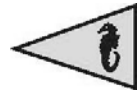




# Tell tale

Saratoga Lake Sailing Club

Web page: [sailsaratoga.org](http://sailsaratoga.org)



October, 2010

## Lobster Boil 2010

By Shirley Waterfield

While we were all watching the path hurricane Earl would take and the impact on upstate New York (specifically 163 Manning Road), our trusty weatherman Gene Auciello once again correctly forecasted that we would have no rain! And once again I could breathe a big sigh of relief that we would be able to enjoy our last party outdoors. It's getting dark earlier now, and fall is definitely around the corner!

I love the Lobster Boil and judging by the turnout of 164 hungry folks, others do as well. Thanks you to all who assisted with the set-up, shopping, preparing, cooking and cleaning up! Once again, Gene Auciello REALLY cleaned out the refrigerator beforehand- perfect! My apologies if I did not get your name in here, but huge thanks to the following people and families: Lorrie Anthony, Mary Kate McCarty, Jim Benson, Dave Hudson and Bill Barringer for shopping and supplies, and the Danielski, Roberts, Riccardi/Williams, McEwing, Zabek, Gummer, Koines, Rice, Decker, Sweeney, Tedrow, Nolte, Nicol, McGivney, Funk, Redgrave and Tkal families for all their help. Of course, our club is always kept in tiptop shape by Kathy Johnston, our favorite caretaker. And it's always a pleasure to give our money to Ellie and Randy Rice! I would also like to thank especially the three-generation Hudson men who are such a team. Nice to have the youngest keep the tradition going.

Enjoy the last couple of weeks of sailing! See you at the fall work party on Oct. 23 and the Awards Dinner on Nov. 20.

## What's Inside?

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## Upcoming Events

Oct 9-10.....Indian Summer Regatta  
Oct 16.....Thistle Regatta  
Oct 30- Nov 19.....Captains Course  
Nov 13.....Awards Banquet

## The Club Needs You!

### Fall Work Party, Sat Oct. 23

Mark it on your calendar now.

We need your help.

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

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

According to the SLSC By-Laws, 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!

## Annual Awards Banquet

Saturday, November 13

Wheatfields Restaurant  
440 Broadway, Saratoga Springs

Cocktails at 6:00, Dinner at 7:00

\$40.00 per person includes: salad, dinner, dessert  
and nonalcoholic beverages

### Entrees:

Chicken Rigi (Mushrooms, bell and cherry peppers, pink sauce, ziti)  
Chicken Marsala or Picatta  
NY Strip Steak (Gorgonzola, asparagus, mushroom risotto)  
Shrimp Scampi  
Shrimp and Spinach Risotto  
Atlantic Salmon (Butternut squash risotto, asparagus)  
Sea Scallops (Citrus beurre blanc, angel hair pasta, asparagus)

RSVP dinner selection by  
Monday, November 8  
[cbensonfly@aol.com](mailto:cbensonfly@aol.com), 882-6267

## COLLISION AVOIDANCE – PART 2

By John Hudson

### Introduction

Last month we discussed the importance of paying attention and avoiding distraction in avoiding collisions on the race course. This month we will look at some potentially hazardous situations and discuss how to deal with them safely.

### Avoiding Bad Decisions

Mistakes in this category usually occur when a collision is imminent. In spite of paying attention to where other boats are, and looking as far ahead as possible, you may still find yourself in a position where you have to act quickly to avoid a collision or to mitigate its impact. At this point, the most important thing is to have a plan, and to have thought through ahead of time what you might do in a panic situation. Let's look at a number of situations and try to develop some guidelines for avoiding collisions.

Consider first the simple port-starboard situation shown in Figure 1. Here P, on port, must avoid S on starboard. Port has two options: he may tack just to leeward of S (course A), or he may head off and dip behind S (course B). Under most circumstances, if P and S are about even, tacking is a better option. This minimizes the distance P must give up, and may put him in a "safe leeward" position. If P is farther behind, and can start to head off soon enough, he can ease sails and pass astern of S. In a panic situation, however, if P is unable to take action until he is very close to S, it is almost always safer to tack. This is especially true with larger or heavier boats that are harder to head down quickly. Even if this doesn't work completely, it results in a rail-to-rail collision rather than a head-on smash. The most damaging collisions that I have seen have taken place when a port tacker has tried to pass astern of the other boat and not made it. The damage is made even worse because the port tack boat will generally accelerate as it heads off. A useful mnemonic for this case that I got from Allan Miller is "tiller toward trouble". This will point your boat away from the other boat and decrease the chances of a head-on collision.

