

The F 'C'S'LE

Hunterdon Sailing Club, Inc.

October 2000

NO. 348

Mark your Calendar for:
2000 Annual
Dinner Meeting
Saturday, November 4th
see details on page 3

HSC Chandlery

The deadline for ordering shirts and hats from the new club logo collection has been extended to October 15. Please send your order forms and checks to Ann Parsekian as soon as possible.

If you need an order form, please call 908-766-6103 or email aparsekian@aol.com.

November FOCSLE will be edited and published by Cathy and Ramon Roswaag please send your submissions to Cathy and Ramon at 40 Andersen Rd, Millford, NJ 08848 or email to mamasan@ptd.net. Press deadline is the 20 day of the month.

To ALL Boatless Members

Raffle (free) to be held at the Annual Dinner for ONE Recreational Sunfish to an existing member who does not OWN a boat. All you need to do is fill in a Raffle Ticket and put it in the MAIL.

Yes, I want to WIN a Sunfish

I do not currently own a boat

Name: _____

Address: _____

City, State: _____

Phone: _____

E-mail: _____

Mail your coupon to:

Barry Seip

120 Pleasantview Ave

New Providence, NJ 07974

G.U.S.T

Gainfully Unemployed Starboard Tackers

Come join the party! A few of us have been gathering at the lake on Wednesdays at 3 p.m. for a little competition in Sunfish. No committee boat is involved as we are using 'jack rabbit' starts and doing our own score keeping. All are welcome; not just the 'unemployed'. No race starts after 5:30 leaving ample time to pack up in daylight before heading into the Sunset.. literally!..Loosely, we plan to continue 'til cool weather makes us uncomfortable. Info: call or e-mail Ramon-Rosswaag or Nick Mentasana.

Commodore's Corner

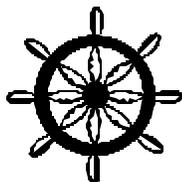
The end of the sailing season is approaching and soon we will be covering up our boats for the winter. However there are a number of Sundays remaining for sailing AND the final event of the year is the Annual Meeting & Dinner. Please look for the sign up information in the October Newsletter. As we have done at previous Annual Meetings, I assume there will be Door Prizes, a Raffle, and best of all the Swap-A-Thon. For those who haven't participated in the Swap-A-Thon in the past - it goes like this. You bring something that a sailor can use and they you get a ticket for each item. At the end of the evening, we call numbers and you go pick out something on the table that you thing you need or can use. Last year I brought home a bottle of wine from the swap table. Bottom line is we have FUN!!

This has been an OUTSTANDING year for the Hunterdon Sailing Club. The membership is at the highest level in many years and YES we did hit the 100 Member stretch objective. In addition to membership blossoming, the FLEETs are growing. We saw new boats and owners in the Albacore, Day Sailer, Force 5, Jet 14, Sunfish and the Portsmouth Fleets. Best of all, the teenagers are out in full force as was noted at the Sam Nelson Regatta. They seem to have a lot of fun each week. Dominika and Tim sailed every Wednesday during the Youth Series. It looks like every fleet has increased its representation this year and there are many competitors scheduled for the Blue Nose Challenge in September.

We kicked off the Annual Rookie Regatta and we hosted an outstanding 4th of July Picnic and LBJ race. The moonlight cruise lost out to RAIN (twice). Who ever heard of rain in the summer? We normally have to launch our boats in the mud but this year Spruce Run was basically FULL all year. Many thanks for your rain dances and the "Friends of Spruce Run". Last but not least, the ladies hosted the Ladies Event that was open to "cross dressing men". Where is our club headed??

Next year 2001, we need to have more members step forward and take on a job for HSC. The new Executive Committee will work on carving up jobs into little pieces so that everyone can claim an assignment. You can always volunteer to be an assistant Fleet Captain so that in a future year you can assume that job. Keep up the warm friendly atmosphere within HSC and at Spruce Run and let's keep that 100-membership level as a Minimum, for many future years.

