



Tell tale

Saratoga Lake Sailing Club

web page: www.sailsaratoga.org



June, 2006

Racing News

By Paul Waterfield, Flag Lt. Race

After an 0 for 3 start the racing season is finally underway. As of this writing Dave Hudson, John Kimball and Bill Hamilton are tied for the lead in the Season Championship series with only 49 races remaining.

My hat is off to Lois Hagniere. Lois was the only Mom who showed up to sail on a cold and very wet Mother's Day. Despite my early efforts to promote celebrating Mom by sailing, not many Dads, Sons or Daughters were there either. The consensus among the diehards who showed up was that you would have to be crazy to sail in weather like that. John Power was absent so their hypothesis wasn't actually tested.

Thank you to Mary Jean Tedrow for lending her talent (once again) to the refurbishment of our racing flag inventory.

(Continued on Page 2)

A Memorable Memorial Day

by Shirley Waterfield

On Sunday they doth
Slew the beast
Of sausages and ham,
Prepared an eggy dish or two
Pasties, fruit and jam.

The day dawned cloudy, fair and cool
But soon to our delight
Grew warm and almost sunny
Our appetites took flight.

There came the Janet of Hamilton
To aide and to assist
The tables they were laden down
With sweets not to resist.

Thanks be to all both young and old
Who helped to feed the town
And cleaneth fine the kitchen room
And all was taken down.

(See pictures on Pages 4&7)

⑦ July 4th Chicken BBQ ⑦

Tuesday, July 4th
4:00 – Cocktails
5:00 – Dinner

*Please bring an appetizer or
dessert to share!*

Reservations to Shirley Waterfield by
July 1 @ 584-5552 or
swaterf1@nycap.rr.com

*Last names G – L are asked
to assist!*

Other Upcoming Events

July 4..... Race Management Clinic (9am)
July 4..... Sailing Program Regatta
July 8-9..... Kestrel Regatta

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Racing News (Continued)

Basic Race Management Clinic

Speaking of racing flags...in case your July 4th weekend isn't busy enough, how about a Basic Race Management Clinic on Saturday July 1 from 9:00 to Noon? We'll cover power boat operation, setting the course, the start, the race and scoring and handicapping. John and Dave Hudson have volunteered to lend their expertise and I may twist a few other arms as well. There's a sign up sheet on the Race Committee Bulletin Board to help me gauge the likely turnout. Golfing excuses won't be accepted and you don't have to be a racer to attend. **Coffee & donuts will be served!**

Laser Clinic

I saw a great turnout last night (Tuesday) for the first Laser clinic. It made me sorry mine lost out to a large pine tree this winter. Laser owners should check this out!

8 New SLSC Sailing Instructors

By Allan Miller

We did it much differently than most who become US Sailing Certified Level 1 sailing instructors. Instead of a consecutive 4-day program we split the course into two sessions, two days in December 2005 and the second recently on May 21 and 22. This accommodated the difficult schedules of the class members who were students, teachers, and travelers, among other professions represented by the eight of us who took the course. The first session was not threatening, at least weather-wise, as it was all indoors. However, it was threatening on our egos as we made presentations and critiqued each other to better understand our teaching styles and how to reach students who learn in different ways. A large portion of the first session centered on learning how to effectively teach. All the demonstrations and drills were sailing related though and we gave each other a lot of good ideas how to teach all the aspects of basic sailing.

For the second session, we knew we would be doing on-the-water drills and sailing and we would need to do a swim test and capsize and recovery drill, too. To say that we were all looking for excuses not to sail in the 20+ mph winds and driving rain and then voluntarily jump into the cold water would be a giant understatement. Rachael Miller, our wonderful yet uncompromising instructor, would not let us off and we went out sailing on both Sunday and Monday. All of us and the boats survived. We ran the drills, learned a lot about how to teach on the water, and keep the class from scattering to the ends of the lake. We did our presentations on learning fundamentals and ran water

drills ourselves.

Four tests, three presentations, two water drills, one land drill, and a lot of reading were the gauntlets we passed through to become instructors and here we are, SLSC's Sailing Instructors:

John Power	John Gallagher
Sara Cooper	Paul Waterfield
Steven Olsen	Rich Olson
Bruce Blackie	Allan Miller

Sailing Instruction News

by John Gallagher, Sailing Program Director

The start of the program is approaching fast and things are shaping up for yet another successful year. Boats are being prepared, course outlines being finalized, and ceremonial sacrifices to the weather gods are being planned. If all goes as expected we'll have 3 straight weeks of sunshine, 80 degree temperatures and 5-10 knot winds out of the south.

