



Tell tale

Saratoga Lake Sailing Club

web page: www.sailsaratoga.org



September, 2006

Labor Day Lobster Boil

By Shirley Waterfield

I find great comfort having Gene Auciello, meteorologist, telling me that no, it won't rain. Especially with 180 guests arriving for our final picnic of the season. And of course, he was right. Thanks, Gene!

It was a lovely, relaxing Labor Day afternoon, thanks to the efforts of many members. I am always afraid
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Eigg, Muck, and Rhum

By David Nicol

Could you confidently pick out *the* trip of your lifetime? It could be a college spring break, a regatta you won, or your honeymoon. For this teenager, a trip this summer had the right ingredients: mix 10 days on a 35 foot Hallberg-Rossy, 3 generations of Nicol boys, and a stunning spot for a trip to remember.

Enter the west coast of Scotland. "Where?" you say. The rugged, dynamic, and spectacular western coast of Scotland is very popular with those in the know, but isn't generally a top spot for US charter sailors. With any luck, it will stay a mystery. What makes this
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Ad-hoc Report on the Lower Barn

By Vic Roberts and Lois Haignere

The first building that comes into view on the drive down the SLSC access road toward the house is the lower barn, off to our left, just beyond the meadow. As Club members we tend to ignore this barn. But the roof of the lower barn currently has major holes and water coming in through these leaks has damaged portions of the main floor. So here we want to review the situation with the lower barn, so as to get input from other club members. "We" are Vic Roberts, Lois Haignere and Hunter Currin, an ad-hoc group that has been talking about the "lower barn problem." We admit to being a little partial toward wanting to maintain the lower barn as a functioning part to the Club property, but we are not heavily invested in any outcome.

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**Celebrate the end of the
2006 Sailing Season
on Saturday, November 4**
at

Wheatfields

449 Broadway in Saratoga Springs

6PM – Cash Bar

7PM – Dinner

Choice of Salmon, Chicken Marsala or NY Strip Steak
\$34. per person

Awards, prizes, camaraderie!

Reservations by **Wed., Nov. 1.**

Reservations can **not** be
taken after that date. Make your reservations early
as there is limited seating!

RSVP to Shirley Waterfield 584-5552
or swaterf1@nycap.rr.com

Other Upcoming Events

Oct 14-15..... Indian Summer Regatta
Oct 21..... Fall Work Party

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historic area such a superb cruising area is in the weather and the breath-taking scenery.

The Inner Hebrides, as they are known, can be the most inhospitable of hosts one day but feel like the Caribbean the next day. For our 10 days, the area experienced record high temperatures and sun. For multiple mornings, though, the heavy breeze and light rain made sailing great fun. As evidence of rougher days, the boat was equipped with multiple sets of heavy foul-weather gear, which we wore on a couple of occasions. When the wind was up, though, the sailing was a blast and I could imagine a week of steady, sometimes rainy, wind to zoom around in.

The fair argument can be made that a sailor can easily find ideal wind and weather in the Caribbean. A sailor cannot, however, find any views in the world that could even dream of comparing with the dramatic west coast of Scotland. The rugged, steep mountains of the isles and mainland are simply breathtaking. The "Munros" climb up to 3,000 feet from cliffs on the teal blue sea. I climbed to the top of one of these hills and saw mile after mile of mountainous landscape. The infinite little coves also offer safe refuge and a picturesque home for the night.

If the great sailing and better scenery don't tempt you across the pond, the numerous whisky tours on the west coast might. We encountered several members of an 80-boat fleet on the Classic Malts tour and all seemed to be having a great time.

A local master mariner on board didn't hurt things either. Our boat was owned and skippered by grandfather Nicol's good friend Arthur Houston. He and "Papadil" have been all around Scotland, often with grandfather Nicol aboard. He showed us the sights and interesting spots like the Isles of Eigg, Muck, and Rhum. One of the most notable was the Gulf of Corryvreckon. It is a small passage with an underwater mountain. The tidal currents rush around and over this mountain so fast that there are, at times, 16-knot currents, huge whirlpools, and standing 10-foot waves. We experienced tidal whirlpools of our own in the straits between the Isles of Luing and Scarba. Also of note, we rounded the western-most point on the British mainland, called Ardnamurchan. It is also the sight of many shipwrecks and close calls, some of which had been experienced and shared by the elder members of the crew.

