

New Castle Sailing Club

N E W S L E T T E R

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Editor: Kathy Leef

Commodore's Corner

The boats are launched, and another sailing season has begun! Congratulations to the Fleet Captain, Boat Captains, crews, and other helpers on a successful launch day. I was in charge of loading boats at the barn, and for a time, noticed that there was an unusual lag in trailers arriving. It turns out that the two batteries in the Committee Boat had to be replaced – right in the middle of launch. Even with this unanticipated problem, all of the Thistles minus one were launched by 1 pm. Earlier in the week, Phil Iannelli and crew had already made ready the Hunter and Scots.

Now that we are sailing in earnest, please apply all of the safety learnings that have been advocated. That is, use good judgment about going out in the first place, be careful near jetties and shipping lanes, and avoid hazards in general. Also, be mindful of conditions leading to and techniques to avoid hypothermia (see article, below). At the end of the year, I tally which boats were sailed and how they were used. The accurate signing-out of a boat is mandatory for reasons of safety, but I encourage everyone to record when they instruct, race, etc., so that we can obtain an accurate usage picture following the season.

If you damage any equipment, you are responsible for either repairing it or finding people who are qualified to make repairs. Fixing a component on a sailboat might be more complex than your current abilities provide, so please note the condition (and limitation of use) on the white board in the Sailhouse, and contact the Boat Captain for further assistance.

Stable membership depends on keyed members, and getting keyed is a function of tiller time. I encourage all new members to show up on Saturdays and Sundays at the Sailhouse (between 1:00 and 1:30 pm) for sailing instruction, to attend Wednesday evening fun sails, and to make individual appointments with keyed members. In addition to the sailing, we have a number of other events coming up.

On May 21st, we are having another Open House to recruit new members – there will not be any instruction on this day. A Holiday Cruise will take place on May 30th and will be a fun event. The Separation Day Regatta will be held on June 11th and this fun race provides an opportunity for anyone to race. I hope to see you on the water and at some of these events.

Len Saari, Commodore



Ray Cichocki, Dave Deptula, Dave Koppeser, and Patti Parziale





SAIL REPAIR INFORMATION

The "Sail Repair Kit" in the white box will again be placed on the pegboard in the sail house for minor repair of sails. If a small rip or worn area is noted, please place an appropriate sized patch on **both** sides of the damaged area. Patches for main sails and jib sails are cut into small, medium and large patches and will be in the sail kit in a ziplock bag marked "**MAIN AND JIB REPAIR**".

If there is damage to a spinnaker, this requires patching with the lighter patch material and will be marked "**SPINNAKER REPAIR.**" Some pre-cut spinnaker repair patches will also be available. A small amount of clear tape will be there for very small window rips (put on **both** sides). Spare tell-tales for mains and jibs will be available including the patches required to replace them. Please note how the other ones are placed when putting on new ones.

If a larger area is damaged or a window is ripped, please note this on the board. Take the sail to the sail loft and replace that sail temporarily with one of the marked "replacement main" or "replacement jib" for the correct boat (Thistle, Scot or Hunter) and notify someone on the sail committee of the need for repair! Phone numbers and emails will be listed in the sail loft and the sail repair kit.

NO DUCT TAPE EVER!!!!!!!!!!!!!! Makes windows impossible to repair and leaves a stubborn residue!

If there is a problem with one of the sheets (knots, fraying, etc.) do not cut the damaged part off- this will probably make the sheet too short. Take it to the loft to be replaced with the proper size.

General rule: Fix what you find damaged, but if you are not comfortable with how to do it properly, don't do it! Note it on the board and notify a member of the sail committee.

If you have any suggestions for the sail kit or for future notices in newsletters (if I missed something) please let me know!