Opening the program to non-members has attracted many first time sailors and we're excited to introduce them to the fun of sailing and our club. We've also got a mix of experienced sailors looking to sharpen their skills and become more familiar with safety procedures and rules of the road. There will definitely be something for everyone.

This year the on-the-water training will be primarily in Flying Scots, which offer the advantages of safety and stability and a large cockpit for multiple students. The single-handed Laser will also be used for our younger sailors when the weather permits. A special thanks to all the members that have generously donated the use of their boats, you are a big part of a successful program.

Finally, congratulations to our instructors becoming US Sailing certified. John Power, Steve Olson and Sara Cooper each completed the course with high marks and are ready to make the most of another instructional program.

Water Chestnut Harvest

John Kimball will be leading an effort to harvest water chestnuts in the general vicinity of the club in late June.

If you would like to pitch in, contact John at 439-1174 or jkimball@albany.edu and check for date and time.

This month's question involves a potentially dangerous situation in which the basic right of way rules that we have discussed previously are not sufficient to resolve the situation. Recourse to an additional rule is necessary.

The Question:

In this situation posed by a club member, three port-tack boats in a row, A, B & C are headed toward the weather mark and are approaching a starboard-tack boat (S). The club member was crewing on B, the middle port-tack boat and things got pretty tense as he knew that all three boats couldn't get by the starboard boat without tacking or going astern and those on the middle boat (B) felt that they were unable to do either, until A or C did something.

Looking back on it, the member thinks perhaps A, the most windward of the group, figured they could safely pass in front of S, and C figured they would duck S's stern at the last minute. That seemingly left B with nowhere to go. Since none of the port tackers took action, S avoided a collision by tacking.

So what should B have done? Who should S protest?

The Response:

Let's first look at this situation in terms of the basic right of way rules. All three port-tack boats (A, B and C) must avoid interfering with the starboard tack boat (S) under Rule 10 (Port-Starboard.) Boat A can satisfy this requirement by tacking before she crosses S's path or, if she is far enough ahead to cross ahead of S, by maintaining her course. Boat C can avoid S simply by bearing off to pass astern of S.

Boat B, however has a problem. She is not allowed to bear off to pass behind S, because she is forbidden by Rule 11 (Windward-Leeward) from dropping down on C. Likewise, her right of way over boat A, again under Rule 11, is limited to sailing up to close hauled, which will likely not be sufficient to allow her to avoid S.

Fortunately there is an additional rule that is available to B to allow her to clear S. This is Rule 19, Room To Tack At An Obstruction. This rule states that when approaching an obstruction, a boat sailing close hauled or above (in this case B) may hail for room to tack and avoid a boat on the same tack (in this case A) if safety requires her to make a substantial course change to avoid the obstruction. In responding to such a hail, boat A must either tack as soon as possible, or reply to B "you tack" if she thinks that she can avoid B without tacking herself. Note that in this situation, boat S ranks as an obstruction because it is a boat racing that B is required to keep clear of (as described in the definition

of "obstruction" in the Definitions section of the Rules.)

Note also that Rule 19 applies as well if the obstruction involved is an inanimate object such as a shoal or the shoreline if the boat asking for room to tack is close hauled and the only way she can avoid the obstacle is to tack.

As far as the question of who should be protested, S can protest any boat that interferes with her right to maintain her close-hauled course. As the situation was presented, it appears that boat B is the most likely to lose a protest by S, because she didn't take advantage of her rights under Rule 19. If S also feels that A interfered with her, this may also result in a protest. Moreover, in a situation like this, if A does not respond to a hail from B, or if she interferes with B after hailing, "you tack", A has committed a foul.

Finally, we see that here again a rule has been written so as to avoid a potentially dangerous situation. It is important that all boats know this and all of the other right of way rules. In the present case, it appears that boat B was ignorant of Rule 19. It is also important that boat A in this situation know she is bound by a hail from B to provide room for B to tack. Unless all of the boats involved fully understand how to deal with a situation like this, a serious collision could occur. In the present case, all that averted a collision was the decision by S to give up her rights and tack away.

If you have questions about this answer, or want to submit another situation, please contact me, in person, by mail or by e-mail (hudson@acmenet.net). As always, questions will be treated anonymously to avoid any possibility of embarrassment.

Email Changes

We would like to ask our members to please check their e-mail addresses in the last club directory and notify us if there are any errors/changes by sending e-mail to membership@sailsaratoga.org from the e-mail account you wish to appear in the new directory.

Note: to see your email address in the online directory on our web site, get a password from Clark Cooper.

Thanks ever so! Barbara & Allan Miller, Membership Chairpersons.

