



Tell tale

Saratoga Lake Sailing Club

Web page: sailsaratoga.org



September, 2007

From the Commodore

Thanks to the work of many people, but especially organizers Emmett McCarthy and Shirley Waterfield, the 50th anniversary celebration on Labor Day came off wonderfully. In compensation for our soggy 4th of July event, the weather was perfect. We collected around \$700 for Leukemia / Lymphoma Society through our raffle and registration fees for the Sail Around.

Although the wind started out a little strong, it moderated somewhat during the course of the sail around. Starting near Snake Hill, we headed up by the club then took 2 more jibes to reach the site of the former Kaydeross Park, the original venue for the club. After that we headed back for a close reach back south. Some continued a very pleasant sail, but others had to head back in to help out with dinner.

It was a beautiful sight to look back and see all the boats sailing together in the bright sunshine. - Clark

50 Years Celebration at SLSC!

by Shirley Waterfield

We have had many social events at our sailing club, but I can't remember one that was as special as this Labor Day! As a celebration of our 50th year, the warm sun, gentle breezes and perfect temperature all combined to set the stage for a memorable afternoon of sailing and camaraderie.

A fleet of sailboats left the docks around noon, eventually gathering together to sail around the lake. It was a beautiful sight! Bad Haggis was crewed by pirates aka Rob Hayes and family, while others flew colorful flags from whatever those ropes are called. Thanks to everyone who participated and donated to the Leukemia/Lymphoma Society. The McCarthy's, Cannone's and Millers put together a great selection of donated and created items. Between the Sail Around and raffles, over \$700 was raised for this, our first, fundraiser.

Our dinner party was record-breaking- 254 of you! I wasn't sure how this would all pull together, but it did without a hitch. Some of you worked on Sunday to make the salads and organize supplies, while the rest jumped in on Monday to finish preparations. Our cooking crew did an outstanding job with corn, lobsters, steaks and kid's meals. Dave Hudson, John Sweeney, Charlie Smith, Skip Perry, Jim Benson, Harry Redgrave and Paul
(Continued on Page 2)

The Club Needs You!

Fall Work Party, Sat Oct. 20

Mark it on your calendar now.

We need your help.

Work parties form from 8:00 to 9:00 am.

If you are working outside, bring gloves, hammers, crowbars, pliers, rakes, wetsuits and waders.

It's part of your obligation as a member, and yes, we do take names!

Good work, good fellowship and good food.

We'll see you there!

Upcoming Events

Oct 11.....Board Mtg

Oct 13-14..Fall Regatta/Thistle Kaydeross Cup

Nov 3.....Awards Party

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thanks for doing this. I'm sure I forgot someone, but my memory being what it is, please forgive me! Thanks also to Amy Hudson, the Rafaniello, Tkal, Roberts, Parry, Olsen, Auciello, Hamilton, Nichol, Rice, Seidman, Photographer Currin, Hamilton and McCarthy families (and I'm sure others!) for contributing to this event. The clean-up crew did the best job ever. When I Left, EVERYTHING was clean and put away! The Sykes family arranged for the delicious ice cream donation from Adirondack Creamery. We're spoiled for sure. Kathy Johnston, our caretaker in (every sense of the word) not only helps with these events, but also makes sure the lawns, gardens and house are tidy- thanks for keeping the place in tiptop shape, Kathy!

I also need to say a few words about the Memorial Day Brunch and July 4th Barbeque, as I was remiss in getting these in to the Telltale – too much going on this summer- my apologies! I would like to than Nancy Blackie and Jill Ballou for doing the shopping for the Brunch. This is huge part of any event, and they did a wonderful job. We had about 130 guests for the Brunch. Jim and Cindy Benson and Charlie and Kathy Koines did a super job chairing the July 4th Chicken Barbeque- they did it all! Attendance was approximately 160 people.

