Hunterdon Sailing Club, Inc.

JULY 2006

NO. 404

Volunteers Make Our Club Work!

Club Volunteers Teach 45 Youth and Adults to Sail in June!

MANY, MANY THANKS to the instructors and assistants who made it possible for 45 adults and youth to learn to sail! What better way to help achieve our purpose "to promote the sport of sailing" – and so would you please thank the volunteers personally who have helped us do this? Thanks to great publicity by Anne Freeman, our classes filled several weeks in advance and many additional students were on a waiting list.

Adult learn-to-sail, first session (12 students) with lead instructor Nicky Einthoven and assistants Vim Einthoven, Tom Maier and Gordon Sell who also doubled as race committee assistants for Charlie Engler for the Commodore's Cup.

Youth learn-to-sail, first session June 26-28 (26 students) with lead instructor Bob Orr and assistants Elliot Zimmerman, Derek Stow, Kaitlyn Orr, Caleb Zimmerman, Art Mohan and Brian Wigham, with shore parents Amy Lebrato, Amy Canary, John Thomas and Sheryl Carr.

Youth learn-to-sail, second session June 29-July 1 (12 students) with lead instructor Elliot Zimmerman and assistants Caleb Zimmerman, Rich Bauman, Gordon Sell, Teddy Wells and shore parent Connie Fazekas.

Thank you also to Don Esch and Guido Bertocci for loaning their personal boats (we only have 7 club boats and normally need up to 12 for these classes), Anne Freeman for publicity, Stacey Bachenheimer for handling registrations and medical forms, Charlie Engler for getting the T-shirts and Bob Orr for ordering the books! My apologies if I've forgotten anyone – you can see it takes many people to carry out these programs!

Our second Adult learn-to-sail will be led by Brent and Barbara Benson, and it is full with a wait list! More on that next month.

Remember how much FUN it was when you first sailed by yourself? Remember how helpful it was for someone to give you pointers, to be nearby in a safety boat when you capsized, or to explain the points of sail? Our learn-to-sail programs give you a chance to share these things with others. Keep it in mind for next year!

-Ellen Greenhorn
Training Coordinator

Newport Regatta

The annual Newport Regatta on the weekend of 8/9 July welcomed 254 Boats from 18 States, the USVI, Canada and France. With racing covering 5 racing circles in Narragansett Bay and Rhode Island Sound, there was racing absolutely everywhere. On the circle for the Laser class we had 49 Lasers and 26 Radials including some of the best Laser sailors. Here are some of my best memories of the 2006 Newport Regatta.

Sailing with the 12's. On the way out to the course on Saturday morning there were three classic 12-metre yachts sailing up the bay too, including Freedom the winner of the America's Cup in 1980. What a thrill to be sailing with these old ladies.

Losing and finding my groove. On Saturday the winds were light and shifty and I felt out of touch with the boat and that I didn't know how to sail. Then on Sunday the wind picked up and I could hike and plane and ride the waves and I felt like I was in the groove. Funny thing though -- my results were much the same both days. Go figure.

Sunday morning church. I'm not a religious person so on Sunday morning at 10 am I was sailing a broad reach out to the race course, screaming across the width of Narragansett Bay on a broad reach, the Newport Bridge towering over me, sailboats of every description all around me, big smile on my face, hell I might even have been shouting out a few whoops... Is this heaven? No, it's Rhode Island.

Laser Girls Kick Ass. As expected there was a strong contingent of females in the Radial fleet but also several very good women sailors in the Standard Laser fleet. I found myself dueling in several races for mid-fleet places with a tall fit young woman and thinking, "Who is that gal?" I googled her afterwards and discovered she is an internationally ranked sailor in Europe and Laser Radial classes and a national champion (as crew) in Lightnings and Snipes. Hmmm - I am moving in some good circles these days.

Straightening out a cheater. I came round the weather mark in one race on Sunday, caught a wave and then saw this young guy in front of me wildly pumping his mainsheet like he had a tic in his elbow.

