



Telltale

Saratoga Lake Sailing Club

Web page: sailsaratoga.org



May, 2008

From the Commodore

By James Nicol

First, let me thank all those that came out to Manna's in Ballston Spa last weekend for the Commodore's party. We had over 80 members and guests in their smart-casual finery.

Since no fruit or vegetables were thrown at the Commodore during his tortuously long ramblings, many couples took a spin or two around the dance floor, and all the reports I heard about the food were very positive, I think we can declare the evening a great success. By the way, the wonderful dessert was a warm citrus pudding soufflé with vanilla sauce.

The highlight, of course, is the awarding of the Mary Elizabeth Hull Award. The honor of selecting the winner and making the presentation goes to the previous year's commodore. Clark Cooper described the many contributions of this year's winner, Menno Burmeister, most recently the reconstruction of the basement wall and door last fall, a huge undertaking that Menno quietly worked on and completed with little fanfare. Congratulations and many thanks to Menno.

Lastly, I'd like to thank my wife Molly for all her efforts in organizing and arranging the party, and for finding those adorable boat candles, which formed little fleets sailing in circles on the tables, all on port tack! Typical Saratoga Lake winds.

The new season is upon us, and as you visit the club, you'll already see a change in the kitchen and the boat park. My thanks to all those who have worked so hard over the winter to get us to this point.

Enjoy the season.

Champagne Brunch

By Shirley Waterfield

Yes, it's that time of year again! It wasn't sailing I was thinking of, but pecan French toast! The brunch kicks off the first of our three wonderful social events at the club, where we all enjoy our beautiful setting and friends. Please make reservations by Friday, May 23. If you can help with shopping or preparation on Sunday afternoon, let me know earlier in the week. Looking forward to seeing you all then!

SLSC

Annual Memorial Day Champagne Brunch

Monday, May 26
10:00AM – noon

Adults \$10. – Kids \$5.
Champagne market price per bottle

Reservations by May 23, please!
Shirley Waterfield 584-5552
swaterf1@nycap.rr.com

Members with last names A – F are asked to help

Articles Needed!

Please consider writing an article about our club for the Telltale. Historical information, reminiscences, sailing related travels, member tributes, humorous stories, club related news, or diatribes (just kidding), are all welcome. Submission deadline is the 23rd of each month via email to slsc_publicity@sailsaratoga.org or snail mail to: Fred Barker, 114 Mohawk Dr, Schenectady, NY 12303.

- Editor

What's Inside?

Commodore's Ball Pictures.....	Page 2
Saratoga Water Project.....	Page 2
The Rules Clinic.....	Page 3
Sailing Program.....	Page 4
Do You Know?	Page 4
Club Email Issues.....	Page 4
Kitchen News.....	Page 5
On the Block.....	Page 5



Commodore, James Nicol



Former Commodore Clark Cooper presenting the Mary Elizabeth Hull Award



The Rice's



Bob & Ann Krull

Saratoga Springs Water Project Update

SLSC is a member of the Saratoga Lake Association (SLA). SLA President Wilma Koss wrote to members on April 27th with the following update about the City water project:

"If you couldn't make our SLA Spring Informational Meeting, and you've been reading the articles in The Saratogian, you may have gotten the impression that Saratoga Springs can now take drinking water from the lake. Several weeks back, following the Court of Appeals decision not to hear our case again, The Saratogian published a good article with a misleading headline. The headline implied that the Court's decision cleared the way for the city to take water from the lake. That couldn't be farther from the truth. The Court's refusal to take our case simply upheld the Appellate Court's decision that the City had followed the SEQR (State Environmental Quality Review) process adequately under the law.

There are still impediments to the City filing a completed application with the DEC. Specifically, the City wasn't able to complete its archaeological investigation of the Spencer property prior to the winter. Since then a new administration has come to City Hall, with a new Commissioner of Public Works, Skip Scirocco, and a new Commissioner of Finance, Ken Ivins, who have determined that there is no need for water at this point in time and therefore will not spend money to move the process forward prematurely.

In the meantime the County Water project is moving along on schedule. The pipeline will be complete by the end of 2008 and the Water treatment plant will be

(Continued on Page 4)

The goal of any starting strategy is to be on the starting line, in clear air, with good boat speed at the starting signal. This is not too difficult in the small fleets we usually see in our Sunday races, but becomes increasingly difficult as fleet size and competitiveness increase – for example the 80+ boat fleets I have sailed with in major Thistle regattas, or major championships in classes like the Laser or Flying Scot. In these larger fleets, a good start is critical, as a half boat length advantage at the start can translate to a ten boat length lead halfway up the windward leg. Volumes have been written on the strategy and tactics of starting in various conditions. In this piece, I will stick to the implications of how the rules constrain maneuvering at the start, and how to avoid serious starting problems.

