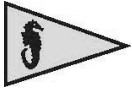


# Telltale

Saratoga Lake Sailing Club

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



July, 2016

## Commodore's Corner

By Mark Welcome

As I write this, I am sitting at the club watching the whole place teeming with activity and it strikes me how quickly the sailing season moved into full swing. We just raced our 8<sup>th</sup> Manning series race, the lawn is filled with juniors (and the porch is filled with piles of their gear) and the boat park is full of people doing the inevitable boat work. It's a great time of year and I would encourage everyone to spend as much time at the club as their schedule allows. It's time well spent.

I hope to see all of you at our next big social event of the season, the July 4<sup>th</sup> chicken BBQ. As of right now, I know I will see at least 130 of you and that is a great turn out. I'll take this opportunity to thank everyone who is involved with this event. I can't name everyone by name as it takes so many people to put on a large event like this, but special thanks to Social Chair Margaret Shirk and husband Dan Mehlman, head Chicken Man Dave Hudson and keeper of the RSVP list Vic Roberts for all of their efforts. I think this will be in your e-mail before Monday, so I will also encourage everyone to come out for the Sailboat parade before the BBQ. This is being organized by Melissa Hatch and Greg Tkal and we are encouraging creativity in both costumes and boat decoration. The wind looks good for the 4<sup>th</sup>, so we look forward to a great sail.

On a more serious note, I'd like to follow up on my recent e-mail regarding missing items at the club. At this point, none of the missing items have been returned. What resulted from my e-mail was a number of additional reports of things that have gone missing, While I'd like to think that some of them were items that were simply misplaced, there are a number of reports that are undoubtedly thefts, and that is a very sad state of affairs. I'd urge everyone to follow the homeland security saying: "see something, say something". Only by working together as a group can we make sure that the club stays a nice safe environment where we don't have to worry about locking everything up and monitoring all the activities.

(Continued on Page 2)

## 4th of July Parade around the lake!

1pm prior to the barbecue

Dress up your boat and your crew to show your American and SLSC pride!

Flags, streamers, balloons-  
Use your imagination!

There will be prizes for best boat decor  
and best costume.

Let your pride show!

## Upcoming Events

July 9-10.....	Y-Flyer Regatta
July 16.....	Kestrel Regatta
July 23.....	Work Party - Boat Park Maintenance
Aug 13-14.....	Flying Scot Regatta

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## Commodore's Corner (Continued from Page 1)

On a related note, If you don't recognize someone at the club, please introduce yourself and ask if you can help. Most likely they are prospective new members or school students who are checking out the club and may have some questions. On the other hand, they may be people who are just checking out what is on the grounds and seeing if they get noticed. In any event, a kind introduction from a member can't hurt.

Again, welcome to the Summer sailing season and I look forward to seeing you out on the water.

## Grounds Report

By John Smith, Flag Lt Grounds

The July work party was originally scheduled for Saturday the 16th. We have moved it to Saturday the 23<sup>rd</sup>. At this work party we organize the boat park, racks and mow the meadow. The last few years we have had about a dozen volunteers, hoping to see as many this year.

If you have a trailer in the meadow could you please make sure that your name is on the trailer. We seem to be accumulating some that no longer have boats. At the work party I would like to be able to identify some of these apparently orphan trailers and see what the owners intentions are before the club disposes of them.

## Sailing School Update

By Mark Welcome

The school season is now in full swing. By the time you read this, we will have already had just shy of 200 students (adults and children) come through a session in the school. That surpasses the number of students who went through the school in the entire season in 2015. As I noted last month, 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. These have gone very well, as have helped to fill the rest of our seasons rosters with people who caught the sailing bug.

If you have not yet signed up either yourself or a child for a session, please contact us as soon as possible. We will do everything we can to try to accommodate them.

Given that we have so many registrations this year (315 and counting), scheduling has been somewhat of an issue. I want to take this opportunity to thank all of the members who have been helping the school out by teaching additional sessions. Special thanks to Aaron Holland and Peter Hudson who have returned for special guest appearances. Aaron was only scheduled to run the Junior Race program but has stepped up to help out a variety of programs while he has been on site. Peter was not scheduled to work at all, but has done a great job filling in the head instructor role as we wait for John Power to get out of school and arrive for the season. We have a young instructor pool this year, and both of them have been invaluable resources to the school in general and me specifically as we get everything up to speed.

## 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](mailto: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)

### 1985 S2 6.9 FOR SALE

Includes 2014 Sea Lion Trailer and 1990 6hp Johnson outboard. Asking price: \$8500. 5% discount for SLSC member. Will include ground tackle for club member...and inflatable dingy. Many extras.

Please see Albany Craigslist ad and our website for pictures.

Michael 518-222-4956.