Barry Seip
Commodore



Wednesday September 27 1:23 AM ET

Fluky Winds Snuff Out Gold Medal Sailing Races

By Paul Tait

SYDNEY (Reuters) - Unstable winds forced the cancellation of Olympic sailing races on Wednesday, with Australian crews leading in the men's and women's 470 dinghies forced to wait another day for their medal-deciding races.

"There'll be no further racing today," a spokesman said.

"Race officials are reluctant to run medal-deciding races in conditions which might be unfair," he said.

Light northeasterly breezes predominated on Sydney Harbor but conditions were shifty and thunderstorms forecast for later on Wednesday were likely to bring even more unreliable conditions.

Racing in the five classes due out on Wednesday was to have started at noon (0100 GMT).

The women's 470 dinghies, in which Olympic first timers Jenny Armstrong and Belinda Stowell lead, were the only class to make it out to their race course on Sydney Harbor in the expectation of a start after a delay of more than three hours.

But they were recalled not long after and will return to race with the men's 470s on Thursday, which had been set aside as a reserve day for their class.

Racing in the men's 470s, the Finn and Laser dinghy classes and the Star keelboats was called off for the day earlier in the afternoon.

Races are spread out over six courses inside and outside Sydney Harbor, with conditions so variable they can change from one course to another.

Light and fluky winds on Sydney's picturesque harbor have plagued the regatta since it began 11 days ago, forcing constant delays and postponements in the 11 classes.

Australia are seeking their first sailing gold medal since a double success in 1972.

Armstrong and Stowell lead Germans Nicola Birkner and Wibke Buelle and Americans J.J. Isler and Pease Glaser by nine points in the women's 470s.

Australian world champions Tom King and Mark Turnbull are also guaranteed a medal in the men's 470. They lead U.S. pair Paul Foerster and Bob Merrick by five points going into the 11th and final race.

Argentina's Javier Conte and Juan de la Fuente are in line for the bronze medal.

Hunterdon Sailing Club
2000 Annual Dinner and Meeting
November 4, 2000 so sign up TODAY
Awards Door Prizes Raffles Swap-A-Thon

Swap-A-Thon: Bring things that a sailboat owner can use (hats, shackles, rope, cleats etc.) You will receive one ticket for each item that you bring. Then you get to take someone else's stuff home with you.

**PLUS we have 40 or so FREE Door Prizes
IN ADDITION, the Millennium Raffle so bring extra CASH.**

A terrific meal with appetizers, salad, two meat dishes, plenty of vegetarian dishes, dessert and coffee. All at a low, club-subsidized price and with family specials.

- Commodore Barry's infamous raffles, auctions and Swap-A-Thon
- Awards.
- Elections.

•A continuation of 2000's series of great social events.

- **Hosted by the Force 5 Fleet**
- **Date: November 4, 2000**
- **Time: 6:00 PM**
- **Place: Hershey's Delicatessen
1800 East Second Street
Scotch Plains, NJ
908 - 322 - 1899**

Directions From Route 22: Take the Terrill Road exit off Rt 22 by **SEARS in Watchung**. Head **South** to Second Street. Make a left onto Second Street and Hershey's is on your right about 1 mile from the light.

BYOB (beer & wine)