As you can see, feeding these large groups could be overwhelming, but is not, because of your generous donation of time and effort. A heartfelt thank you to all for working and attending our parties. This sharing of time and energy, getting to know each other, is what makes our club so special. Thanks for a great season!

Grounds Improvements

by Tony Cannone

It has been a great summer and hopefully everyone has gotten in a lot of sailing and planning to take full advantage of the beautiful fall weather. We also hope you have noticed the fantastic work of a lot of your fellow members improving the grounds. The improvements we have made to the ramp, docks and location of the Water racks seem to be working.

We have a lot of you to thank for the time you contribute and wonderful work you have done to help us put these improvements in place.

Janet and Bill Hamilton and Charlie Koines painted the RC shed. Bill Barringer arranged for the material and Vic Roberts and his son Nate put lighting in the lower section of the main barn where our storage has been moved to. Charlie Koines and Gene Altman built additional storage facilities in the barn too. If you have not been in this area the light switch is on the right and with the lights on it is really easy to see where to store your equipment and how much better an area it is than the old shed. Allan Miller coordinated the delivery of stone for and clean up of the lower main barn, stump grinding, and boat ramp placement.

We really need to get the old shed cleaned out and demolished this fall and we need your cooperation to move your gear into the new storage area. If you have not already

moved your equipment please move it to the barn ASAP. Any property remaining in the Boat Shed after the last race of the season will be removed in preparation of the building's demolition! We will need help this fall to prepare and take down the shed. Please let either of us know if you can help. Further plans are in the works to fill in the area where the current shed is located and prepare a new site for a new building next spring.



Empire State Games

by James Nicol

SLSC was well represented at the 2007 Empire State Games held in Westchester County July 25-28th. The Adirondack team consisted of captain Allan Miller, Mike Kitner, David Nicol and James Nicol for the regatta in Lasers held at Shattemuc Yacht Club in Ossining, NY.

In mostly light and very hot conditions, 6 races were held over 3 days, with racing cancelled on day 3 due to lack of wind. Ossining is just north of the Tappan Zee Bridge and so usually has afternoon on-shore winds. However, only one of the races was sailed in wind of more than 15 mph. Sailing in front of Sing Sing prison, the racing was competitive, with regatta winner Mark May of Ossining the gold medal winner with 7 points.

Mike Kitner christened his brand new boat with a 6th overall, Allan Miller was 7th, James Nicol 10th and David Nicol 11th.

Allan, James and David attended the opening ceremonies, which were quite a thrill, with 6,000 identically clad participants marching in to an arena at Kensico Dam cheered on by family and friends with a keynote speech given by Governor Spitzer.

Rule 62, Redress

by John Hudson

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Occasionally a situation arises in which a boat, through no fault of its own, receives a finishing position that is significantly worse than she would have had in the absence of that situation. This may have happened either through the actions of another competitor (e.g. collision damage) or through an action or inaction of the Race Committee. Fortunately, there is a provision in the rules for granting redress to a boat that has been unfairly prejudiced, namely Rule 62.

Rule 62 states that a boat can appeal for redress if, through no fault of her own, her position in a race or series has been made worse by:

- a. An improper act or omission by the Race or Protest Committee or Organizing Authority,
- b. Injury or damage because of action of another boat breaking a rule,
- c. Giving help to another boat,
- d. A boat against which a penalty has been assessed.

The process for obtaining redress is similar to that for filing a protest. The boat claiming to have been disadvantaged must file a request for redress under Rule 62, which must then be heard by a protest committee in a hearing similar to that held for any protest. The main difference in this case is the latitude a protest committee has in deciding whether to grant redress and, if so, what form this redress should take. Rule 64.2 states that, when granting redress, the protest committee "shall make as fair an arrangement as possible for all boats affected." This is a much broader mandate than for protests under other rules, in which the protest committee has to determine fault and, if fault is found, disqualify the offender.

In determining redress, the committee is not bound to accept the redress requested by the disadvantaged boat, and may do anything from throwing out the race to simply adjusting the score of the disadvantaged boat.