For those wildlife lovers, we sighted schools of dolphins, groups of playful seals and otters, countless birds of great variety, and even more jellyfish. As for food, Arthur produced a local culinary treat each night. The highlight, though, was haggis. It is a difficult food to describe other than saying it is a very rich "sausage-like dish". The best way to figure it out is to just try one. Make sure to finish one first before you ask what's in it.

Like a haggis, the only way to truly understand the wonders of the west coast of Scotland is to go experience it - a great alternative to those crowded commercial charter centers, this place is definitely a hidden gem in the sailing world.



THE APPROACH TO THE WINDWARD MARK

By John Hudson

This month we will depart from a strictly rules interpretation format to look at the strategy and tactics involved in the approach to the windward mark, and how they are influenced by the rules. The rules that apply are Rule 10, (port-starboard), Rule 11, (windward-leeward), Rule 12, (overtaking), and Rule 18.3, part of the "room at the mark" rule.

As boats approach the windward mark, a fleet that has been spread across the whole course area is concentrated at a single point. This concentration offers both opportunities for gains and risks of significant losses. Several strategies are possible.

The safest approach is to get on the starboard tack layline early. This avoids the problem of having to fight your way through a line of starboard tackers to get to the mark. This is also the slowest approach. Once you are on the layline, you will be sailing in the bad air from all of the boats ahead of you on the line. The earlier you get to the lay line, the worse the congestion becomes, especially in large fleets. As a worst case, this bad air may force you to drop below the layline, requiring two additional tacks to get to the mark.

The other extreme, approaching at or near the port tack layline, avoids this problem, but offers its own hazards. In this case, you must find your way through the starboard tack parade at the point where it is most concentrated. Your only hope may be to tack under a starboard tack boat, and hope that you can sail high enough to make the mark. In doing so, you will be governed by Rule 18.3 if you make your tack within two boat lengths of the mark. This rule states that a boat tacking within two boat lengths of the mark may not cause an overlapped or overtaking boat to sail above close hauled. (This essentially cancels the windward-leeward and overtaking boat rules for the duration of the rounding process.) The best you can hope for in this situation is that the nearby starboard tack boats have overstood the mark by enough that you can tack inside of them and have room to round without forcing them above close hauled.

How then can you balance the advantages and disadvantages of these two extremes? If you are sailing in a small fleet, or it is late in the race and boats are spread out, an approach close to the mark may not be difficult. However, as fleet size and competitiveness increase, sailing conditions on the left side of the beat have to be much better than the right side to justify an approach close to the port tack layline. A better approach is to come in several boat lengths from the mark and look for a hole that will allow you to sail through to the layline. To do this, you may have to head off and go behind one or more starboard tackers. Be sure to anticipate the

necessity to do this well before you get to the point where it is necessary to start bearing off, and watch out for boats in a second row beyond the boat you are ducking behind. The alternative, if you are not too close to the mark, is to tack just below a starboard tacker and pinch up to make the mark. In this process you will have the advantage of being the right of way boat, and can sail well above close hauled if you choose. This is a hazardous choice, however, because if you don't make the mark, you will be trapped below the mark and will have no choice but to jibe away and look for a hole in the starboard tack wall – a very uncomfortable position. It is usually better to take a small loss by going behind one or more starboard tackers that to tack below them and hope for the best.

That's it for this month. Next time I will discuss the perils associated with the jibe mark.

Meadow Cleanup

By Tony Cannone, Flag Lt. Grounds

SLSC members, old and new, are reminded that unidentified property at the sailing club is subject to removal and/or disposal. In the event that we have identified a piece of property that should be disposed of we will make every attempt, within our means, to locate the owner prior to taking action.

The SLSC board has tasked me with cleaning up "the meadow". Anyone who has ever ventured back there knows there are many examples of abandoned property, mostly watercraft and trailers. This is both unsightly and unhealthy as the items often collect water and become a breeding ground for mosquitos. If you know you have serviceable property in "the meadow", please, please, please take a few moments to ensure it is properly identified so we do not inadvertently dispose of it.

I will be asking a group at the fall work party to help organize and clean up the meadow area. If you have property in "the meadow" that you know you do not want any longer please let me know ASAP so we can take action to properly deal with it.