Modifications to the Basic Rules

The basic rules, Rules 10-13, covering port-starboard, windward-leeward, overtaking and tacking, apply at the start as in any other situation. However, before boats have crossed the starting line, additional restrictions apply through Rules 18.1 and 19.1. Rule 18.1, the so-called “anti barging rule”, states that Rule 18 (room at marks) does not apply at a starting mark surrounded by navigable water. The purpose of this rule is to prevent boats from reaching across behind the race committee boat, or mark, and forcing their way in right at the boat at the last second. Any boat that is above the close hauled course to the boat or mark is in danger of being shut out by a boat to leeward. The only way out if you are caught in this situation is to tack away, jibe, and cross the starting line after the crowd near the boat has cleared away. This is very slow.

Rule 19.1 says that Rule 19 (room to tack at obstructions) also does not apply at the start. The practical result of this is that a boat that cannot fetch the pin end of the line does not have the right to ask a windward boat to tack so that she can cross the line. In this case, the leeward boat must jibe away, then tack and go behind any interfering starboard tackers – again very slow.

Requirement to Give Room

Two other rules that are very often invoked at the start are Rules 15 and 16.1. Rule 15 states that when a boat acquires right of way, she shall initially give the other boat room to keep clear, unless she acquires right of way because of the other boat’s actions. This rule always applies, but is most important at the start, when many boats are confined to a small area. What this means is that if you acquire right of way by tacking under another boat, or by establishing a leeward overlap from astern, you must do so in a way that allows the other boat to yield right of way without immediately fouling you. Conversely, if you establish an overlap by tacking in above another boat, or come from behind to establish an overlap to windward, you must do it in a way that allows you room to yield right of way to the leeward boat in a timely fashion. Rule 16.1 states that when a right of way boat changes course, she shall give the other boat room to keep clear. The important phrase in this rule, as well as Rule 15, is “room to keep clear. This is most often invoked when boats that have been approaching a starting line on a reach, head

up to close hauled as the starting signal approaches. You will often hear the skippers of leeward boats hailing “up” or some equivalent phrase, indicating that they intend to head up to close hauled and are calling on the windward boat to yield to their right of way under Rule 11. You will also hear the skippers of windward boats in this situation hailing “room” or “room to respond”, indicating that they feel that the leeward boat is so close that they cannot safely respond to the hail of the leeward boat. The point here is that the leeward boat is entitled to head up, but must give the windward boat an opportunity to get out of the way. Most rule infractions on the starting line involve one of the two boats violating Rule 15 or 16.1.

Starting Infractions

Let us next consider the consequences of being over the starting line before the starting signal, or to use the term that you will see on the score sheet if a boat is penalized for being over early and not returning, OCS (On Course Side of the starting line.) If you are over early, you must return completely to the pre-start side of the starting line and restart. Rule 29.1 states that if there are premature starters, the Race Committee must fly code flag “X” (white with blue X) and must make one sound signal. Race Committees will sometimes hail boats to notify them that they are OCS, but are not required to do so unless it is specifically stated in the Sailing instructions. The “X” flag must remain up until all premature starters have returned, or, if all premature starters do not return, for four minutes. If you see a recall flag, and think that you may have been over early, the best course is to return as quickly as possible to minimize the damage done. Note that if you are OCS, you still maintain all of your rights under the rules until you head back to restart. Rule 20.1 states that as soon as you start to return to the line, you must keep clear of all other boats that have started properly.

In some cases, boats that are OCS must meet even more stringent requirements. If the Race Committee anticipates large numbers of OCS boats, or has had to use general recalls because more boats were over early that they could identify in previous starts, they may invoke Rule 30.1, the so-called “one minute rule”, by flying code flag “I” (yellow with a black bulls eye.) If this flag is flying, any boat that is on the course side of the starting line or its extensions in the final minute before the start must sail around one end of the starting line before starting. That is, you are considered OCS if you infringe this rule, and can only exonerate yourself by sailing around an end of the line and then making a proper start. If you realize that you have infringed this rule prior to the start, the best course is to immediately head for an end of the line, to avoid having to work your way through a crowd after the start. In some cases, the race committee will start calling the numbers of boats that are over early as soon as they have infringed Rule 30.1, to clear them out of the way of legitimate starters.

Finally, Rule 31.1, touching a mark, also applies to starting marks as well as marks out on the course, and draws a similar penalty of one 360° turn.