## Ensign Fleet 72 Happenings

By Tony Cannone

On October 23rd, 2015 our fleet and the sailing school received the wonderful gift of Ensign number 228, "Yankee Doodle". Yankee Doodle was given to us through the generosity of its owners, Mark & Francesca Deierlein, of Oneida Lake NY and the Ensign Class Association. With a few minor modifications Yankee Doodle has been put in to service and is being enjoyed by sailing campers this summer. She is a solid boat and we expect many years of service with many youth learning and enjoying the sport of sailing.



In other Sailing School related news, the team of Bruce Blackie (Fleet 72 founder) and Dave Miller (Fleet 72 Treasurer) have been working hard on the restoration of Ensign No. 23, Daddy. The most significant work being completed is a rear deck re-core along with replacement of much of the aging hardware.

For more information please visit <http://saratogasailingschool.org> or <http://www.sailsaratoga.org/>

## LASER REGATTA

By Leslie Rafaniello

Saturday June 11 began as a chilly, gloomy day, with wind. 6 hardy, intrepid sailors signed up for the Saratoga Derby Laser Regatta rigged and sailed to the starting line as a light rain intensified. Race 1 was sailed in a modest southerly with a cold steady rain. Then the wind died, shifted to the north, died and eventually returned from the south and built to 7mph or so. The rain stopped. The even harder race committee got off 5 more races.

Despite the weather, most of the races were very competitive with the leaders very close to each other. Peter Bushnell of Cazenovia was 1st overall with a score of 6, with 4 1st place finishes and never far from the lead. Mike Kitner and Liz Wolaver of Jamesville were tied for 2nd with a score of 13. David Burtis was 4th with a score of 17. Brad Dunn of Saugerties was 5th with a score of 18. Tom French of Potsdam was 6th with a score of 29.

A special thanks to the Race Committee of Jerry Burr, Jim Benson, Charlie Koines, Barry Maisel, George McNally for running the race and especially starting the last several races in spite of being nearly frozen by a temperature barely above 60.

The good company of fellow sailors always makes for a fun day despite the weather, so we hope to see more of you next June!



## Mark Roundings and Rule 18

by John Hudson

### Introduction

In this article I will explain the rules that describe the rights and responsibilities of boats that are about to round a mark of the course. I will do this by looking at typical examples of mark rounding situations and pointing out how Rule 18, which governs the behavior of the boats, is involved.

### Definitions

Before discussing these examples, we need to define a number of the terms mentioned in Rule 18. These are:

*Room:* The distance between boats that will allow the right of way boat to sail her proper course without interference from a non-right of way boat.

*Mark room:* The room a right of way boat needs to sail to and round a mark in a seamanlike manner. This includes room to tack or gybe if this is required to sail to the next mark.

*Proper course:* This is the course that a boat would sail in order to complete the course in the minimum time in the absence of other boats.

*The zone:* For the purposes of Rule 18, the zone is defined by an imaginary circle, centered on the mark, having a radius of three boat lengths of the longest boat involved. A boat is in the *zone* if any part of its hull is in the zone. (It might be instructive for you to measure out this length on the lawn - it will probably be much shorter than you would think.)

*Overlap:* An overlap exists between two boats when the bow of the trailing boat is in front of the stern of the leading boat (this includes the rudder).

### Downwind mark roundings

I will discuss this situation first, as this is the most commonly encountered case. As boats approach a gybe mark or leeward mark, they encounter the *zone* in which the ordinary right of way rules (port-starboard, windward-leeward) are superseded by Rule 18. This rule states, essentially, that when the lead boat of two or more overlapped boats reaches the *zone*, the inside boat or boats (i.e. those closer to the mark) must be allowed enough room to make a "seamanlike rounding" of the mark without interference from the outside boat. This is true irrespective of who is on port or starboard, or who is windward or leeward.

This rule makes it important to set yourself up to be the inside boat whenever possible, and to be ready to give room to any boat that is overlapped and closer to the mark. At the gybe mark, this sets up conflicting requirements, as in most cases boats will be approaching the mark on a starboard tack reach, and will be trying to stay above the boats ahead in order to maintain clear air. This puts them outside on the approach to the mark. One strategy to deal with this is to sail high early in the reaching leg, then dive down to an inside position close to, but outside of the *zone*. The alternative is to sail low enough on the reach to be below the wind shadow of the boats going high, then come up to the mark late in the leg. This latter course sometimes works, but is hazardous, especially in large fleets and light winds.

The situation at the leeward mark is similar to that at the gybe mark, but there are a few differences. At the end of the second reach, the boats that went high will be on the inside. Consequently there is no reason to go low and come up late in the leg. This is generally a bad position to be in. Another consideration at the leeward mark is the question of which side of the beat you want to be on after rounding the mark. If you are planning to go left after the mark, an inside rounding is even more important, as it will leave you free to tack soon after rounding. At the end of a run, when boats may be coming in from a wide range of directions on different gybes, it is also important to realize that an overlap may exist for a boat coming in from the left even though that boat may appear to be relatively far from the *zone*, if that boat is on a course to pass close to the mark.

