



Telltale

Saratoga Lake Sailing Club

web page: www.sailsaratoga.org



May, 2006

FD Worlds, April 4 - 11

By Bill Hamilton

SLSC was represented at the Flying Dutchman Worlds Championship regatta, this past April, by two teams from the club, Bill & Doug Hamilton and Jonathan Clapp & fellow FD sailor, Bruce Barret. This regatta rotates from country to country and comes to the United States about every ten years. We had been told that it is a not-to-miss opportunity and after participating in it we certainly agree.

Thirty-four boats and teams from seven different countries participated, so there was very much an international atmosphere. Most of the non-US sailors were from European countries, with teams from Australia and New Zealand also in attendance. It seems like a long trip, but they load their boats and equipment into big commercial shipping containers and just send them over here. Then they fly over, often with their families, and make a big vacation out of the trip.



At the windward mark

St Petersburg Yacht Club and Tampa Bay are a great place to have a regatta. The main club building is very formal with lots of polished woodwork and brass nautical things around. It's located in a park-like setting on the waterfront in downtown St Pete. Behind it are high-rise hotels, apartments and office buildings and in front, along the whole waterfront for about a mile, the city has built a park with lots of grass, flowers and palm trees. All of which was well-tended and along with the warm sunny weather, really looked good to us from the North Country.

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SLSC ANNUAL MEMORIAL DAY CHAMPAGNE BREAKFEAST

**Monday, May 29th
10:00am - Noon**

**Adults \$10. - Kids \$5.
Champagne market price per bottle**

**Reservations by May 26th
Shirley Waterfield 584-5552 or
Swaterf1@nycap.rr.com**

Members with names A - F asked to assist

Other Upcoming Events

**May 21.... New Member Reception – 5:00pm
July 4..... 4th of July Chicken Barbeque**

Race Fees Waived!!

That's right. The board has decided to waive race fee for this season to encourage racing. Go for it!

What's Inside?

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About a block and a half away is the St Pete Sailing Center. This is what the small boats sail out of and more like what we are use to. There is a big boat park for dry sailed boats, a large plain building with meeting room, showers and other rooms with lots of space for storing sails and other small boat parts. Three launch ramps and three lifts round out the facility.



We were on the water every morning by 9:00 AM for practice and the sail out to the racecourse in time for starts at 10:00AM. Racing took place about one and a half miles off shore in Tampa Bay. The courses sailed were always the Olympic triangle with 1.4 mile windward legs that gave us a sailing distance a little less than 10 miles long. Two practice races were held Wednesday in 8-10 mph wind. This was followed by two races each day for Thursday, Friday, Saturday, and Monday with one on Tuesday. Sunday was a scheduled rest and repair day (or spare day if needed for racing). The wind kept building throughout the regatta and was the cause for most of us really needing Sunday to rest and repair the boats. Saturday the wind started at 13 and built well into the 20's. For speed FD's want to be sailed flat. Heavy crews help with this, next technique is to flatten the main and then rake the mast aft. We needed to rake the mast farther back than we ever did before and bent the mast to flatten the main out to almost no draft at all. This allowed us to handle the higher winds. We woke up Monday to NOAA telling us that there was a small craft advisory issued and to plan boating activities another day. This was pretty much ignored and most boats went out to sail. Although the average wind was higher, the peak wind seemed less and we had another two very fast races.

First place went to two really good sailors from Hungary, Szabolcs Majthenyi & Andras Domokos, who won most of the races. This team has won the FD class worlds four out of the last five years. Interestingly each of the first seven places went to teams from a different country, with the highest US team placing 7th. Bill and Doug Hamilton finished 25, right in the middle of the US fleet of boats and Jonathan Clapp who had to miss two of the nine races was 29th. For anyone interested in more details or in photos from the regatta, they are posted on the FD web site, www.sailfd.org. Go to the site, and then click on "Worlds".

Fourteen US teams participated - four of them driving from the west coast. Several of these teams left their boats on this side of the country and will be attending US Nationals in Darien CT June 9-11th, as well as some other east coast regattas.

There are several charter boats in the FD fleet now. The Polish team borrowed one of them for Worlds, and one of the Dutch teams is coming back over to sail a charter boat (and probably win) the US Nationals.