Sailing Program Ready to Go

By Tony Bianchini

4

Plans for the 2008 sailing program are underway. As vice-commodore I will be working closely with Skip Parry and Laura Rappaport to assure that each student has a fun and memorable sailing experience. Hopefully we will be able to continue the growth seen under the direction of John Gallagher and James Nichol.

Aaron Holland has agreed to return as head instructor. Aaron began teaching at the club last year and was very well received. He has sailed competitively for many years. Aaron will be graduating this year with a degree in music, but is looking forward to spending the summer in Saratoga. Assisting Aaron will be David Nichol. This is David's first time as a paid sailing instructor, but he has worked extensively with children and has been sailing for years. David has sailed a variety of boats competitively and has participated at the Empire Games for the last two years. He comes very highly recommended and we are looking forward to what he will add to the program.

Sailing Program Overview

SLSC offers two types of sailing programs, one for children age nine or older, and one for adults. These programs are designed to teach and improve sailing skills in a safe and fun environment. For children it represents our commitment to teach the next generation of sailors this wonderful lifelong sport, as well as the values of cooperation, responsibility and sportsmanship. For adults our goal is to increase their enjoyment and participation in the sport, or introduce them to it if sailing is new to them. The SLSC Sailing Program is designed for families from both the club membership and the general public. It is our hope that the sailing program acts as one more vehicle for fostering a life long love of sailing. Like all activities at SLSC we rely heavily on volunteers. If you have a child in the sailing program, we strongly encourage your help in a variety of areas. These areas will be spelled out at our initial meeting. For more information or applications, please go to the SLSC web site or call Tony Bianchini @ 583-4514.

Do You Know?

By Tony Bianchini

Do you know which SLSC fleet has seen tremendous growth over the last two years?

Is the only one of its kind in the United States?
Is known for it's friendly sailors?
And has a drink named after it?

If you guessed the Kestrel fleet you were right. Last year there were often four or five Kestrels out for the regular season racing. This year we expect to have every Kestrel available, owned by active members at the club. Many of you know that we are currently the only club in the United States. The Kestrel has always, and is still, made in England. In 1972 several members arranged to have three boats shipped from overseas. If you want the full story you can ask Joe Choi, as he was one of these boating pioneers. He is still sailing and winning in his original boat.

The Kestrel fleet members are known for their friendliness. It's often been said that the Kestrel Regatta is really just an excuse to get together and have a great meal.

And what about the drink named after the fleet? Well if you have ever seen a Kestrel sailor sipping on a turquoise blue drink, that is the Kestrel Kooler. Developed several years ago by Patricia Bianchini, the Kestrel Kooler has become a favorite of the Kestrel Fleet. So if you're looking for a friendly, up and coming fleet, talk to anyone holding a blue drink. Chances are they are Kestrel sailors.

Club Email Issues

By Clark Cooper

Through our webserver, club board members have a way to send out bulk email mailings to those of you that have provided us with an email address. This is a convenient and rapid way of spreading the word about upcoming events and important club news. I believe that most of you that use email have seen these messages from club officers.

Some members have informed us that they have not been receiving these mailings. The most likely reason for this is that at some stage in the process of email delivery to these folks, an automatic filter is identifying mail from sailsaratoga.org as spam (the slang name for junk email), and stopping its delivery.

Since there are many different ways to receive and read email, there is no single solution to this. I have taken what steps that I can to make this less likely to happen. The remaining steps that can be taken will have to be taken by you, the intended recipients of the messages. You can check the help documentation for your email agent and read how to designate mail from a particular address as "Not Spam". On some widely used email interfaces, one way to do this is to place the address in your contact list.

Saratoga Water Update (Continued from Page 2)

completed by July 2009. This will be well before the City of Saratoga Springs ever needs water. Of all the alternatives the City has, the County alternative could provide any or all of the City's water and do it cost effectively.

So if you were under the impression that the City will be placing its pipe in Saratoga Lake any time soon, sit back and enjoy the summer, but be mindful that we may still have to fight the issuance of a permit before the DEC if the City decides to complete its application."

Kitchen Ventilation Hood

By Vic Roberts

5

We have installed a commercial-size ventilation hood over the stove in the SLSC house kitchen. This new hood replaces the old hood, which was not effectively removing smoke from the gas grill portion of the stove. The higher air capacity of the new hood should also help to keep the kitchen cool while cooking on hot summer days.

The old hood extended only 24 inches from the back wall, while the new hood extends 42 inches to provide complete coverage of the stove. The new hood is also mounted 6 ½ feet from the floor so that all but the tallest members will not hit their heads on the extended hood.