"Hey - the rule says one pump per wave, not one pump per second. Pack it in if you don't want to get protested."

He looked back at me sullenly but toned down his pumping. On the next downwind leg I saw that he had capsized. Cheaters never prosper.

- Derek Stow

Commodore's Corner

STORM CLOUDS OVER TRENTON

In 2001, after a lot of hard work by Ed and Elaine Zindel and others, the Friends of Spruce Run were successful through the efforts of Senator Schluter and Assemblyman Lance in enacting a bill limiting the lowering of Spruce Run to no more than 8 feet down from Memorial Day to Labor day. \$350,000 was appropriated to a NON-LAPSING NJWSA Round Valley Fund, with which to compensate the NJWSA for running their pumps if required. We calculated an average annual cost of \$40,000.

The first attempt by the NJWSA to justly receive \$84,000 in compensation for pumping 2 or 3 years ago, while finally approved, was worthless due to Governor McGreevy having emptied this permanent fund, without anyone being aware.

If there is no promise of repayment, the NJWSA is very unlikely to release any more Round Valley water for recreational purposes, and Spruce Run water will be used as required. Henry Patterson NJWSA Executive Director and his staff are doing a first-rate job these days minimizing water releases.

Senator Lance's office is hard at work getting to the bottom of this, and the Senator can't believe it happened. It comes down to having funds make it through the current budget process before June 30.

To me, it is an example of the NJ Executive Branch negating the wishes of the Legislature without regard to the law.

Fortunately, Spruce Run is full, but, who knows what Mother Nature has in store. A rain dance might help! You can express your opinion to the Governor at NJ.GOV, but it's a long shot. I am convinced that Senator Lance will do everything he can to make this right.

Charlie Engler, Commodore

Park Closes, Reopens



On July 4th at 6 PM, the Spruce Run Recreation Area closed due to the budget crisis in New Jersey. As soon as the Leg-

islature and Governor came to agreement on a new budget, Park Superintendent Becky Williams-Ellis notified Commodore Charlie Engler that the park would be reopening in time for regular Sunday racing on July 9th.

While we did miss one day of Wednesday Twilight racing, we very much appreciate the efforts of the Park Service and the Superintendent's office for notifying us of the impending closure and reopening the park as quickly as they did.

Cruising Fleet Celebrates "Sailstice"

At noon on June 17th, seven boats gathered at Goose Island to celebrate the Summer Sailstice. They swapped sea stories, one sailor swapped halyards, and Cruising Fleet Captain Kevin Pearce handed out HSC brochures to potential members. Open Fleet member Brian Wigham and his son Wesley won a Summer Sailstice T-shirt. Later in the afternoon, there was plenty of wind and they actually did some sailing!

Online photo album including some LBJ photos as well:

<http://www.imagestation.com/album/pictures.html?id=2105168614>

Kevin Pearce
P-18 #358 "Grand Marnier"

Stay With the Boat!

A recent capsizement on the Chesapeake at a Jet 14 Regatta got me thinking about safety on the water and Brent Benson's pre-season seminar on Safety Boat procedures and when to seek assistance. My wife Joanna and I were approaching the leeward mark in the first race of the Jet 14 Irey Regatta at West River Sailing Club. It was gusty with a fairly good chop, but the conditions were not overwhelming. As we went to douse the spinnaker we were hit by a puff, lost control and ended up in the drink. Both of us had our PFD's on and full foul weather gear.

After ascertaining that we were both above the water and OK, I climbed onto the centerboard and righted the boat which promptly capsized to windward. After swimming around the boat and climbing up on the board again we got the boat righted,

The safety boat was positioned nearby, paying close attention and ready to offer assistance if asked. As we held onto the boat Joanna pointed out that our rudder and tiller were some 20 feet to windward floating in the bay.

