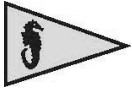


Telltale

Saratoga Lake Sailing Club

Web page: sailsaratoga.org



June, 2016

Commodore's Corner

By Mark Welcome

As I look back at the last month, it seems like we have had a lot of parties! That's not a bad way to kick off the season.

I want to thank all the members (104 in total) who came out on May 14th to celebrate the beginning of a new sailing season at the annual Commodores Party. A good time was had by all and the highlight for me was being able to dance the night away with Gisela Choi who sang and danced with us right until the bitter end! I was exhausted much earlier than she was but I was ashamed to take a seat before she was ready to call it quits.

Congratulations to John Smith, Flag Lt. Grounds, for receiving this year's Mary Elizabeth Hull Award, also known as the Commodores Award. John received the award in recognition for all his work at the club where he is always going above and beyond the call of duty. In addition to the countless hours working on Grounds, and his Y-Flyer Fleet Captain responsibilities, John is always working to improve the club by doing things such as the All For Fun racing series, Kentucky Derby parties, or other events. John certainly embodies the spirit behind the award which is to "recognize that special person(s) whose outstanding contributions to SLSC have improved and sustained the life of SLSC." Please congratulate John when you see him.

A big Thanks to Ann and Peter Seidman for organizing a nice reception for our new members at the Club on May 15th. Nine out of the 14 new memberships were represented and a number of club members also attended and helped welcome the new members to the club. If you were unable to make the reception, please make a point of introducing yourselves to the new members when you get a chance.

The Club also hosted its first big social event of the year. 140 members came out to celebrate Memorial Day at the club and enjoyed a beautiful day and a delicious meal prepared for us by Margaret Shirk and her ever present

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Upcoming Events

Jun 11-12.....Laser Derby
Jun 18-19.....Thistle Regatta
Jun 25-26.....MC Scow Regatta
July 9-10.....Y-Flyer Regatta

July 4th Chicken Bar-B-Q

Appetizers at 4:00 pm Dinner at 5:00 pm

Bar-B-Q Chicken

Hot Dogs

Many Salads

Ice Cream Sundaes

Soft Drinks, Beer, Wine

**Adults: \$16 Children (12 and under) \$8
pay at the door, checks please**

Everyone is requested to bring an appetizer or dessert to share

Members whose last names begin with the letters G through L are asked to volunteer for set-up, food preparation, or clean-up

E-mail reservations are preferred and will be acknowledged

SLSCreservations@gmail.com
or contact Kathleen & Vic Roberts
399-4410

RESERVATIONS MUST BE RECEIVED BY JUNE 30

All members—please indicate appetizer or dessert
G through L—please indicate preference to set-up, prep, or clean-up

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team of volunteers. Thanks to everyone who made it such a great event.

Since this article seems to be focusing on social events, please remember that this year's July 4th Chicken BBQ will be coming up before you know it. This is always a great event and well attended. Details are in this Telltale. Please sign up immediately for 3 reasons: One, it's a great time. Two, we need to know sooner rather than later how much food to purchase and three, people who sign up to volunteer early usually get assigned set up instead of clean up.

Last but not least, our Wednesday and Sunday racing series has started and it feels great to be out there again.

You'll hear this many times this year, but please come out the club for sailing every Wednesday night regardless of whether or not you race. The Club will supply the hot dogs and hamburgers after sailing, everyone else will bring a dish and most importantly we'll all hang around and talk sailing and have a great time. I look forward to seeing everyone on the water soon.

Sailing School Update

By Mark Welcome

Believe it or not, the Sailing School is already up and running and by the time you read this we will have had over 60 adults attend sessions. Many of these are coming to our one night "Invitation to Sail" sessions which are designed to give people a little taste of sailing to see if it is something they might like to pursue. This year the Town of Malta Foundation (funded by Global Foundries) has given our school the funding to offer these 1 night classes to residents of the Town of Malta for free. We have also run 2 of our full week Adult Learn to Sail sessions. The response so far has been fantastic and we look forward to hopefully welcoming some of our students as members some day now that they have the sailing bug.

A reminder to please sign up either yourselves or your family members as soon as possible. For whatever reason, members historically sign up for classes much later than the general public which always means a mad scramble to fit late registrants into the classes which are very full. While we certainly always try to accommodate members and get them into whatever classes they would like, it is always easier if you sign up before the classes are full.