Name(s) _____

Adults @ \$16.00 each _____

Children @ \$10.00 each _____

Family Price @ \$ 40.00 _____

Checks payable to HSC or Hunterdon Sailing Club by OCT. 30th

Mail to: Rich Baumann
 29 Plymouth Rd.
 Nutley, NJ 07110



HSC 2000 FALL SERIES

	SCORE	8/27			9/3			9/10			9/17			9/24			8/13			8/20			RC
		#1	#2	#3	#1	#2	#3	#1	#2	#3	#1	#2	#3	#1	#2	#3	#1	#2	#3	#1	#2	#3	Crdt
Force 5																							
C Young	100.00%									1	1	1							1	1	1		
B Mohan	78.95%									2	2	3										3	
R Baumann	77.27%				1					3	3	2							3	2	2		
R Buchanan	47.37%									5	4	4				2	2	2	2	3	3	3	
G Sell	36.84%									4	5	6											
S Mallows	31.82%				2					6	6	5											
J Bodner	20.00%				3					7						3	1	1	4	4	4		
Albacore																							
B Mohan	100.00%												1	1	1								
* G Peatick	70.37%	2	1		1			1	1	1	2	1	1	3	3	3							
* G Cassa	62.96%	1	2		2			2	2	2	1	2	2	2	2	1	2	1	1	1	1	3	
Jet 14																							
B Benson	100.00%				1											2	1	2					
O'Gwen/Donofrio	75.00%	2	1																			3	
* R Hall	90.00%	1	2					1	1	1				1	1	1							
C Engler	66.67%				2											1	1	1	2	1			
A Roswell	33.33%				3											2	3	2					
Day Sailer																							
R Baumann	87.50%	2	1													3	2	3					
T Nawrot	87.50%	1	2													5	4	4				3	
* R Rosswaag	71.43%	3	3		1			1	1	1						4	5	5					
D Suler	25.00%		4																				
N Maier	37.50%	4						2	2										3	3			
Sunfish																							
D Nawrot	100.00%				1																	2	
R Buchanan	90.00%				2								2	1	1								
* T Spicer	82.61%	1	1										3	2	2								
G Sells	77.78%	2	2													1	1	1	1	1	1	3	
N Mentasana	71.43%												1	3	3								
D Scheib	50.00%				4																		
C Bergmann	44.44%	3	4																				
* M Szmaida	43.48%				3			1	1	1				4	5	5							
B Seip	40.00%													4	4	2	2					3	
J Mallows	33.33%	4	4		5																		
Z Manburg	20.00%	5														3							
J Dura	16.67%				6																		
Portsmouth																							
* P Ford	100.00%				1			1	1	1	1	1	1					1	1				
* D Cantor	66.67%							2	2	2				1	1	1			1	2	2		



Hunterdon Sailing Club 2000 Bluenose Qualifiers

Defending Champion: Nicky Einthoven

Fleet	Qualifiers	Alternates
Force Five	Rich Baumann	None
Albacore	None	None
Jet 14	Brent Benson	Charlie Engler
Daysailer	Tom Nawrot	None
Sunfish	None	None
Portsmouth	None	None
Twilight I & II	Courtney Young (1) Steve Manson (2)	David Geiger
Junior	Dominika Nawrot	Tim Spicer
At large	None	None

Sail Trim

A unique quality of the Sunfish is the fact that the sail is flatter on port tack than on starboard. This has several consequences when it comes to upwind sailing and tuning. In medium air (five to 15 knots), the boat is generally sailed the same on both port and starboard tacks. The "mast" phenomenon becomes a factor in light and heavy air (under "five and over 15). In light air, especially if there is any chop, it is important to avoid over-sheeting on port tack. Letting the sail "breathe" helps the boat reach maximum speed, which is essential for effective pointing. The fuller sail on starboard allows for tighter sheeting without stalling.

In heavy air, the flatter sail on port tack allows you to sheet tighter without overpowering the boat. On starboard, you will need to sheet out faster when a puff hits in order to keep the boat flat and driving forward. When tacking from port to starboard in heavy air, make certain to sheet in slowly enough to keep the boat flat and to prevent the daggerboard from stalling. If you are having pointing problems, the first solution is to ease out, gain additional speed, and then slowly try to point closer to the wind. If you are still pointing poorly, it is time to consider adjusting sail shape. VvNIe we have discussed the various components to proper sail set-up, tuning, and trinu-ning on an individual basis, it is important to recognize that these variables must work together in harmony to achieve optimal performance. A tight outhaul and Cunningham along with a loose vang in 15 knots will not combine for maximum speed. As the conditions change so must each sail adjustment, if only marginally. Think of the Sunfish as a fine instrument that must be tuned on a continual basis.