We highly recommend racing out of St Pete Yacht Club for anyone that gets the opportunity to go to a mid-winters or other race there. And, to keep non-racers busy, the club provided a nice big yacht for race observers to watch from if they wanted. There was also tennis. Janet found the municipal tennis courts and was quickly welcomed there to help round out foursomes. She got to play as much tennis as she wanted.

Off to the Races!!

By Paul Waterfield, Flag Lt. Race

We had a good turnout for the Race Meeting on April 30. For those of you who were unable to attend here are some of the highlights.

- The season begins Mother's Day! Prizes for all racing Moms! I have assigned Shirley to rescue duty but as it's her Special Day, we won't be moving marks unless absolutely necessary.
- The Manning Series begins the Wednesday following Memorial Day. The half hour signal is at 6:00. This is our most popular series. Come find out why! All club members are invited to potluck following racing. Hot dogs and burgers are provided by the club.
- Women and Juniors: Separate prizes in all series, including the Season Championship!
- Race Management and Learn to Sail Training is in the planning stage. Let me know if I should add your name to the lists of interested people.
- Race Duty Assignments are posted on the website. Please check it out. If you need to switch assignments, please find your own replacement and let me know via email at race@sailsaratoga.org so I can update the roster.
- Race Captains: Please check in with your crews ahead of time. Also we need corrected times for all boats for all races to decide the Season Championship.

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Off to the Races!! (Continued)

- Race Assistants Wanted: Are there any members interested in helping out the Race Captains recording and compiling results on a semi-regular basis?

- **There have been changes in The Notice of Race and Sailing Instructions.** Check them out on the Race Bulletin Board or on the Website. If you have any questions about these please let me know....God knows I did!



Chartering in the British Virgins

A number of couples from our club were having dinner together one evening about two and a half years ago. As frequently happens, the boys were talking sailing and the women were talking about nothing the guys understood or cared much about. The boy talk turned to our dreams to charter in the Caribbean one day. All of the women said "Ugh", then a pause, and then "Why don't you guys go?" The conversation was Saturday evening. Five of us had reservations by noon Monday.

While some of us had done some chartering of 30 footers in US waters, none had ever sailed the British Virgin Islands. Our first decision was what kind of boat to sail. Lots of discussion, but the desire to have some separation and not have snoring 40 and 50 something year-olds sleeping in the same bunk, led to us choosing a Catamaran. After some investigation, we used a broker who was very helpful advising us on charters and other things to think about.

We did the trip in early April both times as it's the end of the prime season and prices are a little more reasonable. This year, the week we sailed was the same week as the BVI Spring Regatta. We choose wisely not to race so we are all still good friends. The planning, in fact, has been a large part of the fun both times we have done this now.

The whole process was exciting every day, and the learning took place through both our good decisions and not so good ones. The first year, we discovered

that reefing the Cat was recommended at 12 knots after we had sailed up to nearly 20 knots under full rig. This proved to be really fast on a reach but totally unmanageable trying to go to windward. That is the only story we're allowed to tell. All our other errors are part of our history that shall remain with us. This year, we wanted a more traditional boat and made the excellent choice of a Bavaria 49. This was definitely a boat that, while clearly fitted out for cruising, had some racing genes in the design. This boat was so much fun to sail that we did a lot more sailing than snorkeling or just sitting at anchor. Although we never formally raced, there was rarely a time that we were not looking ahead of us to see if there was a boat we could catch and pass.

We made it to most of the popular islands in the BVI. A special trip was the 12-mile sail to Anageda Island as this is a trip allowed to only the more experienced charterers. The reward for finding this low-lying coral island and not running aground was a great meal of Anageda Lobster grilled over driftwood at a restaurant on the beach.

We also stopped at the famous Foxy's Bar on Jost Van Dyck. Two years ago, we brought a SLSC burgee, signed it, and left it hanging prominently enough that we saw it in a photo in the "Latitudes and Attitudes" cruising magazine. This year, we added a name not on the first cruise and had a drink or more for one of the first group, who at the last moment, could not go.

It is impressive to me how well the five of us got along and how much fun it all was. As one of the group said after the first trip and it was also the same for the second – "We left good friends and returned great friends".

Mike, Mike, Emmett, Jim, Glenn, Allan

Laser Fleet Tuesdays

By Allan Miller

The Laser fleet will provide an informal coached sailing session to Laser fleet members on Tuesday evenings in June.

