



Tell tale

Saratoga Lake Sailing Club

Web page: sailsaratoga.org



April, 2011

Please join Commodore
Tony Bianchini in welcoming in
the Saratoga Lake Sailing
Club's 2011 season
at the Commodore's Ball

April 29, 2011

at the
Vista at Van Patten Golf Course
924 Main Street
Clifton Park, NY 12065

Details will be included in mailed invitations

Hunter Currin

As many of you know, member Hunter Currin was diagnosed with Leukemia upon returning home from his vacation in Antarctica. He has been posting daily descriptions of his treatment on the internet on his blog at huntercurrin.com.

What's Inside?

Sailing School 2011.....	Page 2
Sailing Program Meeting	Page 3
Ensign Fleet 72	Page 4
Power to Meadow	Page 5
On the Block	Page 5
MC Scow Midwinters	Page 6
Kilimanjaro	Page 7

Upcoming Events

April 17.....Sailing Program Meeting
April 23.....CPR & First Aid Course
April 29.....Commodore's Ball
April 30.....Work Party #1
May 7.....Work Party #2

The Club Needs You!!

Spring Work Parties

Saturday, April 30th & Saturday, May 7th

It's everybody's favorite work-parties.

Mark them on your calendar now.

We need your help.

Work parties form between 8:00 and 9:00 am.

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

**Boat stickers, membership cards and pocket
calendars will be given out.**

Good work, good fellowship, and good food.

It's part of your obligation as a member.

We'll see you there, and yes, we do take names!

Special Project – Saturday, April 23rd

As a requirement for his Eagle Scout badge, John Howe is looking for volunteers to help assemble dollies for the Sailing School new Flying Juniors a week before the first work party. This is a good opportunity for those who can't attend a work party on the 30th or May 7th.

Notice from Rear Commodore Dave Hudson

If your boat is not currently in the boat park, please do not move it or any equipment to your spot until after the first work party as we will be spreading more stone that afternoon.

Sailing School 2011

by Mark Welcome

2

Despite the fact that the lake is still a little too hard for sailing as I write this, there is quite a bit going on with the Sailing School.

Summer Classes:

We are very happy to report that our classes for the 2011 season are filling up very fast. Once again this year we have added new classes to our schedule to accommodate as many people as possible. We ask that any members who are interested in the classes please notify us as soon as possible. Many of our registrations to date are from non-members and we want to be sure we accommodate all members who are interested.

Adults will have two classes to choose from depending on their level of sailing skills: Adult "Learn-To-Sail" is for anyone who has never sailed, or has sailed a little in the past and would like to learn from the very beginning. The more advanced adult "Intermediate Sailing" is designed for those who are looking to improve their skills.

Juniors between the ages of 9 and 17 can choose from three programs: "Junior Learn to Sail", "Junior Intermediate Sailing" and "Junior Racing". The Junior Racing program has been completely revamped this year and is a season long program for all those juniors who would like to learn how to race or to improve their racing.

New Instructors:

We will have both familiar and new faces at the sailing school this year. We are very pleased that the club's very own Scott Meyer has agreed to serve as head instructor this summer. We have hired Conor O'Sullivan as the second instructor. Conor has taught for several years, most recently at Mystic Seaport and comes very highly recommended. We are looking forward to a great season.

Instructor Opportunities

Allan Miller has been kind enough to arrange for SLSC to host a US Sailing Instructor Level 1 course for anyone interested in becoming a certified instructor. The course will be held over 2 weekends on May 7/8 and 14/15. Given the popularity of the school offerings, the sailing school will be looking to hire members who are certified to be additional instructors during our evening adult classes. For more information, please contact Allan Miller at atallan.miller@live.com

Junior Assistants

In addition to certified adult instructors, the school is always looking for experienced junior sailors to help out with the kids classes. It's a great way for the kids to get out on the water and take on some responsibility as they assist the instructors in running the various junior programs. If you have a junior who is interested in helping out, please contact Mark Welcome at mark@interactives.com for details.