We are making plans for the 50th anniversary of SLSC and getting the club in Ship Shape condition is a major priority!

Thank you in advance for your cooperation. As always, if you have any comments or concerns, please do not hesitate to contact me.

Lobster Boil (Continued from Page 1)

I'll miss someone, but here goes my best effort. Sunday, early preparations included Caesar salad greens, croutons, scrubbing potatoes and organizing paper goods. Brenda McEwing has had her lifetime fill of doing the Romaine lettuce, as well as Connie Madigan for the Caesar dressing. Thanks to the Benson, Miller, McCarthy and Koines families for helping set up. Harry Redgrave spearheaded the set up of the canopies. I have no idea where they're kept or how to put them together, so I appreciate his doing this. Thank you to Doug McGivney who came to the rescue with the loan of his truck to get the lobsters and corn. Many others were involved in the cooking and did a fantastic job on the steaks, kid's meals, lobsters and corn. The Benson's (Jim and Eric), Kelly Chabot and my main man Paul were the grill masters- the steaks were perfect! The lobsters and corn were excellent- thanks to John Sweeney and the Hudson menfolk. Others helping were Joyce Gummer (the best!), the Barringer, Cooper, Flanigan (thanks, Ian!), McCarty, Auciello, Rafaniello, Rice, Tedrow, Seidman and Roberts families. Thanks Vic and Kathy Roberts for the big clean-up. And to anyone I missed, thank you for helping support these big parties!

Don't forget to mark your calendars for the End off the Year Party at Wheatfields restaurant in Saratoga Springs. On Saturday, Nov. 4 we will have our last get together of the season for awards, door prizes and camaraderie – reservations are due by **Wed., Nov. 1**. Reservations **can not** be taken after that date, and seating is limited, so **reserve early!** We hope to see you then!



As far as we know this barn dates from around 1900-1910 (information from Randy Rice, Club Historian) when the main house was constructed, and shares similar gambrel roof architectural features. If you take a close look you will note that the section on the front of the barn that forms the foot of an L is a later addition.

To date, the practical value of the lower barn has been in providing safe, out of the weather, winter boat storage for members who couldn't, or didn't want to, store their boats at home or in the meadow or boat park under blue plastic. This has provided income for the club through the fees charged. Up until about a decade ago we would store Lasers and other board boats in the attic of the lower barn, while the boats on trailers went into the main level.

Through a very careful packing strategy we could fit more boats into the lower barn than clowns in a circus mini car. In recent years, as more members leave their boats outside during winter, boat storage in the lower barn has been limited to the lower portion of the barn, but according to SLSC Treasurer, Bruce Blackie, storage fees still bring in about \$500 per year.

Do you see other potential uses for the lower barn? One idea being discussed is to use the lower barn as a boat repair work area. The Club recently installed new electrical service in the lower barn so there is sufficient power for lighting and portable electrical tools. This means that the barn can be used now as a work area. Perhaps some members would like to store tools and supplies in small, locked storage bins, similar to those already in use in the boat park and near the board boat racks. It might also be useful to install some worktables. Such tables could be designed to fold-up, reducing interference with boat storage.

We met with the Board last month and discussed our concerns and have their go-ahead on gathering additional information. Our initial goals are to determine the cost of a temporary covering for the roof to stop water damage, the cost of full roof repairs, and the wishes of the Club members for the future of the lower barn.

We have learned that the New York State Parks and Recreation Department (with offices in Saratoga) provides preservation grants for barns that are:

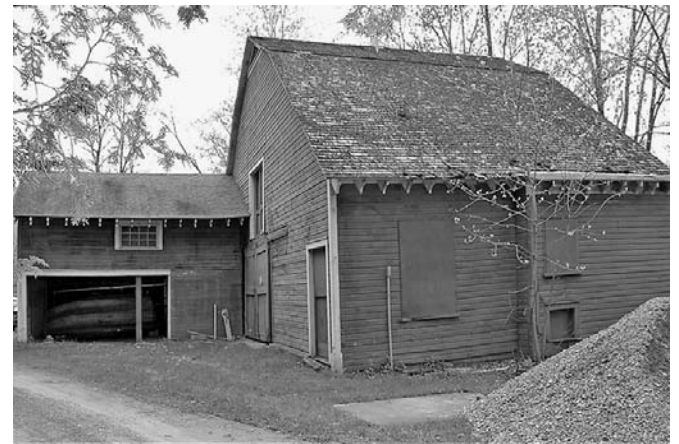
- * in need of substantial repair,
- * at least 50 years old, and
- * constructed for storage/shelter of livestock, farm equipment, or agricultural products.

