



Telltale

Saratoga Lake Sailing Club

Web page: sailsaratoga.org



November, 2007

Racing Awards Party

by Paul Waterfield, Flag Lt. Race

Fifty-five SLSC sailors and guests gathered in downtown Saratoga Springs on Saturday November 3rd to celebrate the beginning of another ski season. Well, one of us anyway...enough of this race scoring stuff for a while. The occasion was the 2007 Awards party and the place was Wheatfields on Broadway. The grapevine had it that the pasta was not quite hot and that the speaker was a little hard to hear at times, but my steak was great and the company was great and I am declaring the event an outstanding success and taking full credit until Shirley reads this.

The cocktail hour featured a slide show by Hunter and some pretty good snacks. My sister Patty came to my rescue at the award organizing pre-party at my house and at the ticket table when Barbara Miller had to excuse herself because her knees hurt. Just between the rest of us, I'm not sure I buy this because they were brand new for crying out loud (port and starboard). However Barbara did continue her tradition of support for this event by hand-stickering the bags for the crew awards and writing some very clever things on them like "Best Crew" and so forth. Thank you, Barbara. Hunter also contributed four prints of his 50th Anniversary photos for our door prize giveaway. I remember Nat Corwin won one that featured his Sturdee Cat in the foreground.

John Kimball won the Season Championship for the second consecutive year and for the third time in the past four. Since we can't seem to beat him on the water I've decided to rewrite the rules this winter. Good luck next year, John!

I'm sure there's more to report and I apologize for what I may have omitted, but I really have to tune my skis.

SLSC Summer Club Liquor License

By James Nicol, Vice Commodore

The club was recently informed that our Liquor License application has been approved. Our thanks to Jim Fauci, Esq., a club member who was extremely helpful throughout the application process.

You'll see a certificate posted in the kitchen in the near future. Our license is for a "summer club," and we will renew the license early next year.

As you will remember from July's Telltale, we published a

set of alcohol guidelines earlier in the year. Now, with our license in place, we will remain fully compliant with the state's liquor laws and in turn, with our liquor liability insurance coverage.

One of the most significant changes to our practices this year was the need to not leave beer or wine in the fridge, and my thanks for adhering to that. Please refer back to July's Telltale at the SLSC website for the complete set of guidelines.

Boathouse Update

By Tony Cannone, Flag Lt. Grounds

On November 3rd the "SLSC" boathouse was razed by a small group of members using a rented tractor, steel cable, sledge hammers, axes, and muscle power. A utility panel was installed to get ready for the installation of new electrical service.

On November 10th a second, larger group, gathered to remove the remaining debris and prepare the site for work on the crane electrical hardware and water piping. The remaining work, to be completed over the next couple of months, includes installing the new electrical service, extending the crane and water service to the new panel, installing a pumping station, and grading the site.

I would like to thank the following for helping out over the two weekend effort: Dave Hudson, Bill Berringer, Glenn Miner, James Nicol, Emmett McCarthy, Clark Cooper, Ed Lange, Ben Ettenger, Jeremy Sykes, Bob Chiarello, Bill Hamilton, JT Fahy, Jerry Burr and Rich Ansaldo. I hope I didn't miss anybody.

(Continued on Page 3)

Upcoming Events

Dec 3.....Annual Meeting
Dec 13.....Board Meeting

What's Inside?