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Lorna Lee, Sail Committee Coordinator- 302-475-1198,
lornalee543@gmail.com



Upcoming events

Memorial Day- Monday, May 30

Skip the traffic on the highway and come out on our tranquil river. Our cruise director, Ted Richmond, will lead us for our traditional Memorial Day Cruise. Please be at the sail house by 10:00 am for a launch time of 10:30 am. We will be back at the moorings by 2:00 pm. Bring your own picnic lunch. Dessert will be provided. We will be heading up river and have a picnic in New Jersey or will picnic in a "heave to" position (check out Wikipedia for the definition!). We will take out both the Thistles and Scots. More details to follow!

Separation Day- Saturday, June 11

The NCSC will participate with the City of New Castle in the Separation Day festivities in Battery Park. The club will have a booth in Battery Park. The Separation Day Regatta (a competitive, fun race) will be held. Visitors will be able to take a sailboat ride. Volunteers are needed. Contact Len Saari or Louise Eliason, if you would like to help out in the festivities.

Summer Solstice Fun Sail- Wednesday, June 22

Our cruise director, Lelan Hurst, will skipper the Hunter for the longest sail of the summer. Sunset is at 8:31 p.m. First come, first serve for the "party" boat, but others can join in on the Scots and Thistles. A special summer beverage will be provided to all boats, but bring your own snacks. This is scheduled for a regular Wednesday fun sail. It will be one that you won't want to miss!

Mary Davis, Vice Commodore





Surviving A Spring Dunk in the Delaware

Sunshine and warmer weather will soon lure us onto the water, but the water temperatures of the Delaware River will remain below 65 for several months. The most dangerous aspect of capsizing or falling overboard is hypothermia. Our bodies lose heat in the water over 25 times faster than in the air. Similar to the wind-chill factor, the effects of fast current increases heat loss. Just a few minutes in the water off of New Castle can put us at risk for hypothermia. It is extremely important that all our members know how to defend against hypothermia.

Although the cause of death in boating accidents is often listed as drowning, hypothermia is actually the major cause. The effects of loss of body heat progresses through stages of shivering, slurred speech, increased heart rate, loss of muscle control, loss of consciousness, and in severe conditions, loss of life. Even just a few minutes in cold water can cause exhaustion and impaired reasoning. It is reported that boaters at risk often resist help at first.

However, there is good news. By following a few simple survival rules you can conserve your heat and minimize the risk of hypothermia. Your dunking in the Delaware should at worst be an embarrassing adventure. Most of us have capsized or swamped at some time. Expect it will happen to you and be prepared.

Wear your PFD. A lifejacket allows you to float while expending minimum energy and it insulates the core of your body reducing heat loss. Trapping a layer of water inside your clothing to be warmed by your body can also provide insulation. Button, zip, and tighten collars, cuffs, shoes, and hoods. Cover your head, if possible.

Get out of the water. The club boats are fairly easy to right and bail, but if you cannot return to sailing, get as much of your body out of the water as possible. Climb onto your capsized boat or pull yourself out of the water onto a floating object. Do not swim away from the boat. Exhaustion will occur sooner than you think. Move as little as possible. Conserve body heat by remaining as still as possible. Unnecessary treading water or swimming moves the warmed water tramped near your body and allows new cold water to take its place. The movement of your arms and legs also pumps warm blood to your



Driftwood debris returns after our Annual Beach Cleanup.



Nothing like a great bonfire. Got S'mores?