New School Fleet

As part of the updating of the junior racing program, we have added another fleet of boats to the sailing school. We recently completed the purchase of 5 Flying Juniors (FJ's). These will allow us to teach the children in one of the most popular double-handed (2 person) racing boats and also allows us to compete in several regattas with other local clubs. Many thanks to Greg Tkai for finding us a very good deal on good boats and to Devon Howe for braving the winter weather to go to Rhode Island and bring them home for us.

Sunfish for Sale

As we are updating the fleet, we find that we have several Sunfish that we no longer have a use for in the school. If you are interested in purchasing one of the surplus boats, please contact Greg Tkai at gtkal@nycap.rr.com for more information.

Private lessons:

In addition to the group classes, we are working to expand our offerings of private lessons to accommodate those people who prefer more individualized lessons, or lessons that fit their schedule. We can teach on one of the school boats or your own boat if you prefer. We are already busy booking private lessons for the season and we expect to be teaching as soon as our docks hit the water at the end of April.

Gift Certificates:

At the request of a number of people, we are now offering gift certificates for any of our courses and private lessons.

For detailed information about the courses and registration information, please visit the web-site at <http://www.saratogasailingschool.org> or e-mail us at info@saratogasailingschool.org with any questions.

A Sailing Program Meeting that all members of SLSC will want to attend By Allan Miller, Flag Lt. Race

Come to hear SLSC's own Rachael Miller talk about the Rozalia Project and adventures picking up marine debris aboard the Ted Hood 60', *American Promise*.

Sunday April 17th at 3 PM at a Special 2011 Sailing Program meeting

Rozalia Project's mission is to find and remove marine debris from oceans, seas, lakes and rivers through action, technology, outreach and research.

Rozalia Project was founded by Rachael Z. Miller and James Lyne in 2010. Rachael and James have spent their lives on the water, from studying marine mammals to racing at the Americas Cup, they have witnessed marine debris, especially plastics, polluting our oceans, lakes and rivers from New Zealand to the coast of Maine and everywhere in-between.

It was during a vacation on an island 25 miles off the coast of Maine, it's coastline covered in marine debris, that the light bulb went off for Rachael and James. There, they decided to do something about the problem of marine debris. That something was to clean it up and the Rozalia Project was born.

In 2010 Rozalia Project conducted several marine debris clean up and education programs in Boston (Community Boating), Providence (Community Boating), Newport (Sail Newport) and on Lake Champlain (Community Sailing Center). Volumes of trash were recovered and over 475 people participated in Rozalia Project's programs. Rozalia Project are specialists in underwater clean up, using 2 remotely operated vehicles equipped with video, manipulator arms and imaging sonar that can locate and pick up debris and bring it back to the surface. In addition, they use a side scan sonar to survey whole areas for debris, in order to pinpoint locations to launch the ROV's and pick up the debris.

Rozalia Project's mothership is the round the world voyager, *American Promise*. This 60ft sailboat designed by Ted Hood for Dodge Morgan, held the record for a non-stop, solo, circumnavigation and is the perfect vehicle for marine debris removal and research.

This presentation will feature slides and stories of Rozalia Project's work with sailors picking up marine debris, information about the problem and plans for *American Promise* coming up this summer.

After Rachael's presentation there will be a short briefing on the Sailing school programs and the racing program for this season.

Refreshments will be provided.

CPR and First Aid Course April 23 at SLSC By Allan Miller

An American Heart Association CPR and First Aid course will be run at the club on Saturday April 23 starting at 9:00 AM. CPR will be done first for people that need only that and then the first aid portion will be run. Each takes about 2.5 hours. The First aid will start at 12:00.

The fee for the course will likely be \$25 for either or \$40 for both but I need to confirm these for sure. I need to know if you are taking the course as I will need to get books and masks in advance.

Please contact me at allan.miller@live.com or 441 3899. We need a count by April 18th.

Ensign Class Association Fleet 72

By Tony Cannone, SLSC Ensign Fleet 72 Captain



**Bruce Blackie: Fleet 72 Captain
2001-2010**

Up until about ten years ago the vast majority of the boats at SLSC were small and easy to dry dock like: Kestrels, Windmills, Flying Scots, Thistles, Hobies, Lasers and Sunfish. The only boats requiring a mooring were a few larger day sailers that did not regularly sail in the Club's racing events. After many years of nurturing the fledgling fleet of SLSC Ensigns and encouraging members to consider their sailing virtues, the Ensign popularity began to take hold in 2001.