Now let us look at the more complicated situation shown in Figure 2. Here again P has to take action to avoid hitting S, but this time P is sandwiched between two other port tack boats, PW and PL. At least one of these two other boats will have to take action in order for P to avoid S. The rules that apply here are Rule 19, room to pass an obstruction and Rule 20, Room to tack at an obstruction. In this case, S ranks as an obstruction to P, as P must avoid S. Again P has the option of either tacking or dipping to avoid S. In this case, however, P is obligated to let PW or PL know what he is going to do, and as soon as possible. He must hail for room to pass the obstruction, either by hailing "Obstruction – I have to tack" to PW if he intends to tack or, assuming that he has right of way over PL, by hailing "I need to pass below this obstruction" to PL if he intends to dip below S. PW and PL are both bound to honor this hail by Rules 19 and 20. Of course the same advice as to whether to tack or dip given in the simpler case above still applies here.

Finally, let us consider the obverse of the case just described above. This case, shown in Figure 3, shows three starboard tack boats interacting with a port tack boat (This case arose earlier this year in one of our Wednesday night races.) In this case the port tacker, P, has just passed close in front of SL. Because SL was between P and S, neither saw the other until they were very close to each other. Under the rules, P should tack to avoid S, but if P has waited too long to tack and is directly in front of S, S is obligated to do everything possible to avoid a collision. This is spelled out in Rule 14, Avoiding contact. That is, just because P is in violation of a rule, S does not have a right to hit him. Rule 44.1 states explicitly that if you are in a collision that causes serious damage or injury, disqualification is automatic. The first thing that S should do is to hail "Starboard" to P, hoping that this will lead to a quick tack by P. If this fails, S must try to take advantage of the "Obstruction" rule cited previously, as P ranks as an obstruction to S. At this point, S has the same choices that P had in the previous case, and the same obligations to hail SW or SL before taking action. The best option in this case depends on the relative positions of the three starboard tack boats. If S can safely pass behind P by heading off, this would have the advantage that any contact between S and SL would be rail to rail. Alternatively, S can hail SW to tack and hope that SW can respond in time. If neither of these options is available, the only option available to S would be to come head to wind in the hope of avoiding both P and SW.

## Final Summary

1. Always be aware of where other boats are around you – through 360 ° and in as large a circle as possible.
2. Always look behind you before you tack.
3. As soon as you see that you (or another boat) will have to take action, prepare for that action – anticipate.
4. Maintain good communication – both on your boat and with other boats that you may interact with.
5. Keep focused on your job – don't let problems on the boat distract you.
6. Realize that different boats have different speed, acceleration and turning properties and figure this into your responses.
7. If a collision is imminent, try to make it rail-to-rail instead of head-on – tacking is usually safer than bearing off and trying to go behind. Remember “tiller toward trouble”.
8. Don't get so wrapped up in collision avoidance that racing stops being fun.

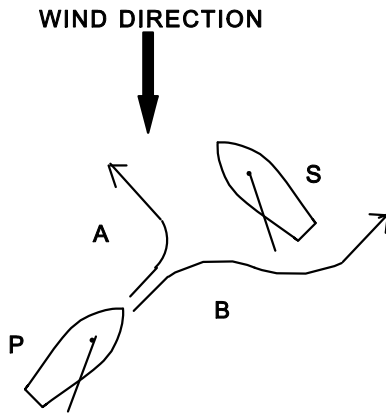


FIGURE 1

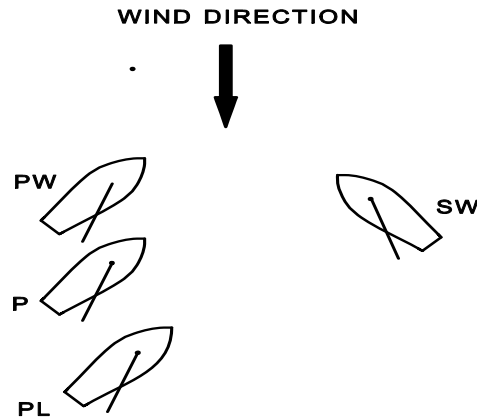


FIGURE 2

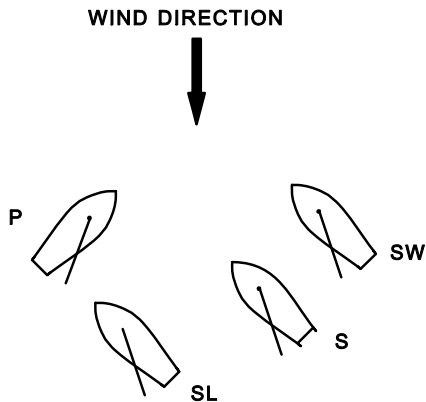


FIGURE 3

**US Coast Guard Captain's course (Six Pack)**  
available locally at a very good price.

There are several people from our club signed up for the course that is starting October 30 and going through November 19. Room is available. If interested contact Peter Byron at Nav-Ed 518-312-9041.

## Stridesail 2010

By Skip Parry - Photos by Caroline and Cameron Parry

As a parent of a special needs child, I can share with you the journey to find a receptive, constructive situation to stimulate and recreate a unique child of that nature is a long and bumpy one. Providers are few, and far between, but if they are capable of providing multiple activities, the lives of many families and communities are enriched. Such is created with the blend of the tremendous resources of the SLSC and STRIDE - enriching the "community" of the capital district if you will. In partnership with SLSC sailing has become an unusual yet significant offering to the special needs segment of the community.



