



Telltale

Saratoga Lake Sailing Club

web page: sailsaratoga.org



August, 2007

50 Years Celebration at SLSC!

Mark your calendars for a special Lobster Boil this Labor Day! To commemorate the 50th anniversary of the sailing club, a day of sailing and lobster is planned for your enjoyment. The day begins with coffee and donuts at 10AM, followed by a parade of sailboats around Saratoga Lake (weather permitting). This is not a racing event (Paul is glad to hear!), but a come one, come all sail for everyone's enjoyment. From the club we will probably head towards Snake Hill, then back up the lake and over to where the Waterfront restaurant was located. This spot is where the original SLSC met. We'll then sail to the club. The lobster boil will start at 4:00 for cocktails, followed by dinner at 5:00. Music from the 50's will add to your enjoyment! Please dress in any 50's attire or in SLSC colors, decorate your boat or picnic table, or make a 50's dessert or appetizer for the dinner. Any other fun ideas are welcome, or none, if you choose not to. BUT, please sign up by Saturday, Sept. 1!

We will need a few hands on shore to prepare for the dinner, but hopefully we'll be well organized so that those who wish to sail will be able to do so. We hope you will all join us on the festive day!

We are requesting a donation of \$10. for the "Sail Around", entitling each registrant to commemorative glasses and a sticker for your boat. Raffle tickets will be available, at a nominal charge, for great door prizes! All of the proceeds will be donated to the Leukemia /Lymphoma Society. Contributions of items for door prizes are welcome!

Offwind Mark Roundings

by John Hudson

As boats approach a jibe mark or leeward mark, they encounter the magic "two boat length circle," in which the ordinary right of way rules (port-starboard, windward-leeward) no longer apply. The right of way in this zone is controlled by Rule 18: Rounding and Passing Marks and Obstructions. This rule states, essentially, that when the lead boat of two or more overlapped boats reaches a circle centered in the mark and having a radius of twice the overall length of the longest boat involved, the inside boat or boats (i.e. those closer to the mark) must be allowed enough room to make a "seamanlike rounding" of the mark without interference from the outside boat. This is true irrespective of who is on port or starboard, or who is windward or leeward.

(Continued on Page 2)

Labor Day Lobster Boil

Cocktails at 4:00PM Dinner at 5:00PM

Surf & Turf \$25

Lobster Dinner \$20

Steak Dinner \$15

Kids (Hot Dogs/Hamburgers) \$5

Extra Lobster \$15 / Extra Steak \$10

Bring an appetizer or dessert to share.

Last names P - Z please help!

For reservations, call Shirley Waterfield at 584-5552
or e-mail swaterf1@nycap.rr.com
by Sept 1, 2007.

Upcoming Events

Aug 9.....Board Mtg
Aug 11-12.....Flying Scot Regatta (Districts)
Sept 8.....Board Sailing Regatta

What's Inside?

On the Block.....Page 3

Using Our Website

by Clark Cooper

As many of you know, the club has its own website at sailsaratoga.org. This URL is displayed in every Telltale right under the title. There are several functions served by this site. First, it's a way, along with the Telltale, of communicating with the membership. Second, the site is a way for potential new members or visitors to find out about the club, including driving directions. Third, the site is a tool for performing some club administrative functions.

Parts of the site are open to the public and some are accessible to members only.

(Continued on Page 2)

This rule makes it important to set yourself up to be the inside boat whenever possible, and to be ready to give room to any boat that is overlapped and closer to the mark. At the jibe mark, this sets up conflicting requirements, as in most cases boats will be approaching the mark on a starboard tack reach, and will be trying to stay above the boats ahead in order to maintain clear air. This puts them outside on the approach to the mark. One strategy to deal with this is to sail high early in the reaching leg, then dive down to an inside position close to, but outside of the two boat length circle. The alternative is to sail low enough on the reach to be below the wind shadow of the boats going high, then come up to the mark late in the leg. This latter course sometimes works, but is hazardous, especially in large fleets and light winds.

The situation at the leeward mark is similar to that at the jibe mark, but there are a few differences. At the end of the second reach, the boats that went high will be on the inside. Consequently there is no reason to go low and come up late in the leg. This is generally a bad position to be in. Another consideration at the leeward mark is the question of which side of the beat you want to be on after rounding the mark. If you are planning to go left after the mark, an inside rounding is even more important, as it will leave you free to tack soon after rounding. At the end of a run, when boats may be coming in from a wide range of directions on different jibes, it is also important to realize that an overlap may exist for a boat coming in from the left even though that boat may appear to be relatively far from the two boat length circle, if that boat is on a course to pass close to the mark.