SLSC's first Ensign was Bruce Blackie's #557 in 1990 that came from Fleet 32. Bruce was the sole Ensign at SLSC until 1995. In 1995, Larry Smith purchased #174 and a few years later after a "thrilling" heavy air ride in Larry's boat Dan Lacey purchased #711. And so it went, one by one, Bruce single handedly built the fleet to nine Ensigns by 2002. That year, he and Dan made the leap of faith and brought the request to become an officially sanctioned fleet to the SLSC board and the Ensign Class Association. Of course their request was granted and so ECA Fleet #72 was born but their efforts did not stop there.

Bruce, being Fleet Captain, and Dan, being Fleet Treasurer, devoted many hours developing helpful guides for current and prospective members on how to restore and maintain the Ensign, such as: replacing mast steps, restoring the floor deck, installing spinnaker through blocks and mast stepping. Bruce and Dan also pioneered posting their "Nifty Ensign Ideas" on the Club's website for all to benefit from. One of their nifty tricks is a Gin Pole developed specifically to step the Ensign mast. This device works so well at our club that we can knock out a half dozen masts in an afternoon without the aid of a crane! These efforts, along with Bruce's matter of fact patriarchal personality drew more members to consider the Ensign as a viable boat for both day sailing and racing on Saratoga Lake.

I remember taking Bruce up on one of his offers to take a group of SLSC members, who were sailing other boats at the time, to a sail in #557. I was smitten with the versatility and excitement of the Ensign sailing experience. I joined the Ensign fleet in 2004 when Fred Barker and I, a fellow Hobie 17 sailor, purchased Ensign #530. I was amazed at how a boat built in 1964 was so functional and full of potential 40 years later. We bought the boat from a former Club member to use as a day sailer to be able to bring friends and family along for a sail.

With Bruce's encouragement, we started racing the #530 and soon realized what a fun and challenging boat the Ensign can be. At the time there were 12 Ensigns at SLSC and interest in the Ensign was continuing to grow. Bruce would diligently plan haul-ins and haul-outs, mast stepping and mooring work parties as well as be coach and cheerleader for newly minted Ensign sailors to become racers. Of course, Bruce won nearly every race. He made sure to teach us just enough to be good, without allowing the overtaking of his throne in the Fleet 72 kingdom. Inevitably, there would be a pack of Ensign newbie's hanging around Bruce after our club races to garner any tidbits we could on how to beat him.

At the end of 2010, Fleet 72 numbered 20 boats and every year we seem to attract one or two more. It is interesting that the latest boat to join the ranks is a project boat (#114) purchased by Bruce and a relatively new member, Dave Miller (#177), from a boat yard in Canandaigua NY. For 2011, Bruce asked me if I'd be willing and able to take over as Fleet 72 Captain. I was excited at the opportunity to take over as captain of such an enthusiastic and wonderful group of sailors. Usually, when I'm asked to take on a new project it's to salvage it or start up from scratch so the idea of building on the fleet's success is fantastic.

In 2009, the first Ensign Fleet Regatta was organized by, you guessed it, Bruce Blackie. In 2010, he also organized an Ensign specific racing clinic conducted by long time SLSC member and instructor, John Powers. As Fleet Captain, I am hoping to continue growing fleet 72's racing prowess with events such as these. The Ensign Fleet 72 Regatta will be the highlight of our fleet's activities in September 2011. I know we have one boat already registered for the 50th Anniversary ECA Nationals in Canandaigua and we're hoping to have at least one more boat participate. We are very excited to have the Nationals so close to home and expect we'll have several members offer to crew and attend as spectators and offer support.

I would like to thank Bruce and Dan for all their efforts over the last ten years. Their efforts have not only helped me personally but many others at SLSC as well. Amazingly, Bruce accomplished all this while also serving as the SLSC treasurer as well! I take comfort in the fact that I know Bruce and Dan are not going anywhere soon and will be around to offer their sage advice. So we here at Fleet 72 are excited to be moving forward in 2011, the 50th Anniversary of the Ensign Class Association.



