

The F 'C'S'LE

Hunterdon Sailing Club, Inc.

April 2000

NO. 342

U.S. ALBACORE ASSOCIATION NOTICE OF REGATTA 2000 MIDATLANTIC CHAMPIONSHIP MAY 20-21

SPONSORED BY ALBACORE FLEET 20
HUNTERDON SAILING CLUB,
CLINTON, NJ

ENTRIES:

Entrant must be a member in good standing of a national Albacore association. Membership can be obtained at registration. Registrants must show a current measurement certification. Registration fee is \$35 per boat. Add \$5 if not a US Sailing member or a Canadian Association member.

SCHEDULE OF EVENTS

Saturday, May 20:

9:30 -- 11:30 Registration

11:30 Skippers Meeting

12:00 First Race (of three to five planned)

17:30 Pizza Party

Sunday May 21:

10:00 First Race (of two to four planned)

No Race to begin after 14:30 hrs

15:00 Awards Presentations

Lunch will be provided

Racing will be on Spruce Run Reservoir, a New Jersey State Park. No park entrance fee will be required. Arrangements have been made with park officials to store boats overnight at the park near the launch sites. Launching will be via concrete ramps or off the beach. Picnic lunches will be provided on May 21. There will be an informal tune-up session on Friday afternoon (May 19).

HOUSING

Hotels/Motels: Drive Time to Spruce Run
Rate*

Days Inn, Rte 22, Bridgewater 25 min. \$65
(908) 526-9500

Best Western, Rte 22, Bridgewater 25 min. \$57**
(908) 722-4000

Ramada Inn, Rte 202 & 31, Flemington 25 min. 97**
(908) 782-7472

Hampton Inn, Clinton, NJ 10 min. \$109

(908) 713-4800 note: trying to negotiate a lower rate
Approximate not including tax

**AARP & AAA discounts available

CAMPING

Excellent lakeside camping facilities are available at Spruce Run (\$10/night). Reservations are required. Call Spruce Run State Park (908) 638-8572. They will fax the details.

RACING

Racing will be held on Spruce Run Reservoir, and will be conducted by the Hunterdon Sailing Club which has raced on Spruce Run for over 30 years. HSC has had an active Albacore Fleet (#20) for over 25 years. While HSC cannot guarantee optimum sailing conditions, the club will provide a highly qualified race committee which has conducted many major sailing regattas on the lake over the years. For the first time in several years, water levels were at the maximum as of early March. The winds in late May tend to be in the moderate range, 12 to 18 knots, with a low probability of the very light conditions which might be encountered in the late summer. Races will be approximately 45 min. long run back-to-back using modified Olympic Courses. These courses will emphasize tactics and deciphering the notorious Spruce Run wind shifts rather than pure boat speed. Note that alcoholic beverages are prohibited at NJ State Parks. Racing will be governed by the most recent version of THE RACING RULES OF SAILING of the US Sailing Association. Sailing Instructions will be available at registration.

Further info.?

Art Mohan (908) 526-8506 or Artmohan@cs.com

* **note:** See page 7 for directions to Spruce Run

COMMODORE'S CORNER

The Hunterdon Sailing club is now in its 36th year and clubs don't have that kind of longevity unless people enjoy the club and the activities. In 1999, we had help from many members. Each member is expected to serve on Race Committee at least one Sunday during the sailing season. My request and challenge to each member is to have you donate more time to the Hunterdon Sailing Club in Year 2000 than you did in previous years (unless you're in the 100 hour plus group). There are several members (not elected Officers) that have donated over 100 hours to HSC in 1999. People have helped out with Sail Training (Adults and Youth), Hot Dog Sundays, the Newsletter, the Handbook, Score Keeping to mention some of the ways to get involved. But you say, "I don't know that much about sailing so how can I help?". Here are some suggestions:

- Assistant to a Fleet Captain.
- Cook for ANY Hot Dog Sunday.
- Cook for the youth Learn to Sail final day - 6/28/2000 (we like to have hot dogs for the kids on their last day).
- Cook for the youth Learn to Race final day - 7/1/2000.
- Help plan the 4th of July Picnic . Jane Bodner will be looking for helpers.
- Assist on Race Committee (just call the people listed in the front of the Handbook).
- Assist with Adult Sail Training on Saturday June 10th or Saturday June 17th.
- Assist the youth Learn to Sail program 6/26, 6/27 6/28 (one or more days).
- Help launch the Race Committee boat at the end of April.