Starting Tuesday evening June 6 we will start at 6:30 PM for an hour of coached practice. This is not a racing session. We will help fleet members at every skill level get better and more confident in sailing their Laser. We will also resolve boat, and rigging questions and problems.

No reservations just show up rig your boat, have fun and learn a little.

Leaving a Legacy

A Recommendation by HB Currin

This spring we had to remove a large tree in the circular driveway. This is another in a long string of trees we have removed. Some of those directly interfered with the sailing function of the club. Others were unhealthy and were a danger to members and property. I regret their removal, but understand the necessity for it. What I would like us to do is to plant some new ones. If we have planted any, they must be few in number. I would like to see us leave a legacy to future members by routinely adding a few new trees each year. I am trying to be consistent with the following story.

Howard Thurman tells a little story:

One morning I was walking down a country road for exercise, and I spied a farmer working in a field along the way. As I drew closer I could see that he was an elderly man, and that he was planting little seedlings far apart in the field. Curious, I wandered over to the fence.

"Old man," I said, "what are you planting there?" He glanced up at me out of the corner of his eye, going on with his planting. "Pecan Trees," he said, and went on digging.

I wondered at this. For I knew that pecan trees were slow growing. It often takes a decade or more before they bear any fruit at all. And clearly this man looked to be 75 or 80 years old.

"But why do you plant them?" I asked. "Surely you know it will be many years before they bear anything. You probably will never live to gather a single nut from these trees. So why plant them?"

"The old man straightened up, painfully, and looked me in the eye. And he said: "The man who plants *only for his own harvest* has no faith in the future."

And I realized then that this man was more than a planter of crops; he was a nurturer of the generations to come.



New Members

Please give all of the following new and returning members a warm, hearty welcome when you meet them. And what better time, than at the New Members Reception at the club on **Sunday, May 21, at 5:00.**

William and Brenda McEwing and their children, Shannon & Ryan of Fishkill. They are the proud owners of a brand-new Ensign that we can't wait to see!

Gene and Jeanne Auciello and their children, Marc & Amy, of Saratoga Springs, are now members of the Kestrel fleet.

Diane Mastin and John Huppertz of Loudonville have a Windsurfer and a Sunfish.

David and Ann Townsend of Greenwich are part owners of an O'Day and Thistle with other members.

Mikhail and Cheryl Mavashev and their child, Nikolai, of Clifton Park, will be sailing a Siren.

Robert and Susan Hayes and their children, Timothy and Bethany, of Ballston Lake, are owners of a Flying Scot.

Raimundo and Judith Archibold and their children, Race and Jill, of Scarsdale who are in the process of choosing a boat.

John and Stephanie Kite and their children, Sean, Killala, Araglin, and Liam of Slingerlands. They have a classic Herreshoff Catboat and Sunfish.

Please welcome back former member and Laser sailor, Michael Kitner and Helen Mlock and their children, Mariah and Portia.

Andrew Smith of Ballston Spa is interested in Lasers.

Paul Empie, Jr. of Guilderland Center is a sailboarder.

Leslie Warner-Rafaniello, her husband, John Rafaniello, and their children, Stefan and Gian, are from Saratoga Springs and are now members of the Laser fleet.

Peter Renders and Janine Stuchin and their child, Rachel, from Saratoga Springs, will be sailing their O'Day.

First Race

By Dave Hiding

The year was 1968; our (Jan and I) first year as members of SLSC. As the ski season was ending my friend, Rodney, and I came up with a plan to keep us occupied during the summer. The nub of it was to take up sailing. We scanned the "Boats For Sale" ads and found one for a Kestrel. The owner was a member of SLSC and would sponsor us for membership. It sounded like a great deal so we went for it. Rodney and I split the cost and agreed that if either left the area that the other would buy-out the leaver's share.

Neither Jan nor I had ever sailed; Rodney had sailed in a college physical education class. We built a storage rack (this was at the old Kaydeross Park location and almost all of the boats were stored on racks), learned to rig the boat, and the three of us had even sailed some by the time of the first race of the season.

The initial race of 1968 took place on a hot, sunny Sunday afternoon in early May. Rodney would skipper and I would crew because he had more sailing experience than I. The active racing fleets were the International 14s, Kestrels, Jet 14s, and Windmills.

There were two starts. The first was for the International 14s and the Kestrels that were categorized as large sailboats. The second was 10 minutes later for the Jet 14s and Windmills that were categorized as small sailboats. The afternoon was sunny and warm with very little wind.