If you fail to get an inside overlap, all is not lost. Getting the inside is important, but the most important thing in the rounding maneuver is to end up to windward of nearby boats after the rounding is complete. There are several things that you can do to improve your chances of this outcome. The inside boat is constrained not to sail any farther from the mark than is necessary to make a "seamanlike rounding," and must jibe as soon as he reaches the rhumb line to the next mark. (See the previous article in this series on "proper course.") This gives the outside boat the opportunity to swing wide of the mark, then jibe and head up close to the leeward side of the mark and end up to windward of the former inside boat. There is some hazard in this maneuver, as the inside boat may jibe close enough to the mark that no hole exists for the outside boat to jibe into. Another strategy for the outside boat, especially when rounding in a large fleet of slow moving boats, is to sail very wide of the mark, in clear air, and pass the whole group. Alternatively, a boat coming into one of these groups late may be able to sneak inside of all of them, as they slowly drift downwind from the mark. It is important to note that, even though you did not come into the mark with an overlap, going in close to the mark does not involve a foul unless you interfere with a boat that you are required to give room to.

It should be borne in mind that if there is a question as to whether an overlap exists as the lead boat reaches the two boat length circle, the burden of proof falls on the boat claiming the inside overlap. A good way to avoid problems with this requirement is to hail the outside boat and ask the skipper to make the call on whether an overlap exists. This

skipper is in the best position to judge an overlap, and if he accepts that an overlap exists, there is no problem. If the outside skipper claims that no overlap exists, the inside boat can still claim an overlap, but will be in trouble if a collision at the mark results in a protest unless he can call witnesses from another boat. (This process of claiming overlap and rejecting this claim probably lead to more yelling on the race course than all other situations combined. There is no better feeling than to get away from a downwind mark just ahead of the pack in a large fleet and listen to the yells and bangs that occur when a large number of boats try to round at once.)

Our Website (Continued from Page 1)

The public parts include the events calendar, board contacts, directions, membership information, member manual, sanctioned fleet information, and racing information including race committee assignments and current race results. The members-only parts consist of the online member directory and several admin functions.

In order to access the members-only areas of the website, you need to login, and to do this you need a website ID and password. If you have provided an email address on your member renewal form, then you are eligible to receive an ID and password. The known email address requirement is necessary to help prevent non-members from impersonating members.

To actually obtain your website credentials, send an email request to the webmaster, slsc_admin@sailsaratoga.org. This will result in an email sent, not in reply, but to the email address you supplied when you joined or renewed. This message will contain a registration link to the website that is custom-made for you, the requestor. After going to that registration link and agreeing to the conditions by clicking on OK, another email will be sent to you with your computer generated ID and password.

Once you have your ID and password, you can login by clicking on the "Login" link, which is at the bottom of the navigation panel on the left. This will bring up a login page using a secure connection. Secure connections use something called a security certificate that is intended to assure you that the site really is controlled by the people that you expect it to be controlled by. Certificates must be "signed" in order to be valid. Commercial organizations pay an annual fee to well known companies to sign their certificates. Your browser recognizes the signature of these well-known companies and automatically accepts certificates signed by them. For certificates that have unrecognized signatures, your browser will bring up a dialog asking you whether it should accept the certificate or not. Since you will not be giving us any

(Continued on Page 3)

Our Website (Continued from Page 2)

private or sensitive information through our website, we do not pay this fee and therefore have signed our own certificate. So you will get this dialog the first time you login to sailsaratoga.org. When it comes up, indicate that you wish to accept this certificate permanently.

After logging in, you will go back to the page from which you clicked the "Login" link. You can tell that you are logged in by looking at the bottom of the web page. When you are logged in, the bottom right of the page will show that you are "Logged in as..." with your name in place of the dots. Also, additional links show up in the left navigation panel after you have logged in; in particular, the link to the member directory.

It is possible to go directly to a members-only page by typing in the URL or through a bookmark. If you haven't logged in through the current web browser session, then the login page will come up to verify your credentials and you will be forwarded on to the requested link.

Currently, unless you are a club officer, the only reason that you'd want to login is to access the online member directory. Otherwise everything you need is available through the public parts of the website. In the future though, other members-only features may be added.