This is where I made my mistake. What I should have done was direct the safety boat to retrieve the rudder for me and call it a race. Instead I told Joanna to hold onto the boat and I swam off to retrieve the gear. Now I am a very good swimmer and had no doubt that I could get the gear, return and we could resume the race. The fact that the rest of the fleet was already at the windward mark never entered my mind!

After retrieving the rudder, I recovered our bailer, sunscreen and sailing instructions that were floating nearby and turned to swim back to the boat only to find the boat was now 100 feet away and being blown downwind faster than I could swim. It took me a full five minutes to make it back to the boat.

The moral to this story... NEVER, NEVER, NEVER leave the boat! The safety boat is there to help you; there is always the next race.

- Charlie Smith



Rule 41

Things are heating up in Sun-fish racing! Seems even some rules are being called into question regarding hailing other boats during a race. In any event a question was raised regarding Rule 41 and whether it is permitted to inform another boat that a mark position has been changed after the RC has already hailed all the competitors.

Rule 41 OUTSIDE HELP

A boat shall not receive help from any outside source, except

- (a) help as provided for in rule 1;
- (b) help for an ill or injured crew member;
- (c) after a collision, help from the crew of the other boat to get clear;
- (d) help in the form of information freely available to all boats;
- (e) unsolicited information from a disinterested source, which may be another boat in the same race.

We put the question to Derek Stow and Guido Bertocci:

Derek replied:

Rule 41 was introduced in the 2005-2008 rules specifically to legalize many things that were common occurrences in the past such as pointing out to a fellow sailor that they had missed the mark or that they have weed on their rudder. This particular example is clearly legal under 41(e) because the information was "unsolicited" and from "a disinterested source which may be another boat in the same race" and under 41 (d) as the information was already "freely available to all boats."

Guido's response:

I would normally be biased toward being willing to sharing more information between boats. Given the slightly odd scenario of having an offset mark with a leeward mark, and that the information was provided verbally on the water, having competitors share that information seems to me to fall within the rule. One could argue that from a sportsmanship perspective that competitors should be willing to make sure that everyone understands the course.

A vigorous debate of the racing rules of sailing is a good thing. If you have questions or a different take on this rule or any rule, please send them to the Focsleeditor@comcast.net or corner one of our experts at the club.

- Charlie Smith

Membership Update

A hearty welcome to the following new members. The number of member families has now grown to 92! New members are encouraged to introduce themselves to the old timers. We hang out at our "clubhouses" where committee boats and gear are stored at Spruce Run.

- Vaclav Caniga and family, Neil, 22 and Hande, 19, are from Hampton, NJ and Vaclav was in the first session of Adult Learn To Sail (LTS).
- John and Francis Crombie and daughter, Rachel, 14, from Milford, NJ have joined and Rachel will be in Youth LTS, session I.
- Rhonda and Ron Dechirico from Frenchtown have three children, Justin, 13, Ryann, 11, and Kellyn, 10. They live in Frenchtown, NJ and Ryann will be in Youth LTS I.
- Lynn Christopher and Jeff Roscher from Three Bridge, NJ have signed up for the second session of Adult LTS. They have a daughter, Nicole 16.
- Tom Gaglione from Whitehouse, NJ sat in on the Introduction to Sailing class and took session I of Adult LTS.
- Arthur and Amy Guns are from Asbury, NJ. Their son, Christopher, 13, will take the Youth LTS I. Daughter, Kellcie, is 10.
- Also from Asbury, NJ are the George's, Gloria, Walter and kids Dillon and Jenna, 15, Denver, 12, and Christine, 6. Denver will take the Youth LTS I.
- Amy Lebrato, Milford, NJ, and kids Alexander, 13, Nicholas, 12, and Gregory, 11 have joined, and Nicholas and Gregory will be in Youth LTS I.
- Mark Schlotterbeck took session I of Adult LTS. He and wife, Wendy, live in Philadelphia, PA.
- Steven and Michelle Sheets from Annandale, NJ will be in the July session of Adult LTS.
- David and Sharon Stockwell and children, Andrew, 11 and Caroline, 6 are new members who live in Westfield, NJ.
- Patricia Vaverchak and Earl Davis are from Flemington, NJ and Patricia will take session 2 of Adult LTS.
- Last on our list (hope we haven't missed anyone) are the Whiteheads from Glen Gardner, NJ: Catherine, William, Alyson, 17, Randall, 16, and Daniel, 14. Randall and Daniel will be in Youth LTS I.