A new member can call the folks that are assigned to run the races on a given Sunday and offer to help (look in the inside front cover of the Year 2000 handbook in May). You can help put the race buoys in the water. Write down the race results, or put the race flags up and down at the start of each race -- all under the guidance of the Race Committee chairman. While the races are underway, it's a great place to chat with other members and learn about racing. Bring your lunch!!

Hot Dog Sundays occur on the THIRD Sunday of the month.

H stands for Hot Dog

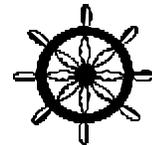
S stands for Sunday

C is for Celebration

Thus the Hot Dog Sunday Celebration occurs on the THIRD Sunday of EACH month during the sailing season because there are THREE letters in HSC. The cook needs to buy Hot Dogs, Sodas and Water Bottles for about 20 people. There is a small grill and propane tanks in the shed at the lake. The cook prepares the Hot Dog for NOON so that the sailors can hit the water by 1PM for Sunday races. Then you mail you receipts to George Cassa and he will reimburse you for the expenses. It's that easy. My challenge to each member is to find a way to donate at least 10 hours of your time to the Club. Your reward is meeting other members and having FUN.

Barry Seip,

Commodore - HSC



New Member Picks Up A BIG Job

One of our NEW members that joined the Club in 1999 - Barbara O'Connor – has agreed to take on the responsibility as the Newsletter Editor for the Hunterdon Sailing Club. Barbara has filled-in for the Rosswaags for the past two months and "grabbed the helm" and is now "running a tight ship". I would like to thank Cathy and Ramon Rosswaag for their hard work and many months of interesting newsletters. We all continue to expect future articles from Ramon on the technical and maintenance side of yachting We should also thank Ramon and Cathy for finding a talented replacement to serve as Newsletter Editor.

Please send your articles to Barbara O'Connor at b.oconnor@usa.net.

Barry Seip,

Commodore - HSC

Update on the proposed MODIFIED OPERATING PLAN

Many HSC members are aware that Friends of Spruce Run (FOSR), a grassroots organization formed in 1999, has been working toward a goal of modifying the Standard Operating Plan (SOP) followed by NJ Water Supply Authority in making releases from Spruce Run. This SOP, which has been in effect since 1981, has resulted in the dramatic mid-summer draw downs in water level that have made Spruce Run unusable for swimming and almost unusable for any kind of boating during the height of the recreation season. Since 1981, when NJWSA was created, it has been illegal to release water from Round Valley until Spruce Run has been completely drawn down. The Modified Operating Plan (MOP), developed by FOSR and presented to NJWSA and NJDEP in 1998, provides for balanced releases utilizing Spruce Run and Round Valley simultaneously. Round Valley water does cost more, since all water in Round Valley is pumped into it from the South Branch of the Raritan, and this extra cost was the basis for the 1981 legislation. FOSR has calculated that the pumping cost for the MOP, during an average year, would be about \$40,000. Yet, Spruce Run Recreation Area loses \$10,000 in entrance fees each week the park is closed before the end of the season - talk about not being able to see the forest for the trees! (The Department of Parks, Forestry and Wildlife supports the MOP and has agreed to dedicate Round Valley and Spruce Run entrance fees to fund the pumping costs associated with the MOP.) In addition to the question of added cost, NJWSA also questioned if the MOP might negatively affect safe yield and water quality. Again, FOSR rose to the challenge and produced studies and expert opinion to show that neither safe yield nor water quality would be harmed. As early as August of last year, Deputy Commissioner Mark Smith stated that "with relatively few modifications the MOP would not negatively affect safe yield." But the issue of water quality was referred deep into the remote recesses of the NJDEP where it languished, despite repeated prodding by FOSR. Finally, on February 18, after months of delay, a report on water quality was issued, with a conditional approval of the MOP. Karen Schaffer, Re-

search Scientist at NJDEP, wrote "Pumping should be conducted to minimize potential water quality impacts to the reservoir and river. Annual monitoring. . . should be conducted to provide early warning of changes in water quality." Interestingly, she included the following recommendation: "Specific management measures to protect water quality at the Hamden Intake [at Round Valley] and recreational uses of Spruce Run and Round Valley reservoirs will be included in the Raritan Watershed Management Plan." Ms. Schaffer concluded her report with this statement: "I am looking forward to working with [Mark Smith] to optimize water supply and recreational uses while maintaining water quality in Spruce Run and Round Valley Reservoirs." Not only was the report favorable regarding the water quality issue, but the writer seems to be a supporter of the multi-use principal (water supply and recreation) which was established when the reservoirs were originally proposed, in 1958! Then, just over two weeks later, on March 7, 2000, DEP Commissioner Robert Shinn approved moving forward with the MOP! State Senator William Schluter is currently working with NJDEP and FOSR on drafting the necessary legislation to make simultaneous releases from Spruce Run and Round Valley legal. It's impossible to predict how long the legislative process will take, but the goal is now in sight.