Clicking on the member directory link takes you to the URL http://sailsaratoga.org/directory_request.html. You can put this in a bookmark and access it as indicated in the paragraph above. On this request page, you can get online information in several ways. First, can get a PDF version of all the directory information suitable for printing. This PDF version is generated every night and will not reflect changes made to the member database since then. Second you can get directory information that reflects the current database.

You are given a choice of whether to list just the email and home phone or detailed information, which includes work phones, cell phones, children, and registered boats. You are also given a choice of whether to display all the information in one web page, all the information grouped 20 members to a page, or just selected members by search term.

While a printed directory is the most useful at home, the online directory has the advantage that you can use it anywhere you have access to the Web. Suppose you were planning to go racing on Wednesday with a friend and something comes up at work that prevents you from going to the lake. You can look up your friend's work number from the online directory through your PC at work and let them know you can't make it.

On the Block

Ensign:

1965 Ensign #1054, rebuilt cabin top, rebuilt cabin interior, fresh varnish, fast sails. Ready to race or cruise! Forespar telescoping extension, all Harken hardware, Carbo Airblock main tackle, mid-boom sheeting, North Sails mooring cover, several mains, genoas, and spinnakers. 8 Life jackets, 4 flotation cushions, Includes everything you need to sail this weekend! \$6000 obo

Call (917) 558-6253
or email jeremy@kinorox.com for photos!

Flying Scots:

#3971, 1984 yellow hull, with 1984 sails and trailer. Though not rigged for spinnaker, a spinnaker is included. \$2675

We would like to keep it in the Club.

Call Howard Hart, 374-3229
or email howardhart@verizon.net

#2431, Douglass built boat, in very good condition, fully rigged for racing with jib sheets on seats and all other lines run to centerboard cap. Included are 2 North mains and jibs, one spinnaker, compass mounted on centerboard cap, and a variety of accessories. The hull is light blue. It has an older trailer. It is currently parked at the Lake about 1/2 way back on the side of the driveway away from the Lake. Feel free to take a look. Asking \$3300, but would entertain any serious offers.

Call Dan Lewis at 518-478-0445
or email danlewis@nycap.rr.com

Hobie 17:

Good condition, newer mainsail with low usage, aluminum trailer, stored indoors winters except last winter, water rack included. \$2200

Call Fred Barker @ 518-355-7581
or email fbarker@nycap.rr.com

Scanmar 33:

1986, Swedish built, Beautiful, Class A rated, 33-foot racer-cruiser. Excellent condition. Took 2nd place in division in the non-stop, 200-mile Around Long Island Regatta in 2004. Loaded with fine sailing gear and living amenities. Detailed information, photos, drawings, and specs at:
<http://home.nycap.rr.com/bifurcated/highlights.html>

Call Ed Lange at 518-439-0139

2007 OFFICERS & CHAIRPERSONS

Commodore.....	Clark Cooper
slsc_commodore@sailsaratoga.org.....	372-9607
Vice Commodore.....	James Nicol
slsc_vicecommodore@sailsaratoga.org.....	449-3537
Rear Commodore.....	Dave Hudson
slsc_rearcommodore@sailsaratoga.or.....	370-4894
Secretary.....	Joan Link
slsc_secretary@sailsaratoga.org.....	439-2471
Treasurer.....	Bruce Blackie
slsc_treasurer@sailsaratoga.org.....	583-0759
Flag Lt. Boats.....	Tony Bianchini
slsc_boats@sailsaratoga.org.....	583-4514
Flag Lt. Grounds.....	Tony Cannone
slsc_grounds@sailsaratoga.org.....	271-0246
Flag Lt. House.....	Rick & Carol Fish
slsc_house@sailsaratoga.org.....	587-1271
Flag Lt. Race.....	Paul Waterfield
slsc_race@sailsaratoga.org.....	584-5552
Membership.....	Allan Miller & Barbara Prince-Miller
slsc_membership@sailsaratoga.org.....	885-5510
Newsletter/Publicity.....	Fred Barker
slsc_publicity@sailsaratoga.org.....	355-7581
Sailing Program.....	John Gallagher
slsc_sailingpgm@sailsaratoga.org.....	793-5859
Social.....	Shirley Waterfield
slsc_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.....	Rob Tikoft
	(803) 483-2786
Hobie 17.....	Don Railton
	584-4866
Jet 14.....	Al Tedrow
	371-8765
Kestrel.....	Tony Bianchini
	583-4514
Laser.....	Alan Miller
	885-5510
Sailboards.....	Dick Blackmer
	399-0541
Thistle.....	John Hudson
	374-0228