- Barbara and Brent Benson
New Member Liaisons

WELCOME

Commodore's Cup

Nine boats sailed in this year's Commodore's Cup, a handicapped event dating back to 1969. Four Sunfish, Three Force 5's, a Jet 14 and an Albacore sailed three hard-fought races against the clock on a fine afternoon with moderate, fluctuating winds. Doug Brown swept the series, even after pausing to entertain the RC with a brief capsize, with finishes of 1, 1, and 2. His feat will now be added to the beautiful perpetual trophy.

Final (revised) calculations showed Guido and Lucy Bertocci in their new Jet 14 taking second (with 3 thirds) and Ray Buchanan in third overall, winning the third race in his F5. Interestingly, 3 of the top 4 finishers were Force 5's, followed by the Sunfish group. Albacore sailor Art Mohan, sailing with Anne Freeman, took an actual and corrected second in the second race and Rodger Hall pulled off a second in the first race, breaking an overall tie with Scott Callahan.

The day seemed to go to those best able to latch on to the intermittent puffs, and ride them as long as possible. Several finishes were within seconds, emphasizing the importance of racing the clock. Race 1 even had a tie between Scott and Guido for third, to the nearest second, (even if carried by higher math to one-tenth of a second would not have changed the results).

Thanks to Gordon Sell and Vim Einthoven for their RC service, and to Vim for his arduous calculations!

And thanks to all the contenders!

Charlie Engler

Crew Training

Would you prefer to sail as a crew member rather than solo, but need to find a skipper with a boat? Are you taking/have taken the Adult Learn-to-Sail class but aren't yet sure how you'll want to continue sailing? Or perhaps you don't have your own boat but want to sail. Come to HSC's Crew Training on Saturday, July 15, 8:30 am - noon at Spruce Run. You'll learn and practice the hands-on skills for the jib and spinnaker, the role of the crew (that's you) on a two- or three-person boat like a Flying Scot or Jet 14. First, you'll do some on-land, hands-on practice with the sails (wondering how we do this - come & see!!). Then you'll have some sailing time to practice on the water. Be sure to bring your life jacket & a pair of sailing gloves.

Please register now so that we can match you with a skipper and boat for the on-water sailing time - maybe you'll strike a partnership! There is no fee, and this is for HSC members only, both adults and youth (age 11 & up, at least 60 lbs).

Contact training coordinator Ellen Greenhorn
egreenhorn@hotmail.com or 908 713 9346.

Laser/Sunfish News

Laser Regatta

All we needed was wind! Other than that, the Laser portion of the Double Dipper Regatta was a great success. We had a terrific turnout of ten boats, exciting competition with very close final results, hot dogs and other delicacies provided by the Jet fleet, and an all-day commitment from a very dedicated race committee. Doug Brown took first place, Chris Stow was second, and Courtney Young was third. Derek Stow received the Masters award, and Caleb Zimmerman received the "under 18" award. The Laser fleet thanks all that helped to make the day an enjoyable and memorable one.

Sunfish Memorial Day Regatta

A beautiful hot day and 16 competitors turned out for the annual Memorial Day Regatta. Race committee Elliot Zimmerman, Mary Deal and Mike Incatalupo worked hard in the drifter conditions to get three races in for the day. Top honors went to Scott Callahan, Doug Brown and Nicki Einthoven, Top Junior was Lucy Bertocci with Caleb Zimmerman receiving the 'I sailed' award.