The exhaust fan for the new hood is located on the outside of the South chimney, about 8 feet off the ground and facing the parking circle. The hood contains a commercial grade grease filter, but you may not want to park right in front of the new exhaust fan until we have a better understanding about how much grease is carried out by the exhaust air.

The hood has lights and a two-speed fan. The switches for the lights and fan are located on the left side of the front edge of the hood. The left hand switch controls the lights, while the right hand switch controls the 2-speed fan. This control has three positions: Down = Low Speed; Center = Off, Up = High Speed. The switches should be labeled by the time you read this.

Since the switches are more than 6 ½ feet from the floor, it may be hard for some members to reach them. During the next couple of weeks we will be installing a master switch for the hood (lights plus fan motor) on the kitchen wall just to the left of the stove, at a height where it can be easily reached by any member.

The windows in the kitchen **MUST BE OPEN** when the hood fan is on, especially during the winter. If the windows are left closed, the fan could pull "replacement" air down through the furnace flue and create a dangerous situation.

The hood has a grease collection container at the lower back right corner. This must be removed after each major cooking event and cleaned and replaced. We will also have to clean the metal grease filters on a regular basis. More information about the use of the hood will be posted in the kitchen.

The gas leak discovered in the stove during the removal of the old hood and mentioned in my e-mail message of April 12 has been repaired. The stove is fully functional.

I wish to thank JT Fahy, Charlie Koines and Glenn Miner, who worked with me on the design of the new system; James Nicol, Dave Hudson and Charlie Koines, who helped remove the old hood; and Bill Barringer, who provided advice concerning the electrical supply for the hood.

House Exterior

As discussed in my e-mail message of April 12, we have contracted with Greater Saratoga Remodeling through

Menno Burmeister, a member of the club, to repair and paint the exterior of the house and to install new storm/screen windows. Since the house can only be properly painted when the wood and shingles are dry, this work will be going on during a portion of the sailing season.

I expect that Menno and his crew will be doing most of their work on weekdays but they may also work on weekends. Therefore, club members may be using the house on some of the same days that the painters are working. Menno has assured us that there will be minimal disruption with normal club activities, but some accommodation may be necessary on both sides. Remember that the house can only be painted on the same types of days that we would all like to be out sailing or just enjoying the club grounds, so it is not possible to avoid some overlap between these two types of activities.

Furnace Flue

We have completed installation of a stainless steel liner in the flue for our oil furnace. While this improvement will be invisible to most members, it will bring us into compliance with the fire code and should improve the life of the furnace and may also increase its operating efficiency.

Compact Fluorescent Lamps

We are in the process of replacing most of the incandescent lamps in the house with compact fluorescent lamps (CFLs). David Burtis is leading this project and I want to thank him for his interest and his help. Please note that any CFLs that fail should be properly recycled instead of just tossed in the trash. We will provide a CFL recycling box in the basement of the house.

Furniture Donations

One of the cushions on the sofa in the living room is torn, and the sofa is rather well worn. If any member has a sofa in good condition that they would like to donate, please contact Kathy Johnston or me. We also need some table lamps for the living room. These need to be of an appropriate size for the tables at the ends of the sofa, perhaps 26 inches high or thereabouts.

On the Block

Flying Scot:

1999 Flying Scot sail number 5249 for sale.
Radical racing package w/ trailer- swim ladder and rail.

Like new reconditioned North sails with spinnaker.

Excellent shape. \$10,000

Contact Harry Redgrave 1-518-584-3769

2008 OFFICERS & CHAIRPERSONS

Commodore.....	James Nicol
slsc_commodore@sailsaratoga.org.....	449-3537
Vice Commodore.....	Tony Bianchini
slsc_vicemcommodore@sailsaratoga.org.....	583-4514
Rear Commodore.....	Dave Hudson
slsc_rearcommodore@sailsaratoga.or.....	370-4894
Secretary.....	John Kimball
slsc_secretary@sailsaratoga.org.....	439-1174
Treasurer.....	Bruce Blackie
slsc_treasurer@sailsaratoga.org.....	583-0759
Flag Lt. Boats.....	Peter Renders
slsc_boats@sailsaratoga.org.....	583-7855
Flag Lt. Grounds.....	Tony Cannone
slsc_grounds@sailsaratoga.org.....	271-0246
Flag Lt. House.....	Vic Roberts
slsc_house@sailsaratoga.org.....	399-4410
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.....	Tony Bianchini
slsc_sailingpgm@sailsaratoga.org.....	583-4514
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