Also please remember that we offer instruction for both beginner and experienced racers to club members for next to nothing (\$50/week) as a service to the Club in support of the racing program. They are great classes and a bargain, so please sign up and have some fun racing. We also offer sessions for Learn to Sail and intermediate (aka Learn to Sail Better) so there is something for everyone. Please go to the web site and click on Sailing Instruction to get to our registration site.

If you see these people, say thanks.



They are some of the folks that have been members since prior to the purchase of our current facilities, sometime around 1973.

Thank you for having the foresight to purchase this property and the grande dame of a house that is the calling card of our club. As the story goes it took a tremendous amount of negotiating and fundraising to make it happen.

Thank you for preserving the character and history of the house to the greatest extent possible given the hard use and varied demands we put on her.

Thank you for all the turns as board members, the hours of volunteering when and where needed, running races, and countless pot luck dishes.

Thank you for making new members welcome, sharing your love and knowledge and for proving that sailing is truly a sport for life.

Racing News

By Barbara & Allan Miller

We have 2 items:

First, please remember to check the Race Committee Assignments on our website but, more importantly, let us know if you change your assignment with someone else and the date(s) of the change(s).

Secondly, thanks to John Hudson's suggestion, we have added a modification to the B course configuration where the start/finish line does not move, henceforth called B mod. Allan and John wanted to call it BM but Barbara refused. The new course has been added to the diagram chart on the race committee bulletin board so please check it out.

Everything and The Kitchen Sink: a few words from the Social Chair

By Margaret Shirk

Now that it's the beginning of the season, this a good time for a few words about our "lake home" and the summer's social events. We share a magnificent place - house, grounds and water. We're a collective endeavor and each of us needs to contribute. Here's a few ways to do your part.

First, follow this simple rule: Leave Everything Better Than You Found It!

It's simple. In the house and kitchen, clean up after yourself; when you use something, clean it and put it back where you found it. There are 2 dishwashers, they work best if the dishes are rinsed first.

Refunds and Recycling - the bins are next to the sink.

You can leave your refundable beer and soda bottles/cans as well, but first please empty and RINSE them. Remind your kids too.

We have single stream recycling: cardboard, boxboard (cracker/cereal boxes, etc), glass jars and bottles, plastic containers, plastic cups, tinfoil, cans, aluminum containers. Plastic bags and wrapping are also recycled in the big yellow plastic bag in the pantry. We hope to place 2 additional bins next to the new commercial sinks.

If you bring beer or wine or any alcoholic beverage to the club, you must take it with you when you leave. (See the SLSC Alcohol Policy in the Member Manual).

At our big summer social events, everyone is asked, when signing up to attend, to volunteer to help "SET UP" or "CLEAN UP." And at the July 4th BBQ and the Labor Day Lobster Boil we ask you to contribute either an appetizer or dessert. When you bring an appetizer or dessert, please bring something ready to serve. The kitchen crew is moving full steam ahead to get the meal ready, and there just isn't room for more cooking or preparations.

The week prior to these big events, we clean out the refrigerator. Please make sure you don't have any personal items in it because they will be discarded. We need all the space.

Here's what's needed when you are asked to volunteer at these events:

SET UP: We use the same tables for appetizers and desserts. We need your help to organize the tables, put cloths on them, set out small serving plates and napkins and get the appetizers out. Then, after everyone has helped themselves, clear off the tables, bring any leftovers back to the kitchen so we're ready to get dessert out after the meal. Getting the desserts out, along with more small plates, napkins, and utensils is also part of setting up. The bonus is an overview of all there is to choose.

CLEAN UP. There is always great camaraderie among the clean-up crew. Clean-up entails getting everything returned to the kitchen and collecting garbage. With the new commercial sinks it's going to be much easier. The clean-up crew gets the kitchen back in order.

We have an extraordinary clubhouse. A great place to come and leave the mess of home behind. The house is for you to use and enjoyment, throughout the year. Come with your family and friends, use the kitchen, it's well equipped. Enjoy a leisurely dinner on the lawn, the porch, or in the dining room.

The order, comfort, cleanliness of the resources we all enjoy here are thanks to the Board members and regular volunteers, past and present, who maintain the enormous infrastructure that supports the fun and pleasure the rest of us enjoy, and which Kathy Johnston maintains every day. If you have any questions, need to know something, aren't sure what to do, or you have any suggestions; Board members are most always around and easy to contact. We want everyone to participate and contribute to the enjoyment of this home away from home we share.