We were nervous and high-strung as we prepared for the start. Unsure of our knowledge of the right-of-way rules other than the basic port stays clear of starboard we hung around the edges of the slowly moving fleet. I was timekeeper with an old-fashioned stopwatch draped around my neck on a piece of nylon cord. Rodney asked, "How much time is left?" every 4 or 5 seconds during the interminable 10 minutes before the start.

Finally! The cannon shot and the red starting flag flew up. We followed the rest of the fleet over the line. Our relief at having started without fouling any other boat soon began to turn to consternation as the rest of the boats began to pull away from us.

Bang! We were startled by the signal for the second

start. After awhile we reluctantly concluded that the second, slower fleet was catching us. Frantic to speed up, we finally observed that in the light air all of the boats were heeled well to leeward. Monkey see – monkey do. I moved to leeward and soon the rate at which we were being left in the dust slowed but we still lost distance to both fleets.

After what seemed like an eternity we slowly approached the windward mark. Not yet knowing any better we were coming in on the port tack layline. The lead Jet 14 was inexorably marching in on the right-of-way starboard tack. We appeared to be on a collision course. The Jet 14 skipper gave a gruff hail "Starboard". We earnestly debated whether we should tack, bear off and take his stern, or keep going on port. We heard a second even louder and gruffer hail "Starboard!". More debate. A last exasperated hail of "Starboard!!" and suddenly our stomachs churned as we realized that our indecision had made the decision for us. Our bow had crossed the line between the mark and the starboard boat. Pure consternation reigned as we slowly drifted forward and watched the starboard boat steadily marching towards us. Consternation turned to elation as we watched him slide past our stern without having to alter course.

We collapsed in relief that we were not DSQ'ed in our first race since there was no 720 rule in those days. The remainder of the race made no lasting impression other than that we hung in to finish even if we were well back in the Jet and Windmill fleet.

Later in the season we learned that the skipper of the Jet 14 that had so intimidated us at the first mark was Bob McLoughlin. Bob was a stalwart supporter of SLSC and, in particular, at that time ran the highly successful junior sailing program that turned many of the young people into outstanding sailors. Like all others we had to learn to not be put off by his usual brusque manner.

That race also illustrated to us that the quickest route to becoming a skilled sailor is to participate in a racing program. The ability to closely observe the faster sailors to learn what to do and the slower sailors to learn what not to do provides the rapid feedback necessary to achieve rapid skill development. Besides racing is a lot of fun no matter how fast or slow that you are!

The Quest for.....Insurance

By James Nicol

When Allan Miller asked me last Spring to see if I could help with the future of SLSC's sailing program, I had no idea I would discover 2 facts: first, that it would involve a mysterious and never-ending quest for insurance, and second: Paul Waterfield REALLY knows his way around it.

Having grown up on Monty Python (I do know the flight speed of an unladed African swallow), over the last year I've felt a bit like King Arthur on his quest. No killer rabbits and I didn't get turned into a newt, but still, a few twists and turns. (Those who've seen "Spamalot" on Broadway will understand.)

Well, the good news is that with Paul's expert, and I do mean expert, help, the club has a much stronger insurance package in place as we enter the 2006 sailing season. For a 10% increase in our overall insurance costs, which is within the amount budgeted for the year, the following changes were made:

- The sailing program is covered, including non-members
- Property coverage is increased by 250% to allow us to properly replace the house in the event of a loss
- Barns and sheds are now covered
- Other coverages remain the same
- Added a \$1M umbrella policy

After considering a number of alternative approaches and offerings over the course of the year, we ended up staying with our current broker and underwriter. However, there are other companies that offer comprehensive packages for sailing clubs like ours (US Sailing endorses one which over 700 sailing and yacht clubs use around the country) so I will continue to look at other options for the 2007. The quest continues...

And by the way, if all New York Mutual people are half as good as Paul Waterfield, we should all find ways to use their offerings! And this wasn't even his primary duty at the club.

Thanks, Paul!

Calling All Women Sailors!!

By Laura Rappaport

- Want to build your skills & confidence on the water?
- Want to try new techniques before race day?
- Want to sail without the stress of racing?
- Want to take the helm?

If you answered yes to any of these questions, then join Women on the Water, a new informal women's sailing group at SLSC. This weekly drop-in sailing time for women is in its start-up phase.