The grants have been funded again in this year's State budget and we are on the list to receive more information when it becomes available.

Unfortunately, we do not have the luxury of just continuing to ignore the lower barn. If the roof is not repaired, the leaks will eventually damage the beams

and other structural elements and it will become structurally unsound, creating a hazardous area for both people and boats. We must either repair the roof to prevent further damage, or plan when and how the lower barn will be removed before it becomes a hazard.

We would like to hear from you. Do you think the lower barn should be saved or demolished? If saved, how can it be made more useful to the membership? Do you have connections with people who could provide roof repair estimates or with the NYS Parks and Recreation Department? Any other concerns or ways you can help? Please email or call Hunter Currin at Hcurrins@aol.com (518) 587-7168, Lois Haignere at haigner@nycap.rr.com (518) 464-0991, or Vic Roberts at vicroberts@earthlink.net (518) 399-4410.



Lower Barn



SLSC Sailboard Regatta

By Gene Altman

The newly formed SLSC Sailboard fleet held it's first regatta on Saturday, Sept 9th.

We had about a dozen sailors and about an equal number of helpers and spectators. All enjoyed a dinner sponsored by the Adirondack Boardsailing Club.

Results of the Races

Open Division

1st - Andrew Pate; 2nd (Tie) - Gene Altman, Bob Krull

Ladies Division

1st - Adena Korvech; 2nd -Teri Mulligan

Novice Division (never won or placed in a sailboarding regatta.

1st - Tom Zebrowski; 2nd - Gunnar Hall

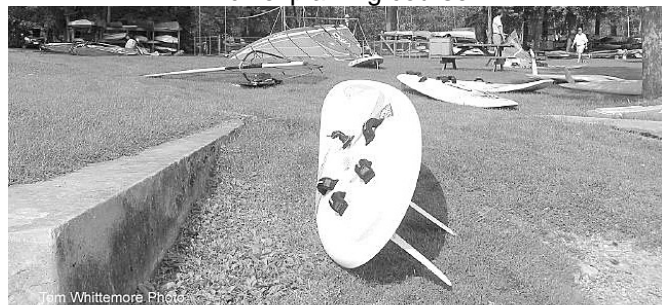
All participating sailors were given SLSC coffee mugs.

The weather gave us a break with the morning being warm and sunny and the late afternoon had some clouds, but no rain. The winds for the three races were 2 to 20+ with a variety of directions

Kudos. Dick Blackmer was overall chair and did registration and breakfast. Gene Altman was assistant chair. Dick, Jim Benson, Eric Benson, Tom Whittemore and Neil Hannon ran the races. Gary Haffke was chef for the dinner.



Dick explaining course



Tom Whittemore Photo



Andrew



Bob & Gene



Adena



The Winners



Dick sailing

Three Down, Two to Go

By Paul Waterfield

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Since my last report we've wrapped up the Manning and Robinson Series and are two-thirds of the way through the final six week Kaydeross Series. The Indian Summer Regatta follows October 15-16 and that's it. Bummer!

Manning- Nine of twelve Wednesday night races were completed. Forty-six skippers participated and sixteen qualified by sailing at least four races. Dave and John Hudson were dominant with five first place finishes. John Power mistook testing samples for a look alike alcoholic beverage and the RC was unable to determine if performance-enhancing drugs were involved. A three way tie for second involving Jerry Zell, Bill Hamilton and JT Fahy was resolved in that order based on the number of races sailed. Paul Waterfield, with help from Allan Miller and Bernie Zabek, edged John Kimball for fifth place assuring that trophies would go at least five deep on the men's side. Laser light air specialist, Lois Haignere, was the women's champion.

Robinson- Fourteen of sixteen Sunday races were completed in the Robinson series. Forty-four skippers participated but only nine sailed the seven races required to qualify. Fleet winners were Joe Choi (Kestrel), Allan Miller (Laser), Bruce Blackie (Ensign), Paul Waterfield (Flying Scot) and John Kimball (Open).

