

New Castle Sailing Club

NEWSLETTER

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Editor: Ernest Russell

Commodore's Corner

The 2020 season has officially begun with our kickoff sailing classes and a great lunch following on Saturday February 8th! Thanks to all who attended. It was a great time meeting new members and catching up with old members after the Holiday break. And what a great and big crew of new members! Keep your eye on these guys as we bring them on board and help them out over the next season, perhaps considering being a mentor to help teach them not only how to sail but also teaching them how to help out with getting the boats ready for the season, launching the boats, keeping the boats and facilities maintained during the season, etc. Remember, it is your enthusiasm and sweat equity which makes this Club so much fun and helps retain new and past members in the Club!



Some of you may have noted a few changes around the Clubhouse property, specifically how the ratty looking trees and scrub growing along the shared property line of our next-door neighbor have been cleaned up considerably. **MANY THANKS** to our Property Director, Scott Andrews, and his team (and specifically Ed Ryan) who provided most of the sweat equity to getting this area looking ship shape. Look for more exciting things to come with the property. We are investigating installing a fence to replace the high maintenance, low security hedge along 7th Street. I know, there have been rumors of this for years, but we are getting closer to reality. Stay tuned for further developments.

Steve Constable
Commodore
New Castle Sailing Club

St. Patrick's Day Lunch

Saturday March 14

Lunch will be served around noon, following instruction and work assignments, at a cost of \$5 per person.

Please RSVP and let me know if you can bring your favorite Irish food to share. Some ideas: Irish stew, corned beef and cabbage, soda bread, scones, salads, fruit, and dessert. Hope to see you there!

Barbara Woods

Vice Commodore

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From the Fleet

Work sessions are gaining speed. Although the temperature is a bit too cold for applying coats of pretty much anything right now, we are in full sanding, inventory-ing, measuring and planning mode. Please check the [website](#) for the latest team rosters. It will be updated weekly. If you are a new member, welcome and many thanks for your involvement on the work teams! Our club runs on sweat-equity, and your time and help are invaluable. It is just a bonus that the work sessions are a fun way to learn from the best skippers and crew in the club (all of whom will regale you with their tall tales of the river in addition to their outstanding knowledge of things that are nautical). Please get in touch with any questions or to become a member of a certain team.



Just a quick note about safety in the barn - because it is so cold, we are not able to open all of the doors and windows yet, so quarters are quite close. When using the Club's portable kerosene or your own propane heaters in the barn ALWAYS have a door propped open to allow enough fresh air inside to avoid the dangers of succumbing to carbon monoxide poisoning. Be sure to wear layered clothing for your own comfort, and pay extra attention to what others are doing around you so that collisions are kept at a minimum. Consider wearing a mask while you are working in the barn or the centerboard room (available in the storage drawer located in the barn), and take a break regularly to go outside and breathe some fresh air. Above all, have fun!

Meg Farrugia
Fleet Captain

Membership



A great start this year with adding new members. We have added eleven members this year, who learned about our Club via our Open House events, our new Newark Community Day event, and internet searches, but mostly through the help of our membership reaching out to friends, neighbors, and colleagues, as well as by posting the flyers. Thank you for helping to build our membership.

Please welcome our newest members:

- **Sybil Shi** of Bear. Sybil is new to sailing, and joins Markus on Green
- **John Rivera** of Newark. John has limited sailing experience and will also join Markus on Green
- **Eric Remington** of Newark. Eric is a beginner sailor, and joins Chuck Shorten on Gold Rush
- **Kimberly Richardson** of Wilmington. Kimberly is also a beginner sailor, and joins Mary Davis on the Sails Team
- **Daulton Wallace** of Wilmington. He was a member of the UD Sailing Club, and joins Jim Tait on Red
- **Nina and Stephen Buchanan** of Wilmington. They have some sailing experience, and are ASA 101, 103 and 104 certified
- **Gary Lavery** of North East Maryland. Gary has sailing experience on an Albacore and with crewing on a Catalina, and joins Red Stripe
- **Patrick Bocchicchio** of Mt Ephraim, NJ. He has sailing experience where he owned a 23 ft Precision a couple of years ago, and joins the Scots team
- **David and Alexis Shaw** and their four children John, Luca, Madeline, and Dominic of Landenberg. They will support the Scots team.

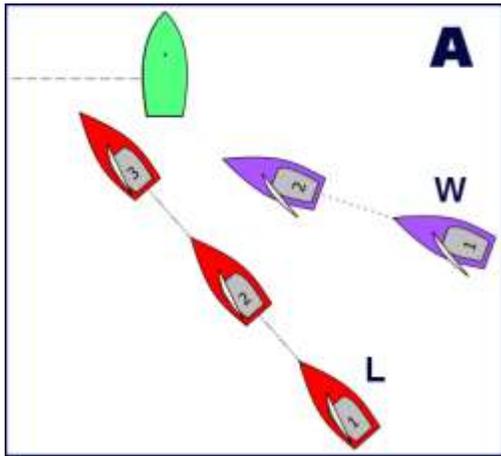
Thank you to the new members for providing support to our Fleet teams!

John Harder
Membership Director

Racing

The cold of February is a good time to think over a situation that comes up regularly in our New Castle Sailing Club races: **Barging at the Start**. This information is from [Art Engel's RacingRules.org](http://ArtEngel'sRacingRules.org) website and is reprinted with the permission of Mr. Engel.

