



Tell tale

Saratoga Lake Sailing Club

Web page: sailsaratoga.org



October, 2008

From the Commodore

By James Nicol

We're nearing the end of what has been a great season of sailing, racing and fun at the sailing club. But there are some important events in the next couple of months, which I'd like you to put on your calendar.

- The Fall Work Party is on Saturday October 18th. It's our one chance to get the club winterized and some improvements and maintenance done. We have several special projects we want to complete that day. Participation is an obligation of membership, so please make sure it's on your calendar, and bring your work gloves and your appetite!
- Awards dinner is Friday, November 1st at Wheatfields in Saratoga. Although it's also the day that Paul gets his skis out of the basement, he runs a very enjoyable event, with lots of hardware to take home, so please register. Molly and I will look forward to seeing you there.
- Annual Meeting is Sunday December 7th. December will be here before we know it, so plan to join us as the Board reviews 2008, we elect officers for 2009 and look forward to the coming year.

My thanks in advance for participating and getting involved. Whether it's for social events, work parties, or committees, we're a club of volunteers. As we begin to think about 2009, please consider where you can share your talents and skills. Allan Miller is chairing a nominating committee for 2009 Board positions. We always look ahead a few years; so if you're interested in being considered for a role now or sometime in the future, please give him a call.

Enjoy the Fall.

Danny Goldstein

By Barbara Miller

Danny Goldstein is recovering at home after undergoing knee replacement surgery. He's now doing well after some complications and would certainly appreciate your thoughts and prayers. His address is:

6 Ashley Drive
P.O. Box 533
Newtonville, NY 12128-0533

The Club Needs You!

Fall Work Party, Sat Oct. 18

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!

SLSC Annual Awards Dinner

Saturday, Nov. 1, 2008

at Wheatfields, 440 Broadway, Saratoga Springs

6:00PM Cash Bar

7:00PM Dinner

Choice of

8oz NY Strip Steak

Holland Sole

Chicken Piccata

Price is \$37.50 per person

Reservations and Menu Choice by Oct. 28 to
Paul Waterfield at 584-5552 or swaterf1@nycap.rr.com

Upcoming Events

Dec 7.....Annual Meeting

What's Inside?

Joi Choi's Technique.....	Page 2
Thistle Regatta.....	Page 2
Awards Party.....	Page 3
Restoring a Kestrel.....	Page 4
House Matters.....	Page 5

Joe Choi's Technique Works the Best

By Gene Auciello

Do you remember rigging your sailboat on Sunday afternoon, September 21? The postpone signal sounded at 1:00 p.m. A slight onshore breeze developed, while the middle of the lake remained flat. A light easterly wind gradually filled-in over the lake. At the time, Saratoga Lake was situated between high pressure to the east and an approaching cold front to the west. The high-pressure system maintained an east to northeast flow over the lake prior to cold frontal passage. By 3:00 p.m., the cold front moved across the lake and winds became northerly increasing to 10 to 15 knots with higher gusts.

On the Saturday before race day, most weather-related websites were forecasting calm conditions Sunday morning becoming northeast and increasing to 10 to 15 knots. By Sunday morning, the general consensus for the afternoon was for winds to become northerly at around 5 knots. A check of official reporting stations around the region for Sunday revealed the following:

Saratoga County Airport

Automated Weather Observing System (AWOS)

10:00 a.m.	170°	3 knots
12:00 p.m.	180°	3 knots
2:00 p.m.	060°	6 knots
3:00 p.m.	050°	9 knots
4:00 p.m.	060°	12 G17 knots

Albany International Airport

Automated Surface Observing System (ASOS)

10:00 a.m.	180°	5 knots
12:00 p.m.	---	calm
2:00 p.m.	---	calm
3:00 p.m.	010°	5 knots
4:00 p.m.	020°	3 knots

Floyd Bennett Memorial Airport, Glens Falls (ASOS)

10:00 a.m.	150°	4 knots
12:00 p.m.	vrbl	4 knots
2:00 p.m.	060°	12 knots
3:00 p.m.	060°	11 knots
4:00 p.m.	060°	08 knots

In the final analysis, **Joe Choi's** technique works the best. No matter what the forecast, or what the wind is doing at home, you need to come to the club to know how the wind is blowing.