Laser/Sunfish Double Dipper Award

The scoring for this award combines results from the Laser Colander Cup Regatta and the Sunfish Memorial Day Regatta. Skippers who cross-over and sail both regattas are eligible for the award. Scoring is a weighted average based on completed, scored races. This year three skippers braved the late spring conditions and sweltered for 2 days in hot, drifter conditions to prove their mettle. Top honors went to Doug Brown who won the Laser Colander Cup and placed second in the Sunfish Memorial Day Regatta. Courtney Young and Caleb Zimmerman were the other qualifiers for the Double Dipper.



The Colander Cup

This new perpetual award was built to honor the winner of the Annual Laser Regatta. It has been named after a famous cousin of the winner of the first Annual Laser Regatta - Derek Stow. Derek's cousin - Colander Stow - is well known for his achievements in sailing. He skippered a challenger boat in the Louis Vuitton Series in 1983 and was chosen as an alternate for the UK entry for the Flying Dutchman in the 1982 Olympics. Derek's usual modesty prevents him from bragging about his cousin, but we know how proud he is and how much it means to Derek to have his cousin honored.

-Susan Mallows
-Bob Orr

We've come a long way.

HUNTERDON COUNTY DEMOCRAT, THURSDAY, JUNE 22, 2006

A Sheet, A Tiller And A Breeze

A recent *Hunterdon Life* cover story about the long-established Hunterdon Sailing Club was headlined "Sailing, Plain & Simple." But it wasn't always plain or simple, as those of us who sailed Spruce Run Reservoir in its early days recall. Legal turbulence developed as soon as Spruce Run opened in 1964.

For instance, the state wanted to close the reservoir to boating when it got windy. Sailboat owners pointed out that wind was sort of an essential ingredient for them. Without wind, their boats would float placidly in one spot, making a long day for the race committee, with inconclusive results. The wind controversy was eventually settled, after much long-winded debate.

Now Hunterdon has two big reservoirs for water-supply and recreation. But there wasn't always a place here to sail a boat. (Those few brave souls who tried sailing on the Delaware spent most of their time sailing upstream in order to remain in place.) Thus it was understandable that when Spruce Run opened, the Marine Patrol guys faced a steep learning curve concerning sailing.

They quickly learned that speeding up to a Sunfish, throttling down and pulling alongside usually tipped over the little sailboat and put its skipper in the water (outside the designated swimming area). The obvious solution was a more gentle approach, but that didn't always work well either. For example:

I was sailing my Sunfish one day when a patrol boat eased up some dis-

**Dereck
Williamson**



tance away and a loudspeaker ordered me to "Pull over!" (Perhaps bored with inactivity, the Marine Police often liked to "inspect" sailboats. I can't imagine what they expected to find in a 14-foot, low-in-the-water Sunfish — beer cans stacked inside the hollow mast?)

It is not easy to "pull over" a sailboat anywhere. It won't sail directly into the wind, and there are wind-shifts in lake sailing. I had to tack to the patrol boat on a zigzag course.

"Stop fooling around!"

"It's a sailboat; depends on the wind! And when I get up there, I can't stop right away. No brakes!"

Tiring of my tacking, they eventually waved me off. But I was to encounter the water fuzz once again when young Johnny Schaffer fell off my boat. Johnny, who was wearing a lifejacket and could swim, was soon back on board. But a patrolman, who had witnessed the incident through binoculars, approached and ordered me to report to the police dock on the far side of the

lake. I put Johnny ashore with his family and set sail for headquarters. At the dock, the patrolman was filling out what I learned was a boarding form. (Actually, boarding my Sunfish from the dock would have been awkward, resulting in both of us facing Illegal Swimming charges.) His careful questioning determined my name, address, phone number, occupation, age, sex, weight, height, build and hair and eye color. (I always list "hazel" even though I don't know what it means.)