Gooseneck

Today the gooseneck is recognized as one of the most important variables for optimizing upwind speed and pointing in all wind conditions. The gooseneck should be moved fore and aft as the wind changes velocity in order to neutralize the helm and place the center of effort of the sail over the daggerboard. With a permanent black pen, mark a range from 17 to 23 inches at one-inch intervals along the boom, measuring from the apex of the spars. These lines represent your seven-inch range within which you will set your gooseneck.

These numbers are approximate only and will vary with individual weight and sailing style. In general, the lighter the wind and the flatter the water, the farther forward the gooseneck. Having the gooseneck at 17 inches in these conditions will help pointing. As the wind picks up and the waves increase in size, move the gooseneck back. A pair of wrenches or pliers and a couple of turns are all you need to loosen the bolt which keeps the gooseneck in place. For those who want to minimize the tools you bring on the water and thus the weight in the boat, invest in an "adjustable" gooseneck fitting. These are on the market and advertised in the class newsletter, the Windward Leg.

If the wind increases to the point where you install a fens rig, you should move the gooseneck forward a couple of inches from your heavy air, non-Jens position. The Jens itself helps to neutralize the helm, so you need the gooseneck forward to help your pointing. Ultimately, you want to use the feel of the helm as your litmus test. If you have a great deal of weather helm, move the gooseneck back, regardless of the wind velocity. Conversely, if your pointing is poor, adjust the gooseneck forward until you reach the optimal combination of helm and pointing.

Boom Vang

The larger, fuller racing sail requires more vang tension than its predecessors. The vang is rigged with the tail of the halyard, and passes over the gooseneck and around the mast, then back down and aft to the cleat. This system is simple, effective, and easily adjusted, even during the last minutes of a starting sequence.

Because both the vang tension and gooseneck position are set for the entire race, it is important to position them for the conditions expected for the majority of the race. For example, if, at five minutes before the start, the wind is a five-knot sea-breeze expected to build to 18 knots within an hour, you should set your gooseneck at around 19-20 inches. This setting allows for fairly good pointing off the starting line in addition to a neutral helm once the wind kicks in.

G.U.S.T REPORT

Attendance zoomed to 8 boats this Wed. PM past. Gordon stole some work time and Tim stole some homework time. Winds were great early but dropped to almost zero by 5:30; five races were run. Ray Buchanan still put us to shame after Nick won the first race.

"RULES" governing this series are not to be found any known publications.

TO REVIEW. Duty of the rabbit is to run down to the leeward mark and become close hauled on port tack after rounding. Hounds, who should be bidding time ABOVE and to the right of the leeward mark 'fall in' behind the bunny on starboard tack. No hound tacks UNTIL the bunny tacks. At a heated session of the rules committee the scenario of pushing someone into the bunny was brought up. Also 'after the gun' was mentioned. The only gun you'll hear in this series may be that of goose hunters nearby. THERE AIN'T NO GUN! The bunny is an obstruction (that moves) so you must give room to clear. Only person allowed contact with the bunny is its mate, which may account for future hounds.

FINISHING; The windward mark is the finish 'line'. A proper finish is to 'bump' the mark on starboard tack with the port side of your boat. Two or more starboard tackers overlapped at the finish means the inside boat wins even though the outside boat (s) may have been further to windward. YOU MUST BE ON STARBOARD WHEN FINISHING.

LAST BOAT need not finish; it merely assumes its role as new rabbit.

Next Wednesday looks like attendance will be 'spotty' at best. Yours truly and the bunny will be touring the upper west. Call Nick, or Ray, or Charlie to make sure you're not the only one who shows up. If the lake hasn't iced over I'll be back Oct. 11th. How about a good SUNFISH turnout on the last club-racing day Oct. 15th?