Thistle Kayaderosseras Kup Regatta

By John Hudson

Twenty-four Thistles, some from as far away as Maine and Pennsylvania, gathered at SLSC on the weekend of October 4-5 for the Kayaderosseras Kup, SLSC's entry in the Thistle East Coast Fall series (ECFS). The fleet set out Saturday morning anticipating the steady 8 to 11 promised by the weather man, only to find a gusty, shifty westerly that ranges from 8 to 18 over the day, with 30° shifts and killer puffs.

Race Committee PRO Jerry Burr set the course well down the lake, allowing a long windward leg even with the westerly direction, and managed to get in four long races in the course of the day. When racing started, Dave Hansen of Grande Isle, VT, a local Fleet member, jumped out to an early lead, followed by John Baker (Seneca Lake) and former National Champion Eric Gesner (Rochester Canoe Club). Hansen held his lead throughout the race, with Gesner moving into second late in the race and Baker finishing third. Bill Wilson (Seneca Lake) and Brian Kitchin (Lake Hopatcong, NJ) finished fourth and fifth. This race set the tone for the day, as these five boats consistently filled the top five places, broken only by a fifth by local sailor Dave Hudson in race 3 and Mark Weider (Rochester) taking fourth in race 4. The racing featured screaming planes on the downwind legs and one spectacular death roll by Scott Latham (Newcastle SC) in the last race.

After four races, the fleet headed in for rest and recovery, and the traditional SLSC fleet hors d'oeuvres and the mammoth spaghetti dinner that is an annual feature in this regatta. Aside from a massive game of "PIG" at the dining room table, things quieted down pretty quickly after dinner, with many sailors retiring early to prepare for Sunday's racing.

Sunday dawned as a beautiful Fall day, with sun but without much wind. After several attempts by the race committee to set up a course, racing was abandoned and the packing up process began. Awards were handed out to the top three finishers. The famed "Kayaderosseras Kup", which began life as a prize for the best poultry exhibit in the 1926 Malone County Fair, went to Dave Hansen, with wife Ann and Charlie Bailey as crew. Second place went to Eric Gesner, sailing the wife Judy and father-in-law Jim Tompkins, with third place going to John Baker, sailing with wife Joy Martin and Bill Dexter. Top local finisher was Dave Hudson, followed by Scott Meyer (16), sailing his newly-acquired Thistle for the first time, Max Peter (17), Jerry Zell (18) JT Fahy (19) and Tom Kilcer (21).

Many thanks to the many SLSC members who staffed the race committee, to visiting Thistler Dave Japikse from Mayfield, and especially to PRO Jerry Burr, all of whom did an outstanding job getting in four races on a cold, blustery day.

2008 Race Awards Party Set

By Paul Waterfield, Flag Lt. Race

If your name is on this list, you're a 2008 SLSC Race Award winner! If your name isn't and you think it should be, too bad! No, really...let me know because I hurried to put this together following the last race in order to meet Fred's *Telltale* deadline. You and your crew and all SLSC members are invited, urged and otherwise encouraged to attend (at your own expense unfortunately) our annual Race Awards party at Wheatfields in downtown Saratoga Springs on Saturday November 1.

As many of you know, this will be our third year at Wheatfields. Perhaps I'm in a rut, but I've been happy with their work and wanted to have another party there, my last for now. I hope all of you who've attended have enjoyed yourselves as much as I have. This isn't to say there's no room for improvement and I do appreciate the feedback some of you have provided. In fact I sent my food and beverage director down there the other day to select the menu and raise some concerns and I'm optimistic that they will be addressed. The food will be hot, and yes, Mike Flanigan, expensive compared to Friendly's. The presenter will be mic'd, and there will be 20% more elbow room if we take over the bar, although the bar wasn't actually offered. Anyway I am looking forward to celebrating the end of another great sailing season with as many of you as possible. I hope you can join us.