Each week, we'll take to the water to learn from each other in a non-competitive environment. We'll tackle everything from practice starts to jibing, and maybe even try some woman-overboard maneuvers.

To be part of WOW, please contact me, and we'll pick a date for an organizational meeting in late April.

As our club approaches its 50th anniversary, let's make 2006 the Year of Women on the Water!! WOW!

Call Laura Rappaport at 581-5932

Or email me at lrappapo@nycap.rr.com

On the Block

Ensign Sailboat:

23 ft. full keel daysailer. Hull number 174. Very good condition. Cabin top refinished by Deluke Marine, rudder repaired using marine ply and WEST system, cockpit seats and bright work varnished and well maintained. Mainsail (with reefing gear), no. 1 genoa, no. 2 genoa, working jib, spinnaker. Nissan 3.5 long shaft outboard. Canvas mooring cover that totally encloses cockpit and cabin top currently undergoing restoration at canvas shop. Steel cradle and 150lb. mushroom anchor and mooring chain included. \$5500.00

Call Larry Smith 482-3307 or send email to larsman76@hotmail.com

Commissioner McTygue Speaks About Reservoir Proposal

By Fred Barker

Paul Waterfield invited Tom McTygue, Commissioner of Public Works for Saratoga Springs, to come to the April 30th race meeting to talk about the city's plan to use Saratoga Lake as a supplementary source of drinking water. Commissioner McTygue brought along his brother Bill, Director of Public Works, and the city's consulting engineer, Richard Straut, P.E., Sr., Vice President of Barton & Lougidice.

Together, the three men gave a presentation of the city's rational to use Saratoga Lake for supplemental city water rather than to join in the Saratoga County plan to build a pipeline from the Hudson River.

Local control, reduced capital costs and reduced water rates for city residents were given as the primary reasons.

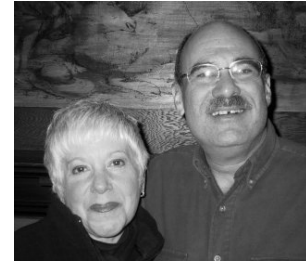


Responding to attendee's questions about water levels, and possible restrictions on recreational uses of the lake, they referred to engineering studies, using the last severe drought, that placed maximum level reduction at 1.3 inches. They also called attention to many lakes in NYS that are used as reservoirs with no restrictions on recreational usage, e.g. Lake George and Skaneateles Lake. They noted that Skaneateles Lake doesn't filter the water, as will be done in Saratoga, and still does not have to restrict lake usage. They said that the only restrictions necessary would be on swimming or anchoring boats near the pipe intake, which will be located at the entrance to Fish Creek.

After the meeting several people mentioned that although the presentation sounded convincing, they would like the opportunity to hear the other side. Since the Saratoga Lake Protection and Improvement District (SLPID) is on record as opposing the project, perhaps we can invite someone from that organization to come to the club to discuss the issue.

Thanks, Paul, for brainstorming this!!!

Non-Officer Board Members & Staff



Membership
Allan Miller &
Barbara Prince-Miller



Publicity
Fred Barker



Sailing Program
John Gallagher



Social
Shirley Waterfield



Our House Attendant
Kathy Johnston

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Flag Lt. Grounds.....	Tony Cannone
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Flag Lt. House.....	Glenn Miner
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Flag Lt. Race.....	Paul Waterfield
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Historian.....	Randall Rice
.....	785-7965
House Attendant.....	Kathy Johnston
kmorrisjohnston@aol.com.....	583-9646

SARATOGA LAKE SAILING CLUB

The Saratoga Lake Sailing club promotes and develops interest in sailing and sailboat racing.

The Club cooperates with and aids individuals and groups interested in sailing and requires in return, observance of such rules and regulations as are set forth by this organization.

ACTIVE FLEETS

Ensign.....	Bruce Blackie
	583-0759
Flying Dutchman.....	Bill Hamilton
	877-5203
Flying Scot.....	Peter Seidman
	877-8731
Hobie 17.....	Don Railton
	584-4866
Jet 14.....	Al Tedrow
	371-8765
Kestrel.....	Tony Bianchini
	583-4514
Laser.....	Alan Miller
	855-5510
Sailboards.....	Dick Blackmer
	399-0541
Thistle.....	Yvonne Barringer
	399-8619