COLLISION AVOIDANCE

By John Hudson

Introduction

There are often situations that occur in the course of a race that could lead to a collision unless prompt action is taken by one or more of the boats involved. This is inherent in the nature of racing, where a large number of boats are all trying to sail around the same race course in the shortest possible time, I would like to make a few comments on both the causes of boat-to-boat collisions and on ways to avoid collisions, or at least minimize the damage when a collision does occur.

Three main factors are involved in most race course collisions: inattention, distraction and bad decisions. Let us look at these in turn.

Inattention

On the race course, just as on the highway, it is important to be aware of the presence of all other boats that present a possible collision hazard. On the road this is relatively simple because the number of directions you need to monitor is limited. On the race course, other boats can come from any direction. Thus it is necessary to have 360° surveillance at all times. The best way to do accomplish this is to assign each crew member areas of responsibility. For example, on our Thistle, upwind, the forward crew (Peter) is responsible for watching for boats on the opposite tack and for keeping the skipper (Dave) informed when action must be taken. This includes both maneuvering to avoid a starboard tacker and hailing an approaching port tacker. My responsibility upwind, as middle crew, is to be aware of other boats on the same tack that may be affecting our wind or would pose a hazard if we were to tack. Downwind, I fly the spinnaker and look for problems ahead, while Peter looks aft for problems from that direction.

It is also important that your circle of surveillance is large enough that you can see far enough ahead to allow time and space to make whatever course changes are necessary to avoid problems and that you will be aware that you may have to avoid more than one boat at a time. Another factor that you must be aware of is that in races involving boats from different classes, with different speed, acceleration and maneuverability, you must be aware of how rapidly the relative positions of two boats may change. The Thistle that was way behind you the last time you looked back may be right on top of you when you decide to tack a little later.

A corollary to this necessity to be aware is the necessity to communicate, both on your boat and with other boats in the race. Peter may say "Zell is coming and we aren't clearing him." Or "It's close on crossing. We should tack." Or "We can clear him by dipping behind him." Looking to windward I may say "Fahy is on our hip." Or "We have a clear lane if you want to tack now." When you encounter a port tack boat, it is important to tell him what you want him to do, either by calling "Starboard!" to make sure he realizes that you are there and that he has to take action, or "Cross!" indicating that you would rather he not tack right under you. (Note that he is not bound by your hail to cross, he may still tack if he wants to, but he knows that you are prepared if you do decide to cross.) You will also sometimes hear the port tacker hail "Tack or cross?", hoping that the starboard tacker would prefer to remain on starboard without another boat on his wind.

Distraction

I have seen (and been involved in) a number of collisions that have taken place because one or both of the skippers involved was distracted from his usual awareness by some extraneous event. Collisions of this sort often happen before a race or between races, when attention has turned to making adjustments to the boat or to eating lunch. (I was involved in one such many years ago, during a series of round robin races. Before a race, I was checking sail trim on a boat that I was in for the first time when I collided with my own boat, being sailed by another club member, who was picking a loose thread off the main sail. I was on starboard at the time, but this did not make the damage to the rail on my boat any easier to repair.) We also had a minor collision in a race a few years ago when the other skipper was paying more attention to the spinnaker his crew had dropped in the water than to where his boat was headed. Episodes of this type reinforce the importance of always maintaining vigilance and of not letting problems that the crew must deal with distract you from your main mission of steering the boat. Let the crew deal with them. They may be slow, but not as slow as the 720 you will have to do if you bump someone.

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

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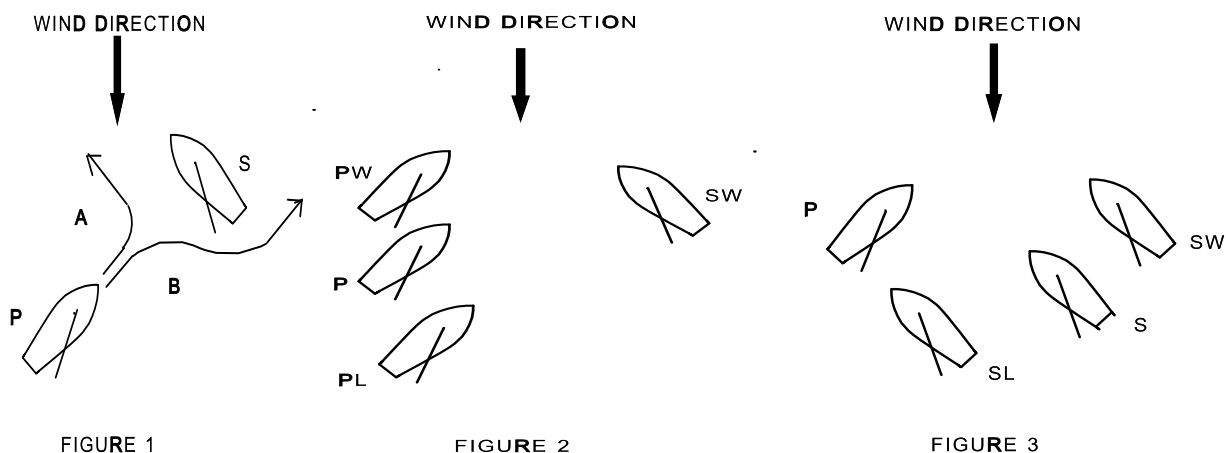
results in a rail-to-rail collision rather than a head-on smash. The most damaging collisions that I have seen have taken place when a port tacker has tried to pass astern of the other boat and not made it. The damage is made even worse because the port tack boat will generally accelerate as it heads 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, 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 a few years ago 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.