-A. Parsekian



Boats for Sale

Jet 14

"72" Dubdam, #1045, red with white deck new: mast, forestay, shrouds, 6 Harken wire blocks, folding anchor & windex. Includes: trailer, cover, compass, 2 mains & jib. Good condition \$1150.00 Bill 908-832-6859

Albacore #7127. Skeene hull, recently refurbished and re rigged including a Proctor "D" mast, 12:1 jib halyard; 16:1 vang; 4:1 outhaul; 4:1 cunningham; refurbished centerboard and rudder. All Harken and Ronstan fittings and hardware. This boat has finished in the top five of US Nationals within the last five years and is ready to race. \$1,500.00. Contact Gene Spillane (908)918-0842 or spillane@concentric.net

The HSC Albacore Captain announces the establishment of the HUNTERDON ALBACORE FLEET SERVICE AWARD.

Hunterdon Albacore Fleet Service Award has been established to recognize the individual who through their efforts has provided outstanding support in promoting the growth and health and popularity of the Hunterdon Albacore Fleet for that season. Eligible recipients include either Albacore Captains or Crews. The individual must be a member in good standing of the Hunterdon Sailing Club. The Fleet Captain is not eligible to receive this award while serving their term.

The award, a \$100 gift certificate from either HAPCO, West Marine or Boat US, according to the recipients preference as well as a presentation plaque which will be presented each year at the HSC annual award Banquet.

The recipient will be determined by informal majority vote from all Albacore captains in good standing with both the Hunterdon Sailing Club and The United States Albacore Association. The Albacore Fleet Captain at the conclusion of the season will take votes.

Elapsed Time

At the last general meeting a presentation was made relating to the use of the new score sheet. There were a few questions during and after the presentation concerning "elapsed time on the race course" for the handicap fleet. The best way to calculate elapsed time is to have a separate stop watch which is started at the handicap fleet's starting signal. Let the watch run and record the time of each handicap fleet member as they cross the finish line. Then record this time in decimal minutes on the score sheet (see 2000 handbook for conversion table of decimal minutes). If a separate stop watch is not used and the stop watch used to start all fleets is used to record the finishing times of the handicap fleet, then the finishing times of the handicap fleet members should be adjusted. Assuming the a normal starting sequence is used to all fleets, and the Force 5, Albacore, Jet 14, and Daysailer fleets in the example handed out at the general meeting all had individual starts, that would mean the stopwatch used to record the starting sequence would display 18 minutes when the handicap fleet starts. Therefore, the time displayed on the watch when the Laser II used in the example crossed the finished line in the first race would be 60.57 decimal minutes, or 60 minutes 34 seconds. However, that is not the Laser II's elapsed time on the racecourse. The Laser II's elapsed time on the racecourse would be the time displayed on the stop watch minus the starting sequence time, or 60 minutes 34 seconds minus 18 minutes. Therefore, the Laser II's elapsed time on the race course is 42 minutes 34 seconds, or 42.57 decimal minutes as given in the example. If there are any questions about the new score sheet, please contact the Score Keeper.

DSV



ALBACORE FLEET REPORT

Spring is popping up all over! The flowers are blooming buds are coming out on the trees and the HSC Albacore fleet is busy getting their boats in top-notch condition for the season.

The HSC Albacore Captain announces the establishment of the Hunterdon Albacore Fleet Service Award. See headline elsewhere in this issue of the Fo'c's'le.

HSC will once again host the Albacore mid - Atlantic Competition on May 21st and 22nd. We're looking forward to having at least 20 boats on the starting line this year. Albacore sailors from all over the Northeastern US and Canada will be converging on our pond for two exciting days of good solid sailboat racing. See the notice of regatta elsewhere in the publication.

Don't forget- we're on the Web! The HSC Albacore fleet is now on the Official Albacore Class Web Site. Our web presence should help not only help boost awareness of the Albacore class in New Jersey, but also provide more exposure of the HSC to interested sailors. A win-win for both the club and the class! The Albacore Site links directly to the HSC site at the click of your mouse button. The link can be found in the "Links" section of the USAA site. Hey and while you're at it sign up for the Albacore "scuttle butt" news group too.