Eli masters the kayak under Laura's careful attention. Photo: CGP

To watch these spirited kids find their place, advancing from nerve wracked neophytes into competent little boat handlers is a near miraculous transformation. The incremental improvement each week evolves to confidence, and then a little self esteem, as they master nearly timeless skills we have all learned in our sailing lives. Highlights from class include: All eight sailors in Kayak's then Opti's on the first and second nights, capable knot-tying from cleat wrapping to bowlines, compass usage, wind sign and rigging were exciting developments for the group. One student, Buddy Washburn pictured above here with "Mac" McEvily, sailed singlehanded from the launch area to Snake Hill and back (in an Opti) to his mother's proud and tearful smile.



One of our most exciting developments this season was the addition of two wounded warriors who contributed their time and at the same time benefitted from their contribution and the SLSC setting. Our most high profile addition is Michael Abbatello who as a Marine Corps battle veteran, served in Afghanistan, has probably seen a lot, but we challenged him and he met the call easily coaching his team to a third place finish in the regatta. We wish him success in his endeavors in commercial fishing, and appreciate the many contributions made to our lives and community at large.

Michael with friends Zack and Ryan Photo: CGP

It is sheer joy to watch these kids translate their knowledge to cooperative efforts on regatta day. Never underestimate the presence of a trophy to stir the competitive spirit. The STRIDE Cup has been sailed for the last three years on the Saturday of Labor Day weekend. We invite our sister school from New Rochelle, NY to participate in the regatta and have had interest in “competition” from other similar efforts regionally.

(We really couldn't do this without club support and use of boats provided by: Emmett McCarthy, Mary-Kate McCarty, and Mike Funk. Event Sponsorship by stride/SLSC and the sustaining partnership of the Christopher Dailey Foundation)



Tommy, Luke and Robbie keep a close eye on the Stride Cup Photo: CLP



5 New Rochelle Kids joined the competition on Saturday making our group 13 sailors with eight volunteers, in five boats. Our greatest challenge on the day – Hurricane Earl, was weather management, which while we waited for the wind to wane, included rigging the Opti's, a review of boat parts, wind sign and some kayak paddling to get the New Rochelle kids more comfortable. Donovan whose wheelchair does not slow him down a bit, had never paddled before, and his father shared with me, is prone to ataxia, an imbalance condition brought on by his neurological challenges. His sense of accomplishment was displayed in his smile (left) which was almost as exciting as his bullet in race 2! (below in the lead)

Photo: CLP

In the end it we all took line honors. Kids, parents, grandparents, friends, family and the SLSC - enriching the community with a willingness to pull these kids into a light even Hurricane Earl could not extinguish.



Photo: CGP

Thanks to STRIDE Sail Alumni volunteers:

Tony Bianchini, Bruce Blackie, Peter and Anne Seidmann, Tony Canone, James Nichol, Vick Roberts, Clark Cooper, Mike Funk, Mary Kate McCarty, Paul Waterfield, Bernie Zabek, Joan link and of course Jim Benson

## 2010 OFFICERS & CHAIRPERSONS

Commodore.....	Tony Bianchini
slsc_commodore@sailsaratoga.org.....	583-4514
Vice Commodore.....	Gene Auciello
slsc_vicemodcommodore@sailsaratoga.org.....	583-9558
Rear Commodore.....	Dave Hudson
slsc_rearcommodore@sailsaratoga.org.....	370-4894
Secretary.....	John Kimball
slsc_secretary@sailsaratoga.org.....	439-1174
Treasurer.....	Bruce Blackie
slsc_treasurer@sailsaratoga.org.....	583-0759
Flag Lt. Boats.....	JT Fahy
slsc_boats@sailsaratoga.org.....	753-9829
Flag Lt. Grounds.....	Jerry Zell
slsc_grounds@sailsaratoga.org.....	767-9216
Flag Lt. House.....	Samantha Butler
slsc_house@sailsaratoga.org.....	587-0659
Flag Lt. Race.....	Jim Benson
slsc_race@sailsaratoga.org.....	882-6267
Membership.....	Allan Miller & Barbara Prince-Miller
slsc_membership@sailsaratoga.org.....	885-5510
Newsletter/Publicity.....	Fred Barker
slsc_publicity@sailsaratoga.org.....	355-7581
Sailing Program.....	Mark Welcome
slsc_sailingpgm@sailsaratoga.org.....	587-9041
Social.....	Vacant
slsc_social@sailsaratoga.org.....	
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.....	Samantha Butler
	587-0659
	Mary Kate McCarty
	279-4205
Kestrel.....	Bob Barringer
	882-6087
Laser.....	Barbara Brown
	446-0426
Sailboards.....	Gene Altman
	393-6713
Thistle.....	John Hudson
	374-0228