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.



Grounds Report

By John Smith, Flag Lt Grounds

6

At the second work party we were able to complete the following:

- We trimmed more dead branches in the boat yard and finished clearing a path to the meadow.
- Chip all of the branches that were cut down.
- The dingy area will have a rack system installed to help member find enough room for their boats. Special thanks to Paul Steve for heading up this project.
- The light for the flag was installed after many, many issues. Thank you Vic Roberts

Just a few reminders to returning member and things that I forgot to tell new members at the New Members Reception.

PARKING: You can drop equipment off at your boat in the boat yard or the dock if you have a mooring. However, there is no parking in the boat park. We would appreciate not driving on the lower lawn. It may look firm, but there are some real soft spots and we do not have a tow truck to get you out. The final reference to parking concerns the north side of the lower driveway. Once the larger boats have been launched and their storage boxes have been moved to the tree line, this area is designated for car parking for the summer. Please pull in or back in to accommodate more cars.

GATES: The fence that keeps the geese in the lake and off the lawn has been setup to be opened at the 3 ramps and is in smaller section in the dinghy area. Please close them if you are the last or think you are the last person using the area that day.

KAYAK RACKS: The 5 racks that on the lawn are designed to accommodate boats on dollies underneath and boat like the laser or sunfish on the first tier with canoes and kayaks on the top tiers. There are planks that will lay on stringers between the front and the back or the rack to make it easier to slide your boat(s) onto the rack. If you need help setting up a space let me know and I will help you set the stringers.

TORO TRACTOR: The red Toro Wheel Horse tractor is available for your use to move a boat on a trailer to the ramp or to your space. PLEASE, before you use the tractor, check the gasoline level and the oil. Do not over fill the oil and DO NOT run it out of gasoline. If you are not sure how to operate the tractor, check with myself, Kathy or another member that is familiar with the tractor. It has been run out of gas 3 times in the last year and is very hard to re-prime. This is the right thing to use to launch some of the larger boats in the boat park. The drive thru by the crane is only 10 feet wide if everyone is in their space. Towing with a car makes it nearly impossible to launch.

As always, if you see something that needs to be addressed, or you want to volunteer for any of the above listed projects, please contact me.

Just For Fun!

By Dan Mehlman

Last year, John Smith initiated the "Just For Fun" (JFF) post-season races with great success. This season, Allan and Barbara Miller introduced the "third start" for JFF participants during Wednesday and Sunday racing. They've also asked me to coordinate some other non-racing events on the water. I've heard from many of you who expressed interest, so let's see if we can make this happen. To get started, here are two events for June:

- Monday, June 20, is the full moon and the Summer Solstice. Let's celebrate with a Full Moon Sail that evening. Moonrise is 7 PM. This could be a magical evening! Come cruise around and enjoy the moon viewing!

- Quite a few members responded to my suggestion of paddling trips. Let's start with an evening paddle on Thursday, June 9. Meet at the boat ramp at 6 PM with your canoe, kayak, or rowing craft (and PFD!) We'll head North up the shore, poke into some creeks, and see how far we get in a 2+ hour paddle. If you haven't already, send me an email to get on the paddlers list so we can coordinate a rain date if necessary. If this is popular, we can plan some more ambitious human-powered trips in the future.

The level of participation and initiative will determine if Just For Fun events will become a regular part of life at the SLSC. Some other members have offered to organize a couple of events, TBA. Do you have an idea for a group sailing event? It doesn't have to be anything overly ambitious or complicated, just pick date and propose it! We hope to have a few JFF offerings every month. I can coordinate scheduling and communications. Write to me at Dan@MehlmanDesign.com or call me at 518-475-0412.