After determining that nobody had been injured in the overboard mishap, and that I had the required number of life jackets aboard, the patrolman studied his form, then asked: "Do you have a horn, whistle or bell aboard?"

"Not required in this kind of boat," I replied.

"I know that. But it's on the form and I've got to ask it." We stared at each other for a while. I said no, he checked the "N" block, tore off a pink copy, handed it to me and helped push me away from the dock. A stiff wind had sprung up and I sailed back across the lake, one hand on the sheet, the other on the tiller, and my teeth clenching Revised N.J. Police Boarding Form, Previous Editions are Obsolete.

Checking the set of my sail with a practiced hazel eye, I reflected that Spruce Run was a wonderful place to sail, now that wind was legal.

Editor's note: Dereck Williamson says 50 years is enough. From now on he will write columns only when the spirit moves him, not every week.

Ramon Rosswaag recalls that Dereck was the captain of Sunfish Fleet 156 in 1966 or '67!
Now if we can just get him back out there on a Wednesday night...

Fiberglass Repair

This past winter I decided to remove the, "soft" spots in the hull of my Sunfish. What this means is removing fiberglass that appears to flex or feel "soft" in the hull. Typically, this is caused by trailering the boat rightside up instead of upside down for a Sunfish.

The following is a list of the items that you will need to repair the soft spots:

A Rotozip tool.	Fiberglass mat
Woven roven (24. oz Fiberglass)	Fiberglass filler (West Marine 505)
Fiberglass resin	MEKP: Resin Hardener
Wax paper cups	Acetone
Foam stick board	Magic marker
Quick grips	Wooden dowels
Small wood pieces.	Spreader
Orbital sander	100 grit sand paper

Take marker and outline area to be replaced. Set Rotozip tool to approximately ¼ inch in depth. Turn Rotozip tool on and slowly drill hole into hull. Follow outline with Rotozip. Complete hole.



Take foam board, remove sticky backing and cut woven roven to approximate area of foam board. Place woven roven on sticky side of board. Cut 2 to 3 additional pieces to the same approximate size.



Mix approximately a ½ cup of resin into wax paper cup. Add West Marine 505 filler, add pieces of fiberglass mat, and then add MEKP hardener. 5-10 drops of hardener will be plenty for a ½ cup. Using wooden dowel, mix the ingredients.

Pour ingredients onto first woven roven piece, and then add additional woven roven pieces. Saturate all pieces.



In about four hours, this will give you a solid piece of fiberglass. Then, peel back the foam board from fiberglass.

Cut hardened fiberglass using Rotozip tool to match hole in hull. Make a second batch of fiberglass resin using the same ingredients. Take hardened fiberglass and spread mixture on it. Using the Quick Grip and pieces of wood, insert fiberglass into the hole. Place wood on top and bottom of fiberglass and clamp down on wood pieces. The wood piece should be longer than the hole. This will allow the fiberglass to cure onto the boat. Repeat process until hole is filled. All pieces should dry in about 4 hours.

At this point the hole will be filled but not be smooth. Using an orbital sander and 100 grit sandpaper begin sanding. Use patience until area is smooth.



This process will allow you to remove the soft spots.

Clean up consists of using acetone on a rag if gloves are not used. Work in a well-ventilated area. The mixture for fiberglass is very potent and can cause lightheadedness.

- Jim Bardwil

Marketplace

1977 Force 5 sailboat for sale. Yellow hull in good condition, new lines. Fast and fun. \$650 obo. Contact Nathan Maier at 973-819-2993. The boat is in Morristown.