Ed Adams, longtime SLSC member and Jet 14 sailor, died Friday, May 26. An obituary article on Ed may be found at <http://www.chasefuneralhome.com/Obituary%20Pages/OAdams.htm>

NEW MEMBERS RECEPTION

by Barbara Miller

Sunday, May 21, started out in the usual way as the 19 or so days prior-IT RAINED!. But as 5:00 neared, blue skies appeared and many of our new members and families arrived. After an hour of socializing, the Executive Board and our caretaker, Kathy Johnston, were introduced and each spoke briefly of what their positions were. We all had the pleasure of meeting the new members and their families, learned what boats they owned, which spouse was NOT the sailor, and tried to answer any questions they might have. The reception was a very enjoyable way to meet our new members and welcome them into the club. Once again, we thank Shirley Waterfield for the delicious refreshments.

Please say hello to our new members:

Gene & Jeanne Auciello and their children,
Marc & Amy
Judith & Raimundo Archibold and their children,
Race & Jill
Skip & Brenda McEwing and their children,
Shannon & Ryan
Mikhail & Cheryl Mavashev and their son,
Nicolai
Rob & Susan Hayes and their children,
Timothy & Bethany
John & Stephanie Kite and their children,
Sean, Killala, Araglin, & Liam
Peter Renders, Janine Stuchin and their daughter,
Ray
Leslie Warner-Rafaniello, her husband, Bill,
& their children, Stefan & Gian
Mary Lou & Pat McGrath
Diane Mastin & John Huppertz
David & Ann Townsend
Andy Smith
Paul Empie, Jr.
Kelly Schroeder

And a hearty welcome back to Michael Kitner, Helen Mlock and their children, Mariah and Portia.



Clark speaks to new members

Champagne Brunch Pictures



LIGHTNING SAFETY ON THE WATER

By Gene Auciello

Summer is the peak season for lightning, one of the Nation's deadliest weather phenomena. No place is lightning proof, but some places are much safer than others.

There is no safe place on the water during a thunderstorm, and no such thing as a lightning-proof sailboat, only a lightning-protected sailboat. Small boats of wood and fiberglass construction, especially sailboats, do not provide grounding protection and are particularly vulnerable to lightning strikes since any projection above the flat surface of the water acts as a potential lightning rod. When lightning strikes a sailboat, the electrical current is searching any route to ground and the human body is an excellent conductor of electricity. In many cases, sailors are not aware of their vulnerability to the hazards of lightning. Sailboats can be protected from lightning strikes by properly designed and connected lightning protection systems, but most are not so equipped.

The vast majority of lightning injuries and deaths on sailboats occur on those with no cabin. It is crucial to know the weather forecast when on a sailboat without a cabin. If thunderstorms are forecast, do not venture out on the lake. If you are on the water and skies are threatening, get back to shore immediately and seek safe shelter. What should you do if on a small boat and lightning becomes a threat? If the boat has an anchor, properly anchor the boat and get as low as possible. Avoid contact with wet ropes since they make excellent conductors that an electrical current will travel along. Larger boats with cabins, especially those with lightning protection systems properly installed, are relatively safe. Lightning protection systems do not prevent lightning strikes. They may, in fact, increase the possibility of the boat being struck. The purpose of lightning protection is to reduce the damage to the boat and potential injuries or death to the passengers. Remember to stay inside the cabin away from metal surfaces and do not use the radio unless it is an absolute emergency.

On shore, the safest location during lightning activity is a large enclosed building, not a picnic shelter, shed, or partially open structure. The second safest location is an automobile, not a convertible or soft-topped vehicle. Seek safe shelter when you first hear thunder, see dark threatening clouds, or lightning. When you see lightning, count the time until you hear thunder and divide the number of seconds by five to get the distance in miles. If the time is less than 30 seconds, you should be in a safe location--the thunderstorm is within six miles and is dangerous. Wait at least 30 minutes after the last clap of thunder before leaving shelter and heading out to the picnic

area or out on the lake.

Lightning Safety Awareness Week is June 18-24, 2006. Dr. Vincent P. Idone, lightning expert and Associate Professor and Chair of the Department of Earth and Atmospheric Sciences, University at Albany, will visit the club to speak on atmospheric electricity and lightning safety on Sunday, June 18 at 4:30 pm.



Shirley is happy with the new freezer recently installed in the kitchen pantry.



Kathy inspects progress on upstairs bath renovation.

Do You Google?

By Fred Barker

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A few weeks ago a club member, Ed Lange, contacted the board members asking if there was any interest in starting an online discussion group for the club. The board's response was positive, but not wanting responsibility for administering it, they suggested that he go ahead and create one. Ed created a restricted Google Group (very similar to a Yahoo Group) named Saratoga Lake Sailing Group NY, with himself and me as managers, and available to other club members only by the invitation of a manager. No one but group members can see or post messages.