Power Restored to the Meadow

By Gene Auciello

Electrical engineer Wayne Bakken recently met with Gene Auciello, Bruce Blackie, Dave Miller, Monica Riccardi, and Bob Williams to discuss power problems to the meadow. Several years ago, Mr. Bakken—proprietor of Olde Saratoga Home and Garden, Route 29, Saratoga Springs—was contracted to reroute a new power line from the barn to the crane after the demolition of the old sail shed. During the week of March 13th, full power was restored to the outlets at the former lower barn site and at the post by the entrance to the meadow.

On the Block

MC Scow 2103

This is a 2001 boat! Very lightly used!
Mooring cover, trailer and quality racing sails for \$4,995.
You won't find a better deal anywhere. Best of all, the boat is located at SLSC. Ready to sail and race!

Contact Devon Howe at 867-770
Or howe_family@hotmail.com

MC Scow Midwinter Report

By John Kimball



Despite being completely outclassed, I had a great time sailing in the MC Scow Midwinter regatta at Lake Eustis, Florida.

One has a special motivation to avoid capsizing when sailing on Lake Eustis. We were greeted with the following warning from a local expert; *"There's snakes and gators and giant gars, so don't fall in."*

This made us a little nervous. Do the water moccasins and cottonmouths stun you so the alligators can eat your large parts and then the gars get to clean up the leftovers? It's hard to say if this warning was serious, or just a joke to scare naïve northerners. The near opacity of the water in this semi-tropical lake reminds one of "the great grey-green Limpopo river all set about by fever trees," so it was hard to see if an alligator was lurking next to your sailboat.

This negative description of Lake Eustis is really unfair. The March weather in Eustis would make any Albany native green with envy – as green as the waters of Lake Eustis. The sunsets were spectacular. For the first time ever, some of us saw the "green flash" just as the sun disappeared behind the lowlands on the opposite side of the lake. The famous hospitality and generosity of southerners matched the beauty of the weather and the scenery.

My sailing was not as beautiful as the sunsets. I found 57 boats on the starting line to be pretty intimidating. My only successful race (11th place) was achieved by a start at the wrong end the line – far from almost all the other boats. My other races were spent mostly avoiding (and falling behind) an endless line of starboard-tack boats. It is a mystery. How can so many sailors (ranging from ages 18 to 80) develop such a large lead over me within three minutes of the starting gun?

Andy Fox won the regatta. In addition, to showing extraordinary skill on the racecourse, Andy gave informal lessons on both MC sailing and auto racing. Andy claimed sailboat racing and car racing take similar levels of intense concentration. Just listening to the myriad of adjustments Andy makes in a sailboat race tired me out. Thankfully, sailing can be really fun even for relatively lazy sailors like me who have no chance of being a winner.

I have another excuse for poor regatta performance. My trip to Eustis had two goals. The first was to do spectacularly well in the Midwinter Championship. This didn't work out so well. My second goal was to bring another high quality MC to Saratoga Lake. This was a success. My cautious sailing in the regatta meant no collisions and no capsizes, so this relatively new boat still looks really fine. Members of the Saratoga MC fleet are hoping to interest other sailors in this boat.

Climbing Mt Kilimanjaro

By David Burtis

My wife, Linda, an avid tennis player, discovered that Martina Navratilova (former tennis great) and some other Olympic class athletes, including Michael Tauber who was paralyzed below both knees and climbed using mechanical feet, were climbing Mt Kilimanjaro, and that anyone could join as long as you raised money for Laureus Foundation, which runs sports for disadvantaged kids. Thirty of us, mostly from the UK and South Africa, and a film crew met in Nairobi in early December. We visited a Laureus soccer program for slum children in one of the hard-core slums of Nairobi, a very ennobling and moving experience, before heading out to start the ascent up Kili.