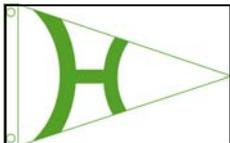
Nate Maier
nmaier@UDel.Edu

Racing Sunfish for Sale - ~1977 - \$1100
 Minimum weight, fully set up for racing
 Racing sail, fiberglass dagger board, hiking strap
 Adjustable outhaul, cunningham and gooseneck
 Great boat for someone getting started with sailing and racing.
 Double Sunfish trailer - \$600
 Updated last summer - New wheels and tires,
 painted, new carpeting, swivel mount trailer jack

Guido Bertocci
wbertocci@aol.com
 908-735-0010

Jet 564 for sale: Untanked, Mobjack hull, donated to the class by Paul Spens. This glass boat seems to be in quite good condition. The hull looks very good, needing a wet sanding. It has aluminum spars, a rudder and centerboard, and what would seem to be a serviceable trailer. Sale proceeds to benefit the Jet 14 Class Association. Boat is located at HSC.

- Charlie Engler
 District I VP
chel129@yahoo.com
 908-464-5564



HSC Burgees \$15

Support HSC proudly on your car, boat, and trailer.
 Contact any club officer or staff member.

HSC Bumper Stickers \$6.

Laser Highlights

We have had some exciting racing on Sundays, and we're looking for more racing in the coming weeks. All sailors are welcome to join our fleet and share the fun of racing. There may be a boat or two available for use, so let me know if you're interested (rv-orr@earthlink.net). There is also a posting on the bulletin board at Spruce Run for a Laser for sale.

Our next event will be the NJYRA Laser championship on Sunday, July 30. We will need sailors, extra boats, and lots of enthusiastic participation. For those who wish to travel, the Laser Atlantic Coast Championships are scheduled for July 15 and 16 in Sayville, New York, and the Laser North American Championships begin on Thursday, July 20 in Nova Scotia.

-Bob Orr

Hunterdon Sailing Club

Officers

Commodore	Charlie Engler	908-464-5564
Vice Commodore	Elliot Zimmerman	908-889-0858
Rear Commodore	Mark Califano	973-584-2502
Asst. Rear Commodore	Gordon Sell	908-625-7635
Secretary	Andrew Lindgren	973-226-1553
Treasurer	Tom Maier	973-267-4859
Assistant Treasurer	Bob Orr	908-832-7553
Jr. Past Commodore	Rich Baumann	973-667-4665

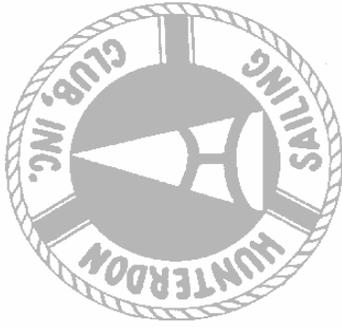
Staff

Protest Chairman	Guido Bertocci	908-735-0010
Membership Co-ord.	Stacey Bachenheimer	973-364-0147
Training Coordinator	Ellen Greenhorn	908-713-9346
New Member Liaison	Brent/Barbara Benson	610-282-3611
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
State Liaison	Rich Baumann	973-667-4665
Librarian	Don Esch	908-730-7398
Handbook Editor	Kevin Pearce	908-400-6930
Publicity	Anne Freeman	908-246-1411
Friends of Spruce Run	Vim Einthoven	908-359-6975
Club Sunfish Manager	Jim Bardwil	908-889-9329

Fleet Captains

Sunfish	Susan Mallows	908-638-5201
Sunday Sunfish	Jim Bardwil	908-889-9329
Force 5	Doug Brown	201-394-1866
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
Junior	Caleb Zimmerman	908-889-0858
Ladies	Nicky Einthoven	609-882-3392



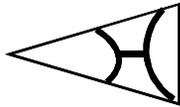


The FO'C'S'LE is the monthly newsletter by and for the members of the Hunterdon Sailing Club. Material is welcome from all members.

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.

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

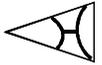


SailHSC@hotmail.com

Membership/Training

Stacey
Bachenheimer

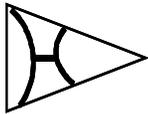
HUNTERDON SAILING CLUB, Inc.
Box 612
New Providence, New Jersey 07974



Hunterdon Sailing Club, Inc.

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

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



JULY 2006