Let us look at some redress situations Dave and I have been involved in over the years. Consider first errors by the Race Committee. In a recent regatta on another lake, several boats failed to finish within 30 minutes of the winner, due to poor wind conditions. They were not given a finish position by the Race Committee when they crossed the finish line. One of these boats requested redress because the Sailing Instructions defined the time limit as "30 minutes after the first boat or within the two hour time limit, whichever is longer" and claimed that he had finished within the two hour limit. (Note: people often refer to this as "protesting the Race Committee." There is no rule that permits this. What they are asking is redress under Rule 62.) In this case, because there was no record of the order in which the boats finished, and the Race Committee had clearly made a mistake, the boats that had not been given a finish were all awarded points for a finish one boat worse than the last finisher who had been given a finish. In this case it was possible to grant redress to those disadvantaged without resorting to

throwing the race out, which would have been unfair to those boats that had sailed the course properly and been given finishes.

Unfortunately, cases arrive in which there is no choice but to declare the race invalid. We were involved in a situation like this a few years ago on Lake Hopatcong. We were sailing a windward-leeward course, with a "gate" at the leeward mark. (A leeward "gate" is formed by setting two marks about two to four boat lengths apart at the leeward end of the course. Boats must sail between the two marks, and may round whichever one they choose.) In this case, a rescue boat had mistakenly removed one of the gate marks before the fleet arrived at it at the end of the second downwind leg. Having no way of determining which mark had been removed, boats tried to round the remaining mark from both directions. This led to total chaos, and multiple requests for redress. In this case, there was no way to be fair to one group without being arbitrarily unfair to another, and the race was thrown out.

The other common situation leading to a request for redress is one in which a boat has been damaged in a collision in which the other boat was at fault, and cannot continue in the race. The most common redress granted in this case is to allow the damaged boat to take as her score for that race an average of her scores for the rest of the races in the regatta or series, rounded to the nearest whole number. Note that in cases like this, the process of granting redress is separate from the process of assessing fault for the collision. If the boat at fault in the collision will not admit fault, then the Protest Committee must first determine who was at fault, then decide on redress for the injured party.

The third criterion for redress is for boats that have lost position or been unable to finish because of rendering assistance to another boat. Dave and I were involved in one of these at the Thistle Nationals in 1992. We were on the second reach in a very windy race, when the skipper fell out of a boat ahead of us. We managed to pick him up and deposit him back in his boat, but lost considerable ground in doing so. In discussions after the race, we were asked about how many places we thought we had lost in the process of rendering assistance, and our finishing position was revised upward by this number. (Protest Committees tend to be very generous with boats that render assistance – keep this in mind the next time you see someone in trouble.)

There are obviously many other situations in which Rule 62 could be applied. The main points to keep in mind if you feel that you have been unfairly disadvantaged are, first, that you must file a request for redress and have it heard by a Protest Committee and, second, that the Protest Committee has wide latitude in granting redress. You may suggest to the Committee what you feel is appropriate, but the Committee has the final say in the outcome.

StrideSail 2007 SLSC

by Skip Parry

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If you were around the boat yard on the August Mondays of the 20th or 27th, you may have observed an interesting group of kids ambitiously awaiting their opportunity to actually get out on the water. Six children with special needs participated at SLSC for two evenings of light air sailing aboard Tony Cannone's Ensign and Skip Parry's Scot – rounding out a five-week course of instruction sponsored by STRIDE.

If you have not been immediately affected by children and/or adults with special needs, it is simply a question of time before you do. Developmental disabilities are at an all time high, with autistic spectrum disorders for example, now numbering 1 in 150 children and on the increase. Parents with identified children, often struggle in determining "normal" recreational opportunity, as focus can be scattered, and perceived behavioral issues hamper much of this segment of our community, not to mention the physically disabled, as they approach more traditional team sports.