Season Championship- If we sail all the remaining races in the Kaydeross Series we will have a total for the season of 42. Any Skipper with 16 races will qualify. John Kimball has the inside track but throw-outs could have a significant impact on the final order. Skippers should check the Website or the Club Bulletin Board to see where they stand and if they're in shape to qualify.

Indian Summer Regatta- Mark your calendars and get your team together. Our end of season regatta is October 14-15. The Notice of Race is on the SLSC Website and Club Bulletin Board. This is an open event which is being run in conjunction with the Kaydeross Cup, part of the Thistle Class Fall Series. Note to Fleet Captains...Five boats in a class will be scored as a separate division. Prizes will be awarded at the End of Season Party at Wheatfields in Saratoga Springs on November 4. Put that on your calendars too!

End of Season Party- This is *not* for racers only! *Everyone* will win a prize! OK, *not* everyone, but don't be surly, reserve early, call Shirley. Fe-fy mo-murly, call Shirley!

Ensign Solidarity Day

By Fred Barker

On Saturday, Sep 9th, the Ensign fleet held a daysailing get-together involving a couple of hours of sailing, drinks and appetizers, and a potluck picnic. Participants included, myself and Tony & Sharon Cannone with

guests Tom and Ann Neufeld (Ensign 530), Hunter Currin (Ensign 841), Skip & Brenda McEwing (Ensign 2017), and Allan & Mary Jean Tedrow (Ensign 118).

Our group sail was exciting in a fairly stiff breeze and our Ensigns demonstrated that they know how to heel! We also enjoyed ogling the McEwings new Ensign - the 17th hull built by Ensign Spars. It's a beauty and sports a furling jib - the first in the fleet. Maybe more will follow!

The drinks-and-appetizers part was supposed to occur while rafting together in the bay adjacent to the mooring area, but threatening clouds, lightning, and thunder, sent us into the clubhouse for that activity. Happily the storm missed us, so we went outside for our potluck picnic.

We plan to repeat the event next year and to attract a few more participants from our fleet of 12 Ensigns. (Need an Ensign? See below.)

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

Various Items - Ray Biedron:

Vanguard 470, 14' racing sailboat with main, jib, trapeze, and trailer. Fair condition. Asking \$800.

Rhodes 19 daysailer, with main, jib, swing keel, custom cover and trailer. Good condition. Asking \$2400.

Pair of 8' oars. \$25.

20' high aluminum mast with 9' boom and fittings available in Boston. Have digital pics of all. Came from a 17' sailboat that that was put out to pasture.

Boat trailer for medium sized sailboat above. \$125

Call Ray Biedron @ 371-6243

2006 OFFICERS & CHAIRPERSONS

Commodore.....	Clark Cooper
commodore@sailsaratoga.org.....	372-9607
Vice Commodore.....	James Nicol
vicecommodore@sailsaratoga.org.....	449-3537
Rear Commodore.....	Dave Hudson
rearcommodore@sailsaratoga.org.....	370-4894
Secretary.....	Joan Link
secretary@sailsaratoga.org.....	439-2471
Treasurer.....	Bruce Blackie
treasurer@sailsaratoga.org.....	583-0759
Flag Lt. Boats.....	Tony Bianchini
boats@sailsaratoga.org.....	583-4514
Flag Lt. Grounds.....	Tony Cannone
grounds@sailsaratoga.org.....	271-0246
Flag Lt. House.....	Glenn Miner
house@sailsaratoga.org.....	899-6717
Flag Lt. Race.....	Paul Waterfield
race@sailsaratoga.org.....	584-5552
Membership.....	Allan Miller & Barbara Prince-Miller
membership@sailsaratoga.org.....	885-5510
Newsletter/Publicity.....	Fred Barker
publicity@sailsaratoga.org.....	355-7581
Sailing Program.....	John Gallagher
sailingpgm@sailsaratoga.org.....	793-5859
Social.....	Shirley Waterfield
social@sailsaratoga.org.....	584-5552
Historian.....	Randall Rice
.....	785-7965
House Attendant.....	Kathy Johnston
kmorrisjohnston@aol.com.....	583-9646
House Phone.....	584-9659

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