Using email addresses in the club membership list, Ed sent out invitations to all members shortly after the board discussion. So far, only 23 members have accepted the invitation and become group members.

Ed and I discussed the situation, and thought there may be several reasons for a low response.

1) Spam Filters: If you do not remember receiving an email invitation at the email address listed on the club membership list, perhaps your email spam filter removed it due to the way it was worded.

2) You didn't know what the heck it was, so deleted it.

3) Concerns about privacy and spam issues with online discussion groups: Since no one but group members can see messages, no one can send you spam. I've read the Google Groups privacy policy and it's quite tight.

So why would you want to join this group? Basically, to discuss anything that relates to our club, our lake, or sailing in general. Here are just a few examples:

- o Post "for sale" or "wanted to buy" ads for boats and/or equipment
- o Discuss club issues
- o Discuss lake issues
- o Post "crew needed" or "crew available" requests
- o Discuss racing results and rules
- o Ask for advice on what to buy, how to fix something, etc
- o Plug club events
- o Post reports/results of regattas you've sailed in

How does it work?

When you join, you will be set up to receive a daily digest. This is one email containing all messages posted on a particular day. In other words, if no one posts a message on a given day, you receive nothing. If one or more posts are made, you receive one email containing all messages. If you prefer not to receive this email, you can change your preferences and go to the Google group web site to look at messages. I would suggest giving the digest method a try because

it's easy to forget to go to the web site to look for messages.

How do you join?

Send an email to skipper@capital.net or fbarker@nycap.rr.com and we will send you another invitation to join.

There are two links in the invitation email. Click the first link to accept the invitation. Then, if you do not already have a Google account, click on the second link in the invitation to open one. When opening an account, please provide a nickname when asked. I would suggest using your first and last name so that when you post, people will know who you are if you forget to add your name at the bottom of your message. Remember, only club members will ever see messages posted in this group so there is no need to be anonymous.

How do you post a message?

1) Go to the group homepage and click the "Start a new topic" link. To reply to an existing topic, click "Reply" near the bottom of the posting.

Or

2) Send an email to SLSCGroup@googlegroups.com and your message will be posted to the group.

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

FROM OUR PERSPECTIVE

Saratoga Lake Association

From the very beginning, the Saratoga Lake Association has taken a strong position against the development of Saratoga Lake as a water source because it will impact our way of life on the lake.

The issue we worry about most is that of restrictions on RECREATION. I am not talking about restrictions placed on recreation by the Dept. of Health—the agency that monitors water quality, although that is always a possibility. I am talking about the restrictions on recreation caused by WEEDS.

Anyone on the lake last summer saw the proliferation of weeds and algae blooms. No one who went boating doubts the DEC designation of Saratoga Lake as “STRESSED.” Our lake is dying faster than it should be because SLPID can’t get the weeds under control with just harvesting and lake-level control in the spring and fall.

The weed problem is making recreation more difficult for everyone who plays on the lake. The weeds create a drag for sailors; they get caught in propellers of motor boaters, they make it harder for rowers and kayakers; and no one wants to swim in the green muck.

SLPID has been losing the battle against weeds and is trying to do something about it. They have filed for a permit to apply “Sonar” to the entire lake in two applications. Spot applications that were tried were effective in a small area, but those areas soon returned to their weedy state. These spot applications were not going to succeed in the long run.

So here is the connection between the city using the lake as a Water Source and recreation:

USING THE LAKE AS A WATER SOURCE IS INCOMPATIBLE WITH THE USE OF SONAR TO THE DEGREE NECESSARY TO CONTROL THE WEEDS.

CONSTRUCTION OF THE INTAKE PIPE AND TRANSMISSION LINE WILL RELEASE WATER CHESTNUT SEEDS THAT HAVE BEEN TRAPPED IN THE SEDIMENT FOR DECADES and, just when we were getting them under control with manual picking.

When people who want to use the lake for water tell you there are no restrictions on recreation...JUST TELL THEM THE SIMPLE TRUTH. For information and updates on the water issue visit our website at www.saratogalake.org

Wilma Koss, President
Saratoga Lake Association

Champagne Brunch Pictures



2006 OFFICERS & CHAIRPERSONS

Commodore.....	Clark Cooper
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Rear Commodore.....	Dave Hudson
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secretary@sailsaratoga.org.....	439-2471
Treasurer.....	Bruce Blackie
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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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Membership.....	Allan Miller & Barbara Prince-Miller
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Newsletter/Publicity.....	Fred Barker
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sailingpgm@sailsaratoga.org.....	793-5859
Social.....	Shirley 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