Flying Scot Regatta.....Page 2
Ensign News.....Page 3
Windjammer Cruise.....Page 4
Bermuda 1-2.....Page 6
Work Party Pictures.....Page 7
On the Block.....Page 7

21st Annual Flying Scot Regatta The Tradition Continues

By Peter & Ann Seidman

The weekend of August 10 to 12, 2007 saw 44 Flying Scots gather at SLSC for the 21st Annual Saratoga Lake Invitational Flying Scot Regatta. This regatta was also the Northeast Regional Districts, better known as the NERD. Sailors came from New York, Massachusetts, Connecticut, New Jersey, Pennsylvania, Vermont, and Wisconsin. SLSC Fleet 161 was represented by 12 boats, and major contingents came from Fleet 76 in Sharon MA (8 boats), Fleet 177 from Cedar Point, CT (4 boats), Fleet 46 from Hempstead Bay, Long Island (4 boats, a crew, and spectators) Fleet 43 from Skaneateles, NY (3 boats), and Fleet 157 from Red Bank, NJ (2 boats). In all, 12 fleets were represented, plus 3 unaffiliated sailors. In addition, SLSC Flying Scot fleet members loaned 2 boats to out of town sailors.

As is traditional, the Regatta officially started Friday evening, with wine and cheese, and Ann's meatball subs. But, as is also traditional, sailors started arriving Thursday and Friday morning, so they could set up and then go to the Track. (No one announced how they fared at the track, but then no one came back without a shirt!)

Shirley Waterfield and Melissa Parry captained the kitchen staff and prepared hot breakfasts. Our famous "U make it, U bag it, U bring it lunch" made Saturday racing an all day affair so we could sail and come back in for the cocktail party and dinner.

The Race Committee, provided by the Thistle fleet and led by J.T. Fahy, faced tough conditions. Saturday morning, as traditional again, unfortunately, we postponed for a while to let the wind fill in. We then went out and got a full race in for both the Championship and Challenger fleets. The wind seemed to be holding, and a second race was started for the Championship fleet. The wind shifted and died, preventing a second Challenger race, and requiring shortening of the Championship race in progress.

Once back on shore, everyone enjoyed the fleet hosted cocktail party, including traditional kamikazes, and tried to save a little room for dinner. For the second year now, a fantastic chicken and rib bbq dinner was prepared and served by Top Shelf Catering. Hopefully, they will be back next year. This year, we had hoped to shift the Regatta back a week, but the caterer was not available. So, traditionally again, the Regatta coincided with the Seidman's wedding anniversary on August 12th, this time 35 years!

Sunday morning the wind seemed more promising. Each fleet sailed a full race, but again, the wind shifted and died, preventing a second Challenger race, and requiring shortening of the Championship race in progress.

Various trophies were presented. "First application received" trophies were awarded to long time winners Diane Kampf, Bob Hamlin, and Jeanne Rotunno, and first timer Rob Tikoft. Massapoag Yacht Club was given the prize for the highest non-Saratoga fleet participation. The Famed Better Luck Next Year Mermaid Fender Trophy (yes, that is the official title) was awarded to Al and Judy Bernstein of Hempstead Bay, sailing Dan Lewis' boat.



The top five finishers for both skipper and crew in both Championship and Challenger fleets were awarded stained glass lighthouse trophies. From SLSC, Rob Tikoft and crew Nathaniel Corwin were fifth in the Championship fleet, Skip Parry and crew Nick, Alex, and Cameron Parry were first in the Challenger fleet, Harry Redgrave and crew Ira Cohen of Hempstead Bay were second, and Glenn Miner and crew Mike Flanigan were third.



The overall Regatta champion was Ryan Malgram of Madison, WI and crew Taylor Smith of Duxbury, MA. Ryan was making his third visit to Saratoga, but the first since establishing Mad Sails. (See picture on Page 3)

Ensign Fleet News

By Bruce Blackie



The John Pridmore Memorial Trophy is awarded to the winner of the NERD. This trophy is awarded to the highest finishing FSSA member from the New York Lakes, New England, Greater New York, or Capital District. This year's Regatta winner Ryan Malgram is from the Mid-Western District and so ineligible to win the NERD trophy. Second place finisher Chris Danilek and family received the Pridmore trophy.



On the water action.