Inexpensive boats and gear are available! The Fleet has been working hard to locate reasonably priced new and used Albacores and parts! Keep an eye on the "FOR SALE" section of the Fo'c's'le. Albacore specific parts including sails as well as blocks can now be obtained via HAPCO at very reasonable prices.

See you on the water!

Gene

JET FLEET REPORT

Two Jet regatta's are scheduled in Spruce Run Reservoir for the coming season.

The Gravy Bowl is scheduled for July 22nd.

The Wren Regatta is scheduled for Aug 12 & 13.

Handbook 2000; an explanation for a change.

The HSC scoring for regatta's had been the "low point system" for decades; $\frac{3}{4}$ point for first place, 2 points for second place and one additional point for every additional place. So the 15th place finisher got 15 points etc. It was an easy to remember, good system, where the winner got $\frac{1}{4}$ point bonus. This is a very helpful system for breaking ties.

In the Handbook, during all these years, some regatta's used the "low point system". In the Bluenose description, the system was spelled out, $\frac{3}{4}$ for first etc.

It all meant the same, until the International Sailing Federation in 1997 changed the "low point system" in the Racing Rules. First place from now on got 1 point instead of $\frac{3}{4}$ point.

Without changing the Handbook, and perhaps without even being aware of it, HSC now had two systems. A regatta that had specified "low point system" had changed with the Racing Rules. A regatta that had spelled it out stayed with the old system.

Your ever-active Handbook Editor wants to do something about this, it is not really inconsistent, but it is confusing, and not an improvement. So the Executive Committee decided that HSC should use one system for all HSC regatta's. The choice fell on the old system, $\frac{3}{4}$ point for first. This will be noted in one spot in the Handbook, under scoring, in the Sailing Instructions.

Vim Einthoven

Member Notes



New Members and Seasoned Salts

What was that groundhog thinking! The recent warm weather signals the approach of the date we are all waiting for - the first day of sailing. This is scheduled for May 7 and the season will run for 24 weeks until October 15. Let's not miss any opportunity to take advantage of the warm weather, good breezes and full reservoir to make this the most exciting sailing season ever.

If you are a new member with no boat to sail, the club has both Sunfish and a Force 5 available for use at no charge. Come early to make sure you get a boat!

The Force 5 class has already scheduled dates for really serious competition. The Force 5 is a powerful single-handed racing dinghy that provides nimble handling and extreme speed. The class is one of the most competitive at HSC and is filled with people who willingly share their knowledge on how best to drive this (or any other) craft. I suggest taking advantage of their skill through competition and conversation to enhance your own.

Many of the skippers in the Force 5 class also sail other boats (hence their desire to set aside certain Sundays to ensure a good turnout for the class). It is not unusual to find a skipper skilled at sailing on their own as well as with a crew. In fact crewing with one of the talented people who sails single or double-handed is an ideal way to learn racing technique. You gain the benefit of their knowledge while also gaining experience in racing. Please contact the newsletter editor (b.oconnor@usa.net) to add your name to the crew list. Also, at any HSC event mention you would like to crew and in no time someone will be taking you up on your offer.

If you have any questions, please call me at 908-638-5201.

Susan Mallows

New (and Old) Member Liaison

Letters to the Liaison

Dear Susan,

I want to enroll my child in the Junior sailing program, are there still opening's available? Do we have to be members?

Signed NJ Mom

Dear NJ Mom,

Yes! There are still opening in both the Learn to Sail and Learn to Race classes. These will be held on June 26, 27 and 28th and 29, 30 and July 1 respectively. The family of the child is required to join HSC, however, this involves a nominal fee of \$65.00, which includes free adult sailing lessons, and use of the club boats all summer. The fee for the junior sailing programs is \$35.00 each. Please contact Patty Seip at 908-464-0545 for details.

Susan

Dear Susan,

What does single and double-handed mean? Does a single-handed sailor sail with one hand? Is the other hand tied behind their back?

Signed Confused

Dear Confused,

Like any other sport, sailing has technical terms important to learn in order to understand the people you are sailing with. A 'hand' refers to the number of people acting as crew on board the boat. A single-handed boat therefore has one 'hand' a.k.a the skipper, while a double-handed boat has two 'hands' the skipper, who is also the captain, and the crew, who actually does all the work. Other important terms to know are 'Coming about' said by the skipper and which means 'Watch out I'm about to do something like tack' and 'Ware the boom' which means 'Watch out, the bottom of the sail is about to swing over your head so duck'. A final term is '@#\$&*' said by the crew and which means 'You should have told me the boom was coming over sooner!'.