Also remember that there is JFF sailing in every regularly scheduled race. Are you intimidated by racing or just not interested in competition? Now you can sail the course, tagging along behind the actual race. This is a great opportunity to enjoy some sailing, hone your skills, and get comfortable on the race course. Each race will now offer a third start, with the usual start signal sequence. Your boat must be identified by a blue pennant attached to your boom end. Pick one up from the JFF bulletin board on the porch.

NEW DINGHY RACK FOR MOORING AREA

This year we were able to address the dinghy area. The pictures below were taken by Vic Roberts in 2011 show how congested the area had become. Last September I counted 31 row boats, kayaks or canoes stored on the shore line that is only 75' long. Some were on top of others.



Brian Rodems asked if there was anything that could be done to improve the area and suggested that if we built a rack, we should have a roller system to make it easier to use. One of the problems with the design phase was that unlike the kayak racks, the boats are stored upside down.

After doing some research and talking to some of the people that use the area, we decided to build a 70' long, 2 tier rack. The design came together by using a 4x4 post with two 2x4 back beams and a pipe over pipe for a roller on the front. The front roller is a piece of 10'x1" galvanized pipe covered with 1 1/2" PVC to act as the roller. The PVC has been cut into approximately 2' lengths to allow for more flexibility.



We also removed the clump of trees that was in the middle of the area, creating more access. I know that this is new and if we need to modify anything to make it better, we will.

After we had the assembly completed, the first question that I got was, are there assigned spaces. The answer is no. The only point to be made is that this is for members that have boats in the mooring field, not for other members to get their boats closer to the water.

For new members that have mooring, there is also a finger on the north dock that can accommodate dinghy storage.

On the Block

SEEKING SUNFISH DOLLY!

We are looking for 2 used dollies or instruction/assistance building them the good old SLSC way.

Please contact Laura if you can lend a hand: LYRappaport@gmail.com

Thanks! Laura Rappaport & new member Ellen Sweet

CL 16 SAILBOAT FOR SALE

Excellent shape with trailer, boat cover, main, jib and 2hp Yamaha outboard motor.

I bought this boat in Canada two seasons ago and have not been able to sail it due to health reasons. \$2500

Would consider a trade for a Laser in similar condition.

Contact Ed at [518-469-1638](tel:518-469-1638)

2005 OLD TOWN CANOE FOR SALE

1 owner Old Town Canoe #XT3811241102

Dark Green Old Town Camper Canoe – lightly used

Wicker seats; Always stored upside down, hung in the barn/garage, never outside; Varnish and wicker seats in excellent shape; spare seat included; 2 paddles (Pictures on our website)

Price: \$500 or best offer

Doug Johns: 203-313-5202 (cell);
dajohns.johns@gmail.com

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.

SANCTIONED FLEETS

Ensign.....	Tony Cannone 271-0246
Flying Scot.....	Misha & Olga Gutin 542-6922
Kestrel.....	Tony Bianchini 583-4514
Laser.....	Leslie Rafaniello 301-4109
MC Scow.....	Devon Howe 867-7770
Thistle.....	Jerry Zell 767-9216
Y-Flyer.....	John Smith 786-1340

2016 OFFICERS & CHAIRPERSONS

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Rear Commodore.....	Dave Hudson slsc_rearcommodore@sailsaratoga.org.....	370-4894
Secretary.....	Mike Kitner slsc_secretary@sailsaratoga.org.....	505-8790
Treasurer.....	John Kimball slsc_treasurer@sailsaratoga.org.....	439-1174
Flag Lt. Boats.....	J.T. Fahy slsc_boats@sailsaratoga.org.....	753-9829
Flag Lt. Grounds.....	John Smith slsc_grounds@sailsaratoga.org.....	786-1340

Flag Lt. House.....	Greg & Melissa Tkal slsc_house@sailsaratoga.org.....	899-5214
Flag Lt. Race.....	Allan Miller slsc_race@sailsaratoga.org.....	885-5510
Membership.....	Ann Seidman slsc_membership@sailsaratoga.org.....	877-8731
Newsletter/Publicity.....	Samantha Butler slsc_publicity@sailsaratoga.org.....	587-0659
Sailing Program.....	Mark Welcome slsc_sailingpgm@sailsaratoga.org.....	587-9041
Social.....	Margaret Shirk slsc_social@sailsaratoga.org.....	475-0412
House Attendant.....	Kathy Johnston kmorrisjohnston@gmail.com.....	583-9646
House Phone.....		584-9659