It was with special needs children in mind, that Mary Ellen Whitney first developed the STRIDE program out of the greater Rensselaer area. A skier for many years and a teacher in the special education area, Mary Ellen developed the skiing model as the basis for her master's thesis in 1986 and everything took off from there. STRIDE currently provides hundreds of special needs kids recreational opportunities for skiing, snowboarding, swimming, Little League, bowling, cycling, camping, white water rafting and recently embraced returning war veterans with the opportunity to ski or snowboard in the organization's Wounded Warrior project.

Sailing, the sport which draws (as Clark Cooper, so aptly put it on Labor Day) our SLSC "extended family" together, really provides us a myriad of benefits - albeit unconsciously, on a regular basis: community, exercise, fresh air, sunshine, distraction from our day to day lives, coupled with family (immediate or extended) growth, and the accompanying stress relief. These things feed the soul and are invaluable and I know many of us feel the same. If we take these benefits, turn them around and

share them with a segment of the community typically easily overlooked, the experience becomes nothing short of miraculous, if not magical. And it was.

On the first night, while sitting at the picnic tables watching the boats go out, Mary Ellen Whitney among the parents of the kids watched as a bald eagle swooped down on the lake, snatching a fish away in its talons. On the water these kids were indiscernible from their age peers. Initially a little tentative, they might tip over, then gaining in confidence in a nearly timeless process, as we all have, take turns at the helm, trimming sheets, paddling, singing pirate ditties, teasing and splashing each other in the evening sun – suddenly everything seemed very normal, yet extraordinary, if not, miraculous.



Later after that first evening's sail, an eight year old astonished Joan Link with his ability to retain large categories of data. She later recounted in an e-mail that he had committed to memory many enlightening facts and terms for his age. When asked how he liked sailing with Tony Cannone and Joan, he remarked, "It was the best experience of my life." An older boy whose physical limitations make balance an issue (getting out on the dock was a little daunting) was so excited he could not express in words his enthusiasm, but the high five and hearty embrace between he and his father told it all. Another boy was excited that he could tell his mother, "I did excellent." The little stories, the little miracles flow from there.

At the end of the second evening, a big, golden, full moon arose in the east punctuating the event like a big award medal for us all.

Initially when I approached the board on this subject through Paul Waterfield and James Nichol, the response was overwhelmingly supportive. John Gallagher asked if we needed help with instruction, SLSC members volunteered boats: Mary Kate McCarty, John Gallagher, Tony's Bianchini and Cannone and Joan Link – soon we nearly had more boats and volunteers than kids. Special thanks to Tony Cannone who took pictures and sailed with kids and adults twice - really good stuff.

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StrideSail (Continued from Page 4)



For more about how to become involved as a volunteer, or how to get participants involved, go to: <http://www.stride.org/>. You may note that many of the sponsors are familiar and may match employee donations.



Wind Power for the Sailing Club

by Dave Burtis

The Board has decided to purchase wind power for the Club. Unfortunately, this will not help the racers on windless days. It will, however, eliminate the emission of carbon dioxide from the use of electricity at the Club.

Electricity generated by wind power is a rapidly growing, but still tiny, portion of the supply of electricity. The cost of wind power has declined to the point where it is almost, but not quite, equal to the cost of producing electricity from natural gas and coal fired generators.

There are several existing wind farms in New York, including a 195 wind turbine farm on Tug Hill. Farmers who have turbines on their land receive annual payments that typically add significantly to their retirement income. Customers in our region who have signed up for wind power include Union College, the city of Saratoga Springs, Saratoga Springs Library, the Inn at Saratoga, as well as about 10,000 residences. At the national level, Aspen Ski Center and Timberland are examples of companies whose electricity usage is offset by 100% wind power.

National Grid provides the electricity for the Club. Currently, the electricity is generated by a traditional mix of coal, gas, etc., but National Grid offers "green power" alternatives. The customer, both residential and business, can request that the amount of electricity that they use be generated from wind power or small-scale hydropower, or from other non-wind renewable sources. These alternatives cost a little more than the traditional mix. One alternative is the generation of electricity from 60% wind power and 40% small-scale hydro power (think dams in the Catskills). The additional cost is 1.3 cents per kilowatt-hour. A second alternative is 100% wind power for an additional 2.5 cents per kilowatt-hour.