The Ensign fleet at SLSC was pleased to welcome three new Ensign owners this summer. Now enjoying the fun and versatility of Ensign sailing are Jim Fauci, Emmett McCarthy, and Vic Roberts. The availability of boats for sale in the immediate geographic area is a problem for prospective Ensign buyers, and we will provide search assistance to anyone interested and considering the purchase of an Ensign.

It was a real pleasure to see as many as five Ensigns on the starting line in the club racing program. The boats are proving to be closely competitive, and the lead and position would change frequently during the course of any given race. Club racing is a great way to improve your sailing skills and add to the enjoyment of sailing an Ensign.

As SLSC members, we were very pleased and proud that the Ensign Class Association was extremely interested in holding the Ensign National Championship Regatta on Saratoga Lake in 2009 to be hosted by SLSC and Fleet 72. Unfortunately, 2009 is also the year that construction of a new Route 9P bridge spanning the lake outlet will begin. The construction will have a major impact on the state launch ramp, which is situated along side of the bridge. After careful review and the lack of adequate alternative launching possibilities for as many as 30 to 40 visiting Ensigns, it was determined to be an unacceptable risk to a successful regatta.

Just a final reminder that our Ensign Fleet pages on the Club website has lots of information on Ensign sailing which is perfect for one of those long winter nights that are right around the corner.

Boathouse Update (Continued from Page 1)

Plans are being formulated for a new boathouse to be built just south of the old boathouse allowing an improved boat park and access to the lifting crane. I am looking forward to seeing all the club members enjoy these improvements next sailing season.



SLSC SAILORS SAIL THE SCHOONER NATHANIEL BOWDITCH

By Gene Auciello
Photos by Hunter Currin



On September 7th, 24 SLSC sailors, spouses, and friends boarded the schooner Nathaniel Bowditch in Rockland, Maine, for a three-day sailing adventure. The 108-foot schooner is one of 12 historic windjammers in the Camden-Rockland area, and the only one ever to have raced. The Maine Windjammer Association represents the largest fleet of traditional sailing schooners in North America. The windjammer crew included David and Judy Andersen, Tory and Eva Andersen, Gene and Jeanne Auciello, Fred Barker, Joe and Gisela Choi, Tony and Jennifer Christmas and their children Tea and Shaine, Mel and Nancy Chudzik, John and Elizabeth Collins, Hunter Currin, Dennis Nealon and Donna Watson, Tom Neufeld and Ann Patman, and Rich and Carol Reiter. Captain Owen Dorr, three professional crewmembers, and a chef were also on board.



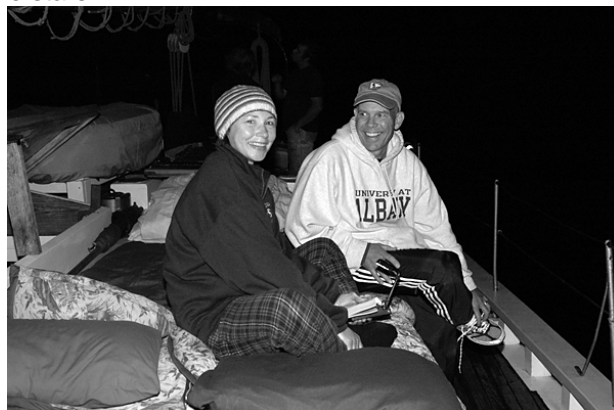
Designed by William Hand, the two-mast, gaff-rigged schooner was built in 1922 in East Boothbay, Maine, as a private racing yacht. The length on deck is 82 feet with a beam of 21 feet, a draft of 11 feet, and a 21-ton fixed keel. In 1923, she was entered in the Bermuda Cup under her original name, Ladona. She won the Bermuda Cup in 1927. Her second owner renamed her Jane Dore after his daughter. In 1942, she was commissioned by the United States Coast Guard and assigned to offshore patrol to search for German submarines off New York Harbor. During this time, she received two citations by the Commander of the Eastern Sea Frontier, United States Coast Guard, for seaworthiness in poor weather. After the war, she was involved in the fishing industry as a commercial dragger out of Stonington, Connecticut. In

1971, the Bowditch was purchased by American Practical Navigators, Inc. and was completely rebuilt for passenger trade. She was renamed Nathaniel Bowditch after the brilliant mathematician and author of *The New American Practical Navigator*. Captain Dorr purchased the schooner Nathaniel Bowditch in 2003.