Don't worry, you'll get used to it.

Susan

Letters

The Maryland Jet 14 fleet in Annapolis hosted the Sailing Journalist Challenge on November 13, 1999.

The event was lots of fun! And gave lots of publicity for the Jet 14 Class Association. The unique first place trophy, a refurbished Jet, now bright yellow, was on display in downtown Annapolis days before the event

The racing started with 6 to 8 knots of breeze, with just enough shifts to make things interesting. Chris Pastore, a Sailing World writer who drove into town from Newport RI, looked particularly hot with sharp roll tacks and smooth boat handling, but was "on the course side" a few times. Melinda Berge won two of the races. Her crew was her husband. On the first windward leg of at least one race, Dr. Stuart Walker followed one of the most memorable precepts stated in his many books: "cross 'em when you can." Dr. Walker is a former champion in the international 14 fleet, and adapted quickly to the Jet 14. Angus Phillips, long-time boating and fishing columnist for the Washington Post, sailed the most consistently of all the journalists. Angus had an amazing string of five-second place finishes and a seventh. Crew Belle Carty is an All American collegiate. Many spectators closely watched every movement of the competitors, hoping to see a demonstration of Walker magic. They were not disappointed. Rather than single flashes of "gee whiz" brilliance, such as hitting "miracle shifts" others didn't see, the wisdom was manifested in more subtle ways. Examples included invariably starting at the favored end of the line, staying in phase with the shifts, working for clean air, and smoothly covering when ahead. Three wins and no finish worse than a 4th gave Stuart and crew Todd Lochner (Annapolis Jet Fleet Captain) the victory. Stuart Walker was awarded Jet 823 later that day, at the awards ceremony.

For more information, such as pictures, see the jet web site at: <http://www.paw.com/sail/jet14>

Nicky, Assistant Fleet Captain

DIRECTIONS TO SPRUCE RUN (Clinton, NJ)

From South (approx. 4 hrs. from DC): Take I-95 north thru Philadelphia and continue on I-95 into NJ crossing the Delaware River north of Trenton. After crossing the bridge in NJ, continue on I-95 to exit for NJ Rt. #31 North and continue on 31 to Clinton - intersection of Rtes 31 and I-78. Follow directions below

From East: Take I-78 West from the NJ Turnpike (or GS Parkway) continue on I-78 and exit at Clinton onto NJ Rt. #31 North. Follow directions below.

From West: Take I-78 East from eastern PA, cross into NJ and continue to Clinton, exiting at NJ RT. #31 North. Follow directions below.

FROM INTERSECTION OF NJ RT.#31 AND I-78: Spruce Run is approximately 3 miles north of this intersection on your left. At the 3rd traffic light above the 31-78 intersection make left onto Van Syckles Rd. (brown signs will indicate Spruce Run Recreations Area). Follow this road to the park entrance on your left. Go thru the entrance and follow the signs to the boat launch area. HSC is located on the far right of the boat storage area.

Hunterdon Sailing Club

Officers

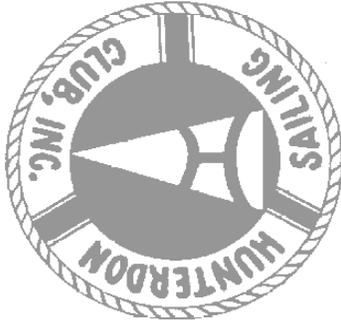
Commodore	Barry Seip
Vice Commodore	Art Mohan
Rear Commodore	Brian Mohan
Secretary	Ann Parsekian
Treasurer	George Cassa
Jr. Past Commodore	Susan Mallows

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

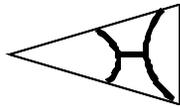
Fleet Captains

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

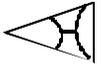


THE FO'C'S'LE IS THE MONTHLY NEWSLETTER BY AND FOR THE MEMBERS OF THE HUNTERDON SAILING CLUB. MATERIAL IS WELCOME FROM ALL MEMBERS. SUBMIT COPY TO THE EDITOR AT 1 CHRYSYTA DRIVE, LEBANON, NJ 08833 OR EMAIL TO : b.coconnor@usa.net PRESS DEADLINE IS THE 20TH DAY OF THE MONTH.

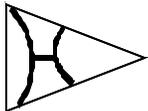
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