If you fail to get an inside overlap, all is not lost. Getting the inside is important, but the most important thing in the rounding maneuver is to end up to windward of nearby boats after the rounding is complete. There are several things that you can do to improve your chances of this outcome. The inside boat is constrained not to sail any farther from the mark than is necessary to make a "seamanlike rounding," and must gybe as soon as he reaches the rhumb line to the next mark. This gives the outside boat the opportunity to swing wide of the mark, then gybe and head up close to the leeward side of the mark and end up to windward of the former inside boat. There is some hazard in this maneuver, as the inside boat may gybe close enough to the mark that no hole exists for the outside boat to gybe into.

### Windward mark roundings

At the windward mark, two sections of Rule 18 apply, namely 18.1(b), which says that Rule 18 does not apply to boats sailing on a beat on opposite tacks when the *proper course* at the mark is for one, but not both of them, to tack, and Rule 18.3, which limits the rights of a boat that has completed a tack inside the *zone* surrounding the windward mark. Let us look at the implications of these rules.

As boats approach the windward mark, a fleet that has been spread across the whole course area is concentrated at a single point. This concentration offers both opportunities for gains and risks of significant losses. Several strategies are possible. The safest approach is to get on the starboard tack layline early. This avoids the problem of having to fight your way through a line of starboard tackers to get to the mark. This is also the slowest approach. Once you are on the layline, you will be sailing in the bad air from all of the boats ahead of you on the line. The earlier you get to the lay line, the worse the congestion becomes, especially in large fleets. As a worst case, this bad air may force you to drop below the layline, requiring two additional tacks to get to the mark.

The other extreme, approaching at or near the port tack layline, avoids this problem, but offers its own hazards. In this case, you must find your way through the starboard tack parade at the point where it is most concentrated. Your only hope may be to tack under a starboard tack boat, and hope that you can sail high enough to make the mark. In doing so, you will be governed by Rule 18.3 if you complete your tack inside the *zone*. This rule states that a boat completing a tack inside the *zone* may not cause an overlapped or overtaking boat to sail above close hauled. (This essentially cancels the windward-leeward and overtaking boat rules for the duration of the rounding process.) The best you can hope for in this situation is that the nearby starboard tack boats have overstood the mark by enough that you can tack inside of them and have room to round without forcing them above close hauled.

Note that the case of a windward mark being rounded to starboard presents a different situation. (This is not a common occurrence at SLSC - the only time you will see it is at the second windward mark of a "B" type course.) In this case, the boat that must tack at the mark is coming in on starboard, and thus is the right of way boat. As such, she is free to maneuver as she pleases, including to tack at the mark.

How then can you balance the advantages and disadvantages of port tack or starboard tack approaches? If you are sailing in a small fleet, or it is late in the race and boats are spread out, an approach close to the mark may not be difficult. However, as fleet size and competitiveness increase, sailing conditions on the left side of the beat have to be much better than the right side to justify an approach close to the port tack layline. A better approach is to come in several boat lengths from the mark and look for a hole that will allow you to sail through to the layline. To do this, you may have to head off and go behind one or more starboard tackers. Be sure to anticipate the necessity to do this well before you get to the point where it is necessary to start bearing off, and watch out for boats in a second row beyond the boat you are ducking behind. The alternative, if you are not in the *zone*, is to tack just below a starboard tacker and pinch up to make the mark. In this process you will have the advantage of being the right of way boat, and can sail well above close hauled if you choose. This is a hazardous choice, however, because if you don't make the mark, you will be trapped below the mark and will have no choice but to gybe away and look for a hole in the starboard tack wall – a very uncomfortable position. It is usually better to take a small loss by going behind one or more starboard tackers than to tack below them and hope for the best.

### At the starting line

On the starting line, the committee boat and the buoy at the other end of the line, are considered marks of the course, just like the marks around the triangle. 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 preamble to the Section C rules and 19.1. The preamble to Rules 18 and 19, the so-called "anti barging rule", states that these rules do 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, gybe, 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 gybe away, then tack and go behind any interfering starboard tackers – again very slow.

### At the finish line

Just as at the start, the finish line marks, the committee boat and the pin at the other end of the line, are marks of the course, and rule 18.2 applies here just as at the other marks. A leeward boat may not maneuver to deny a windward overlapped boat on the same tack room to cross the finish line. Boats approaching the finish line on opposite tacks on a beat are not subject to Rule 18, and thus Rule 10 (opposite tacks) applies as usual.

**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.....	Shirley & Paul Waterfield 584-5552
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
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Treasurer.....	John Kimball slsc_treasurer@sailsaratoga.org.....	439-1174
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Flag Lt. Grounds.....	John Smith slsc_grounds@sailsaratoga.org.....	786-1340

Flag Lt. House.....	Greg & Melissa Tkal slsc_house@sailsaratoga.org.....	899-5214
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