The Bowditch left Rockland Harbor midday Friday passing Rockland's Breakwater Lighthouse to the north and the Owl's Head Lighthouse to the south. Leaving the shelter of the harbor, southerly winds increased to 10-18 knots as the Bowditch entered Penobscot Bay and all six sails were raised. Raising the sails was quite an ordeal and involved the professional crew and many of the guest crew. After sailing Penobscot Bay during the afternoon, the Bowditch headed for Pulpit Harbor. The entrance to Pulpit Harbor is protected by a majestic, towering rock with an enormous osprey nest on top. The osprey was sitting in the nest but seemed unperturbed as we approached. The nest has apparently been there for 200 years, and generations of ospreys keep using the same location.



The Bowditch anchored in Pulpit Harbor next to the schooner Heritage. At dusk, the crew lowered the American flag and fired the ship's cannon, which startled the guests on board the Heritage much to our amusement. After dinner, desert, and good conversation, everyone headed below deck to their cabins for the night although some slept on deck under the stars.



By 5:30 a.m. Saturday, the chef had already placed coffee on deck and many were up waiting for sunrise. After breakfast, the Bowditch tender took anyone

interested to North Haven Island to walk the country road and along the beach. We were all back by 10:00 a.m. and the Bowditch set sail. Once into Penobscot Bay, southwest winds increased to 10-18 knots with 1-3 foot seas. The Bowditch sailed through Dark Harbor and Gilkey Harbor around Isleboro Island. After lunch, the Bowditch raised all six sails again and headed north along the coast towards Camden and everyone took turns at the wheel.

5

the water like a true racing yacht and was heeled over most of the time.



Late in the afternoon, it became overcast for the first time and the schooner's radar indicated there were thunderstorms in the area. Over marine band radio, the Camden Harbor Master alerted all boats that severe thunderstorms with gusts to 45 mph and large hail were west of Camden moving east at 25 mph. The three-masted schooner Victory Chimes and two-masted schooner Grace Bailey headed quickly towards Camden Harbor hoping to beat the storms. Several minutes later, they were seen lowering their top sails before disappearing into a fog bank. Over the marine band radio, both schooner captains indicated they were caught in torrential downpours and strong gusty winds just outside the harbor entrance. Meanwhile, with an eye on the sky and the radar, Captain Dorr made a run for Rockland Harbor to the south. We lowered the two topsails just in case we caught gusts from a thunderstorm. It turned out to be a good decision—we experienced some raindrops and a beautiful rainbow. That evening, the Bowditch anchored in Rockland Harbor.



Sunday morning was overcast with a brisk northeast wind. Everyone on deck was wearing wool caps and hooded jackets. After a hearty breakfast in the galley, we set sail at 8:00 a.m. on our last day. Once past Breakwater Lighthouse, winds on Penobscot Bay increased to 15-20 knots with swells of 2-4 feet. The Bowditch sliced through



Seawater sprayed over the bow as the ship cut a path through the swells. The professional crew exclaimed these were the best sailing conditions they had experienced all summer. Captain Dorr indicated he would normally not have all six sails set in these conditions. We were sailors, not landlubbers, and he could see we were enjoying ourselves. But all good things must come to an end, and the Bowditch headed back to port by late morning. We passed the schooner American Eagle as we headed to the dock. After offloading our gear and saying goodbye to the crew and each other, we headed home—and after this experience, we all agreed never to complain about the difficulty in raising our sails again.