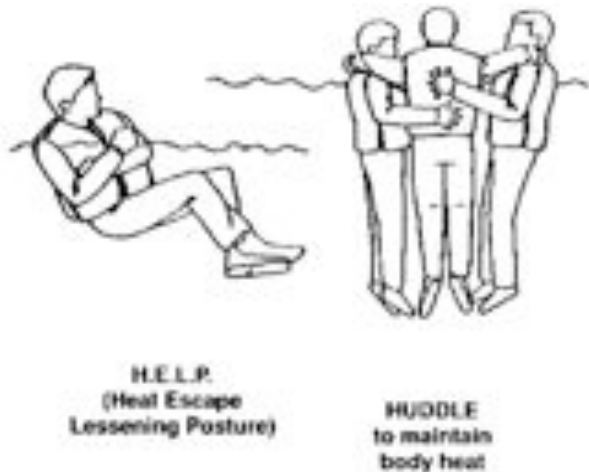


Central Atlantic District Championships

Preparations are underway for this two day event, Saturday, June 25 and Sunday, June 26. Guest sailors from Annapolis, Richmond, Baltimore, and Philadelphia are expected. On Saturday night a feast of crabcakes, shish kabobs, and all the fixings will be enjoyed by one and all. Watch out for more details or ask Kevin Foley, Scott Buehler, or Kathy Leaf.

extremities, where it cools more quickly increasing the rate your body temperature drops.

Use a heat conserving position. (Huddle or H.E.L.P.) . Huddling or hugging together facing each other helps maintain body heat and extends survival time as much as 50%. If you are alone, get into the H.E.L.P. position (Heat Escape Lessening Position). It allows you to float effortlessly and helps protect major heat-loss areas, such as your armpits, chest and groin.



Treatment depends on the condition of the victim. Mild hypothermia victims, with severe shivering, may only require removal of wet clothes and being warmed with dry clothes or a blanket. It is advisable to keep a spare top onboard in a waterproof bag and extra clothes on shore. Hypothermia should not be treated with alcohol or caffeine.

When severe hypothermia occurs, the shivering may stop and the victim will become irrational or semi-conscious. Immediate steps must be taken to gradually re-warm the core body and call for medical assistance. Do not attempt to raise the body temperature too quickly. Get the victim into a warm environment. Remove the wet clothing with minimum movement to the victim's body. Lay the victim face up, with the head slightly lowered allowing more blood to flow to the brain.

Check breathing and heartbeat and start CPR if necessary. Keep the victim covered and apply warm wet towels to the head, neck, chest, groin, and abdomen. Do not massage or warm arms or legs. "After-drop" occurs when the cold blood from the extremities is forced back into the body causing further lowering of the core

temperature. After-drop can cause cardiac arrest. If nothing else is available, a rescuer may use his or her own body heat to warm a hypothermia victim.

A good understanding of what to do when you take an unexpected swim will help protect you from hypothermia. Have fun and stay safe.

Dave Koppeser, Safety and Instruction Director



Last day of open fire season in Delaware, last minute permission

Racing News

We have had two great weeks of preparation for the real beginning of our racing season! The Boat Captains Race on May 7th was perfect. The weather and winds were very favorable for racing. New club members participated and enjoyed the exposure to racing. I hope everyone enjoyed the Boat Captains Race. On the Committee Boat we sure did.

This past Saturday, our defending club champion, Earl McMaster, held a race training class and was able to get three boats filled. Given the weather conditions I think that is a terrific showing. I confess that I was not there because I was racing Thistles in Annapolis with eight club members.

We represented NCSC quite well, finishing 3rd, 4th, and 6th out of a fleet of eight Thistles. Other class boats- Lightnings, Vanguards, Snipes, and Day Sailors- shared the race course and starting line with different starts for each class. Skipper Chris Annand placed third in the Thistle class at Severn Sailing Association's Spring Series in Annapolis. Severn Sailing Association may not allow us back if we keep doing that well!!



Scott Buehler and crew placed third in the Boat Captains Race



Jeff Arriza accepts second place for skipper Mike Berninger and forward Nancy Pepper. Pictured below is Jim Tait with first place.



Skipper Chris Annand with forward Pam Russell and middle Bob Hammond placed third

Two other club skippers- Scott Buehler with forward crew Kathy Leef and middle crew Mike Troianis and Dave Deptula with forward crew Danielle Bower and middle crew Kevin Foley- made the road trip to Annapolis. The weather turned out to be wonderful, despite forecasts of storms. Seven races were completed in the two days.