Bernie Zabek	Glenn Miner	Ann Seidman	Peter Ebert
Peter Seidman	Skip Parry	Clark Cooper	Rob Hayes
Samantha Butler	Matthew Sweeney	Kevin Boyle	Frank Lyons
Mary Kate McCarty	Dave Hudson	Jerry Zell	Max Peter
JT Fahy	Bob Barringer	Joe Choi	Tony Bianchini
Scott Meyer	Mike Kitner	Allan Miller	Dave Burtis
James Nicol	Devon Howe	Todd Crouch	Bruce Blackie
Hunter Currin	Fred Barker	Jim Ferris	Tony Cannone
John Kimball	Bill Hamilton	Jim Benson	

Also, Hunter, I've been meaning to ask, could you put on your slide show again? I know it's a lot of work but this party might fizzle without it! Of course I would understand if you can't....NOT!

Restoring a Kestrel

By Ed Lange

4

SLSC member Jeremy Sykes, the British expatriate, moved to Taiwan and sold his Kestrel, "Flying Pigeon". As much as I love our Gloucester 19 keelboat, one-design racing also holds attractions – especially after years of distance ocean racing under PHRF rules. So, I bought it even though it was in need of restoration.

Having owned and maintained used boats from 16 to 33 feet for more than 20 years, and having recently built a 10-foot sailing/rowing dinghy, I thought I'd be able to get the Kestrel into decent condition. My wife, Linda and I towed it to our home on July 14 – just in time for a month of seemingly incessant rain – hardly optimal conditions for doing fiberglass work. Nevertheless, on August 14, the restoration was finished and we towed the boat back to the club.

Here – in summary – is the process I used.

RUDDER

1. Disassemble rudderhead from rudder. Sand, sand, sand, rudder, rudderhead, and tiller.
2. Apply five coats of varnish. Sanding between each coat.

FIBERGLASSING

3. Sand, sand, sand hull and deck.
4. Within the cockpit, remove old fiberglass patches, cracked and damaged fiberglass by chiseling, cutting, Dremeling, and sanding, sanding, sanding down to solid fiberglass. *NOTE:* a delicate balance exists between achieving smoothness and compromising strength.
5. Strengthen and seal cockpit seams with epoxy putty, leaving a concave bead in preparation for fiberglass tape. Fill any voids.
6. Using 4" wide fiberglass tape and epoxy, glass all cockpit seams.
- 6A. Using fiberglass cloth (if necessary) glass any large areas that need strengthening or repair.
7. Using epoxy fairing compound, fill any small voids, holes, etc that remain because of caution not sanding too much.
8. Coat cockpit floor with light coat of epoxy resin.
9. Sand, sand, sand.

DECK AND SEATS

Older Kestrels are often affected by serious crazing and cracking in the deck and seat tops.

10. Sand, sand, sand. Be careful not to go too far.
11. Using either epoxy putty or epoxy fairing compound, repair and/or fill in any damaged areas.
12. Apply two coats of Epoxy primer coat (barrier coat). This fills in most of the crazing and cracking. Sand after each coat.
13. Apply two coats of enamel. *NOTES:* Obviously, gel coat is preferable, but is very expensive. I'm also trying an experiment: in order to reduce deck glare, I used semi-gloss enamel rather than the usual high gloss. We'll see how it works.
14. Attach two layers of rubber strips to opening in deck where the mast passes through to protect deck from potential damage when stepping mast.

(Continued on Page 5)



HULL

15. After sanding thoroughly, patch dings, scratches, and gouges with epoxy fairing compound. Sand.
16. Paint with marine topside paint. (2 coats) (again, gel coat is preferable, but expensive)
17. Apply stripe using 3M striping tape.