Again, thanks for your support. Ramon



Letters

Hello All,

We left Fiji last Thursday (31 Aug) and had an interesting 4-day passage. We used almost all the sails in, every configuration, including the asymmetric spinnaker. The wind gradually moved counterclockwise through 540 degrees, and died completely at times, so we also motored for several nights. Winds never exceeded 25 knots, so it was never really tough work.

On our last morning out at sea, Steve turned over the boat to Barbara and told her there was island to starboard and nothing for forty miles to port. It was very dark and the only the starboard island showed on radar until a few lights showed to port. It became likely that it was a ship, but it didn't seem to be moving. Finally I noticed that it was very bright and getting brighter. It turned out to be a cruise ship. They were moving very slowly to get into port at dawn. We had also slowed to arrive at dawn, but they did get in before us. Port Vila is a modern city compared to the towns we visited in Fiji. In Fiji we were in Lautoka, the second biggest town, and skipped Suva due to the recent turmoil. Lautoka is large and has many services, but seems to be declining. Nadi, a more tourist oriented town 40Km south of it, seems to be growing. I have attached photos of Yadua, an island in the NW portion of Fiji. The beauty of the anchorages is outstanding, and the village has friendly folks. Some of the ladies wanted to have their photo taken; they adopted Barbara.

In Vila we can find most things we need. The market place is large and has lots of fresh fruits and vegetables. There are several supermarkets and lots of Duty Free shops and other souvenir shops. The place was crowded with cruise ship people for 2 days, but they have finally gone and we may be able to get to a computer at one of the Internet places.

Meat here is very cheap. They raise cattle for the export of beef to Japan, so not only is it cheaper to eat meat than fish, but it is very tender and good. We attended a dance and band performance at one of the local hotels and it was very good. Only men did the entertaining and they worked very hard. (Men do Most of the "custom" dances available to tourists. Many have their roots in the days of war between villages. The women traditionally did their singing and dancing while doing their daily chores, and these were (are) kept private, even from their men.) A photo of a dance is attached.

We are off for the outlying islands as soon as we get our visas for Australia from the High Commissioner. October we go to New Caledonia.

Fair winds to all,
Steve and Barbara



INSPIRATION

Ever wonder how long you can keep doing it? SAILING, that is! Recently, on a lazy August midweek afternoon, Cathy and I bummed a ride on a Flying Scot skippered by a lone individual whom we guessed to be a fit 65-ish. Subsequent conversation revealed that he lived only about a mile away from us and that he sailed often on our lake. Further conversation uncovered the startling fact that he would soon celebrate his ninetieth (90th) birthday. **DON'T GIVE UP!**

Hunterdon Sailing Club

Officers

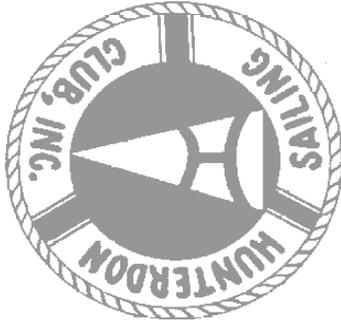
Commodore	Barry Seip	908-464-0534
Vice Commodore	Art Mohan	908-526-8506
Rear Commodore	Brian Mohan	908-725-5267
Assistant Rear Commodore	John Parsekian	908-766-6103
Secretary	Ann Parsekian	908-766-6103
Treasurer	George Cassa	908-832-5011
Jr. Past Commodore	Susan Mallows	908-638-5201

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

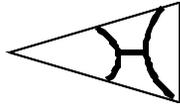
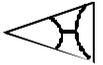


The FO'C'S'LE is the monthly newsletter by and for the members of the Hunterdon Sailing Club. Material is welcome from all members. Submit copy to the editor at IChrystal Drive, Lebanon, NJ 08833 or e-mail to: bo_connor@hotmail.com. Newsletter articles must be identified as such in the subject line with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

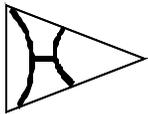


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The **FO'C'S'LE**

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