A common breach of the Racing Rules of Sailing (RRS) occurs when boats "barge" at the start. There is no specific "anti-barging" rule and the relevant rules that prohibit "barging" are a bit confusing. Rules that generally entitle boats to "room" or "mark-room" at obstructions (RRS 19) and marks (RRS 18) don't apply when a boat is approaching the starting line. In Diagram A, at position 1, there is less than 20 seconds to go to the starting signal. The purple boat (W) is a windward keep-clear boat aiming to go between the green race committee (RC) boat and the red boat (L), a leeward right-of-way boat. Because the boats are "approaching to start" RRS 18 does not apply between them. L is on a straight-line course to start just after the starting signal. L is going to have to turn down to avoid a collision with W. When L turns down then W breaks RRS 11, *On the Same Tack, Overlapped*, because L had to take "avoiding action" and therefore W did not "keep clear" of

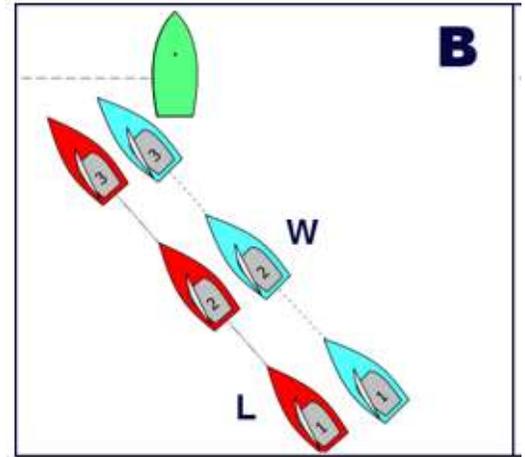


her. This is the classic "barging" situation – W is taking or attempting to take room that she is not entitled to and is "barging" between L and the RC boat; W therefore breaks RRS 11 by failing to keep clear of

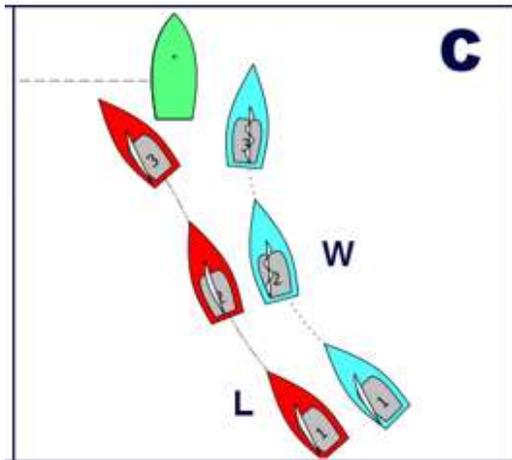
her. This is the classic "barging" situation – W is taking or attempting to take room that she is not entitled to and is "barging" between L and the RC boat; W therefore breaks RRS 11 by failing to keep clear of L.

Sometimes the RC boat end of the starting line is favored, either because it is farther upwind or because it is important to be able to tack onto port right after the start. In that case, your best strategy for a good start is to sail a close-hauled course to a point just below the stern of the RC boat, as the red boat is doing in Diagram A. Boats to windward of you won't be entitled to room and are "barging" but to get a good start you should hail them early or they will ruin your start if you have to turn down to avoid a collision at the last minute.

A slightly different but somewhat similar situation arises when two close-hauled boats are approaching to start just below the RC boat. In Diagram **B**, the red boat (L) and blue boat (W) are each on a close-hauled course to start. W does not need room to sail below the RC boat if she sails a straight-line course. However, L doesn't want W on her windward side when the boats start. As the boats are approaching the starting line to start, RRS 18 doesn't apply between them and so W is not entitled to "mark-room" to pass below the RC boat.



But, if L luffs W then L must comply with RRS 16.1 and give W the "room" W needs to keep clear of L and avoid hitting the RC boat. So, if L wants to come up and force W to tack away or go head to wind then L must do so early and give W "room" (time and space) to tack away and avoid the RC boat in a seamanlike manner as shown in Diagram C.



An early hail by L of what she intends to do helps her to establish that W had plenty of room and space to avoid the RC boat when L comes up.

Note that while RRS 18 does not apply when boats are "approaching to start" it can apply at other times during the starting sequence. For example, if two boats are aiming to sail below the RC boat with 2-3 minutes to go so they can sail farther down the starting line before

starting then they are not "approaching to start." In that situation, a windward boat would be entitled to "room" from a leeward boat to sail below the RC boat as RRS 18 can apply.

The first race of our 2020 racing season is scheduled for Saturday morning, May 2nd. As you plan your spring and early summer activities, make sure to leave some time on Saturday mornings for sail racing. The weekly Club races are a wonderful benefit of your NCSC membership but you must come out to take advantage of this sailing opportunity.

Tom Gorman
Racing Director

Safety & Instruction Corner

NCSC encourages new members to jump in and do their part with fleet maintenance. We also want you to do so safely. All members taking part in work sessions are encouraged to do the following.

Pause—take a moment to observe your surroundings and potential hazards. For Example:

- Tripping hazards, like electrical cords, lines, tools, loose debris
- Power tools, like sanders, grinders, saws
- Overhead equipment (like boats hanging from a barn crane)
- Dust, solvents, strong adhesives

Think—about the work and whether it could do harm to you or others.

- Boy Scouts learn a concept called the ‘blood circle’. Fairly self-explanatory, right? Make sure no one is in, or strolls into, the blood circle of any cutting or sanding tools, both before and during the work.
- Conversely, make sure you do not ‘sneak up’ on someone working with cutting tools or invade their ‘blood circle.’
- If you are wearing a dust mask, should the person working next to you have one? If you are standing next to someone working in a dust mask, where is yours? Same goes for hearing protection.
- For most hazards, there’s safety in distance.

Consider—how you leave your work space and whether someone could get hurt.

- Tidy up!

Clay Greer
Safety & Instruction Director