The mountain routine was up at six, a mug of hot coffee or tea (w/ milk & sugar according to your specifications) delivered to your tent door at 6:15, bowls of warm water at your tent door at 6:30 for “washy, washy” (most of our bodies never saw water the whole trip), bags packed and out the tent by 7:30 to go to breakfast (being tardy meant the bacon and other good stuff was gone) where main course was endless amounts of runny slightly burnt flavored oatmeal onto which you could heap powdered milk and brown sugar, and hit the trail by 9am with a full load of water. The porters packed up the duffel bags, tents, food, cooking gear, fuel, etc and streamed past you at triple speed during the day’s climb, carrying huge heavy packs with much of it on their heads,. You arrived in mid or late pm at the next campsite with everything already set up, so a porter escorted you to your tent with your duffel bag inside. Very organized! By 6:30pm pitch black time, you had to, at a minimum, know where your headlamp and toilet paper were. Dinner at 7 and bed by 9.

A normal, routine expedition of 100 porters, 15 guides, and 30 clients, except that it rained incessantly, particularly when you were getting into or out of the 2-person tents or making nighttime visits to the “loo”. Higher up, it was lots of wet snow. Barrafu, the summit camp at 15,300 feet, was on an exposed, snow-covered, boulder-strewn, steep slope. We never saw the sun nor the summit until the descent. Linda and I decided at the summit camp not to do the 10 hr summit trip (which began at midnight), due to the possibility of hypothermia or frostbite from the 15 degree F weather and the wetness of our clothing, particularly our shoes. But many others did launch forth and most made it to the summit, returning in a state of exhaustion and beyond; only gravity and the guides got some back to camp. “Totally knackered” one Brit said.

Altitude was not a major problem for most. The trick is to walk “pole,pole”, slowly, slowly which translates into an amble of one mph or less and to drink 3 to 5 litres of water a day. We went from 5500 feet to camp at 9000, then to 12000, 14000, back to 12000, then to 15300 and on to the summit at 19300 feet. But altitude affects different people differently and also the same person differently each ascent, so how you react is the luck of the draw. Martina drew the short stick, so she started getting fluid in her lungs (pulmonary edema) around the 14000 foot level, and had to make a nighttime descent of 5 hours on a stretcher with four porters and with a bottle of oxygen. The lower altitude stopped the edema and two days in a Nairobi hospital kept her from developing any infections or other problems. She met the group again at the Nairobi airport on our way home.

Tanzanians must guide the climbs—a policy that benefits the local economy. Miki, our chief guide, had climbed to the top 200 times. His assistant guides had climbed the mountain between 20 and 80 times. It’s their job to keep close watch on us clients. From our first step on the trail, it’s clear that the guides, and the porters, are terrific--kind and smart and genuinely interested in you and your family. They would do whatever they could, even at the cost of their own discomfort, to help you continue and make it to the summit. We learned about Tanzanian culture from them. Linda told one of the guides that we were traveling with some famous athletes, but she was just an ordinary person. Without missing a beat, he replied “no one is ordinary in their own families.” Unlike the rest of Africa, family is even more important to Tanzanians than their tribes.

To read more about our trip, see our video, or donate to our charity, log onto burtisandkilimanjaro.blogspot.com. Assante sana – thanks very much. (Pictures below are Linda and Dave with Martina, and the base camp at 15,300 ft)



2011 OFFICERS & CHAIRPERSONS

Commodore.....	Tony Bianchini
slsc_commodore@sailsaratoga.org.....	583-4514
Vice Commodore.....	Gene Auciello
slsc_vicecommodore@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.....	Allan Miller
slsc_race@sailsaratoga.org.....	885-5510
Membership.....	Ann Seidman
slsc_membership@sailsaratoga.org.....	877-8731
Newsletter/Publicity.....	Fred Barker
slsc_publicity@sailsaratoga.org.....	280-4194
Sailing Program.....	Mark Welcome
slsc_sailingpgm@sailsaratoga.org.....	587-9041
Social.....	Margaret Shirk
slsc_social@sailsaratoga.org.....	475-0412
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.....	Tony Cannone
	271-0246
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
MC Scow.....	Devon Howe
	423-0230
Sailboards.....	Gene Altman
	393-6713
Thistle.....	John Hudson
	374-0228