2007 Bermuda 1-2

By Michael Millard

Club member Jim Fauci joined Michael Millard in the 2nd leg of the 2007 Bermuda 1-2, a race with a single-handed leg from Newport to Bermuda followed by a double-handed leg back to Newport. The following was excerpted from an article Millard wrote for the Indian Harbor Yacht Club's magazine "The Log" - Editor.

"This year, and in 2005, I sailed in Wildeyes, an Open 40. This was my best experience of the 6 times I've raced this event. Back in April, my double-handed crew, Jim Fauci, and I decided that given the lateness of our entry, we would concentrate on sailing fast and safe and let the results take care of themselves. The change in attitude and expectation was truly in the spirit of the race and proved to make all the difference in performance. I had my best results in the single-handed leg, finishing 2nd in class and 8th overall.

"While the single-handed performance was great, it was the satisfaction and sense of accomplishment after the double-handed leg that made this year's event so special for me. Jim, a newcomer to short-handed sailing, brought a tremendous level of fun and enthusiasm to the effort. Without him and the support of family and friends, this experience would not have been possible. When we finished the race, even though we did not finish in the money, we experienced a rush and sense of accomplishment that is impossible to describe. The absolute fun we had, the glorious sailing days we enjoyed, and the teamwork we achieved - all of these reinforced why sailing double-handed is the fastest growing segment of offshore racing.

"From the start of the single-handed leg, I had almost ideal conditions for my boat. Wind speeds ranged from a lazy 6 knots to an exciting 25 knots, mostly reaching or downwind. Due to some electrical problems, I did a lot of hand steering, which in turn allowed me to sail the boat faster. At times I was sailing at speeds ranging from 10-12 knots with a top speed of 15+ knots. [Although] I had my share of problems,... [they] ...were manageable and I set a personal best finish for me - 3 days, 6 hours...

"When Jim arrived, he brought with him the energy and enthusiasm (in addition to the music and cigars) needed for the return leg. After 2 months of intense preparation, we were anxious to begin the race home. Our plan was to head west of the rumblin' line to avoid as much of the [Gulf] stream as possible and to catch the westerlies as soon as we could. Unfortunately, the wind direction prevented us from executing Plan A so we rolled out Plan B which called for easing sheets a bit and employing the "Nye ocean close-hauled sailing plan" which means sail the boat fast without pinching or trying to sail too close hauled.

"Wildeyes is a reaching machine, but she is not much for slogging upwind. So off we went, about 12 hours too late to catch the last of the breeze that would take Joe Harris

back to Newport a day and a half before I could cross the line. In 12 hours we lost 100 miles to this fierce competitor. No matter, we were sailing as fast as we could... toward Portugal... at least until the wind direction lifted us directly to Newport. We were blessed with excellent weather and fast conditions once the westerlies and sou'westerlies came on strong. We may have sailed more miles than anyone else but we sailed them fast! While we again crossed the line 2nd, we were not able to hold our time against the many competitors. One thing is for sure, though; we had more fun than everyone else. Sailing this awesome journey with Jim was like winning the sterling - never to be traded in.

"Our early morning finish was in the fog, doing almost 8 knots. Before we could backslap each other and congratulate ourselves on 'another safe passage,' disaster almost struck. A trawler was a boat length away. Through sheer luck, an alert Jim, and the awesome seamanship of a sharp trawler captain, we dodged a near certain head-on collision by a boat length. Once again, I was reminded to never take any passage for granted or declare it a success until tied safely to the dock.

"Our entry into Newport Harbor was a memory in itself. With the fog lifting slightly, we motored to Newport Harbor as dawn broke and were greeted with an amazing sight - several square-rigged Tall Ships anchored off Fort Adams. It was as if we had entered a time warp and experienced what it must have been like in Revolutionary War America... the dawn of Independence... entering the now historic City by the Sea... Newport, Rhode Island."



Fall Work Party



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 Scot:

#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
slsc_vicemcommodore@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