NAME

- The easiest, but expensive, method is to buy vinyl letters from a commercial outfit. Instead –
18. Select an appropriate font from word processor.
 19. Print out in desired size.
 20. Using adhesive-backed stencil material (available online), cut out stencil using computer-printed name.
 21. Apply stencil material to hull, masking off a wide area around it in addition.
 22. Spray paint name. (did 3 coats).

COCKPIT FINISHING

23. Fiberglass tape has a selvage edge. After the tape has cured completely, trim or sand the edge.
24. For the cockpit sole only, I mixed non-skid powder with the paint (semi-gloss enamel), to improve footing in the boat.
25. Using the same paint, but without non-skid, paint the interior cockpit sides (seat risers).
26. Apply 3M striping tape along the juncture line of the deck paint and the interior cockpit paint.
27. Remove centerboard pivot bolt. Add soft rubber gaskets inside the hard rubber washers. Replace bolt.
28. Replace running rigging as needed.

MAST AND BOOM

29. Remove halyards and other running rigging.
30. Remove old tapes. Wash.
31. Wet clean with fine steel wool, rinse.
32. Masking tape all sheaves and hardware.
33. Spray paint using enamel. (at least 2 coats.)
34. Lubricate all sheaves and hardware.

MISCELLANEOUS

35. Replace bad wheel/tire.
36. Sand and paint trailer.
37. Remove, service, paint trailer winch.
38. Replace trailer winch rope.
39. Lubricate everything on the boat that moves.
40. Forepeak: wash and paint.

STILL TO DO

1. Linda will soon finish sewing a new boat cover.
2. Replace trailer jack.
3. Replace standing rigging
4. Improve running rigging controls
5. Buy new sails.
6. *Figure out how to sail the doggone boat!*

More photos -- in color -- of this restoration, the 50th Anniversary Boat Parade, and other SLSC photos can be seen on SLSC's Yahoo Group Site, at <http://groups.yahoo.com/group/SaratogaLSC/>.

House Matters

By Vic Roberts

Lower Barn

Doug Winkler and Sharon Mahaney have decided to dismantle our lower barn and use the beams and siding to erect a new barn on their property. I've met the two professional barn dismantling contractors that Sharon & Doug interviewed for the project when I showed them around the barn. I don't know which company Sharon & Doug chose, but both contractors had extensive experience with barn projects.

Since Sharon & Doug have no place to store the wood over the winter, they have requested to be able to delay take-down until early spring. They have agreed to have the barn removed and the site cleared by the first Saturday of May, 2009, the traditional date of our first Spring Work Party.

To provide room for the contractors to work in early spring, we will have to leave space around the barn when we store boats this fall. Tony Cannone and Bruce Blackie will be responsible for coordinating boat storage locations. Allan Miller will be in charge of a special work party on Docks-Out Day, October 18, which will be responsible for getting rid of the junk that is still in the barn.

We have not signed a contract with Sharon & Doug, but expect to get the last formality completed in a couple of weeks.

Kitchen Vent Hood and Wiring

Bob Williams, a new member and an electrician by trade, has installed a new branch circuit dedicated to the new kitchen hood, and a second new branch circuit for the wall receptacle just to left of the stove. Both will reduce the possibility of overloads and blown breakers in the kitchen, when we have a number of high current draw appliances in use at the same time. During or shortly after the Fall Work Party, Bob will install another new branch circuit in the kitchen alcove, where we keep and operate the coffee maker, microwave oven and toaster oven. This will, hopefully, solve the electrical overload problem in that part of the kitchen.

The new hood switch is wired in series with the two switches mounted on the hood itself. This is basically a safety switch. If we have a grease fire on the stove, you can disable the power to the hood using this wall-mounted switch, instead of having to reach over the stove. The new switch will be labeled so people understand that it must be ON for the hood to operate.

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 Hayes
	429-5002
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