The Board has chosen the first alternative. This means that when the refrig is opened or some lights turned on or a power tool is used, no carbon dioxide is emitted into the atmosphere. The additional annual cost will be a little over \$200.

If any members would like to consider signing up or encouraging their company to sign up for wind power, please contact David Burtis by email or phone.

Racing News

by Paul Waterfield

Here's a quick and overdue update on a great season of club racing. The weather cooperated and we're well ahead of last year in terms of numbers of races completed with only four weeks to go. In addition to our club races the Thistle, Laser, Kestrel, Flying Scot, and Board Sailing Fleets held successful regattas of their own. Thanks to all the Regatta Organizers, Race Committees and other volunteers for making all of this possible. Next up is the Indian Summer Regatta to be held again this year in conjunction with the Thistle and Flying Dutchman Regattas on October 13-14. This is a great way to end the season, especially if you like cold and wet sailing.

Also please mark your calendars and save the date for the season ending Awards Party which will be held at Wheatfields in downtown Saratoga Springs on Saturday November 3....further details to follow. Everyone's invited but space limitations might force us to impose a cutoff so sign up early. All qualifiers will be recognized... don't make us chase you down!

The series winners so far.....!

Zephyr

<u>Open</u>	<u>Flying Scot</u>	<u>Thistle</u>	<u>Kestrel</u>	<u>Laser</u>	<u>Ensign</u>
1 st Bill Hamilton 2 nd John Kimball	1 st Rob Tikoft 2 nd John Gallagher 3 rd Peter Seidman	1 st John Power 2 nd Dave Hudson 3 rd Jerry Zell	1 st Walter Smith 2 nd Joe Choi 3 rd John Collins	1 st Allan Miller	1 st Bruce Blackie 2 nd Hunter Currin

Manning

1st Paul Waterfield
2nd JT Fahy
3rd Dave Hudson

Robinson

<u>Open</u>	<u>Flying Scot</u>	<u>Kestrel</u>	<u>Laser</u>	<u>Ensign</u>
1 st John Kimball 2 nd Bill Hamilton	1 st Rob Tikoft 2 nd Peter Seidman 3 rd Glenn Miner	1 st Joe Choi 2 nd Bob Barringer 3 rd Tony Bianchini	1 st Allan Miller 1 st Lois Hagniere 2 nd Tom Walker 3 rd Dave Burtis	1 st Bruce Blackie 2 nd Hunter Currin

Still to come, Kaydersoss and Season Championship series results... please stay tuned.



Club boats sail by original location of the club during 50 Year Celebration Sailaround.



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

Trailer Wanted:

John Merrill, a former club member, is looking for a trailer for a sailing and rowing dinghy that is 8' long and has a beam of 4'.

Call John at 518 207-6496 (cell), 518 434-3486 (home), or e-mail address hoosier214@earthlink.net

2007 OFFICERS & CHAIRPERSONS

Commodore.....	Clark Cooper
slsc_commodore@sailsaratoga.org.....	372-9607
Vice Commodore.....	James Nicol
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Rear Commodore.....	Dave Hudson
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Secretary.....	Joan Link
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Treasurer.....	Bruce Blackie
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Flag Lt. Boats.....	Tony Bianchini
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Flag Lt. Grounds.....	Tony Cannone
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Flag Lt. House.....	Rick & Carol Fish
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Flag Lt. Race.....	Paul Waterfield
slsc_race@sailsaratoga.org.....	584-5552
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slsc_membership@sailsaratoga.org.....	885-5510
Newsletter/Publicity.....	Fred Barker
slsc_publicity@sailsaratoga.org.....	355-7581
Sailing Program.....	John Gallagher
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Social.....	Shirley Waterfield
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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