

Telltale

Saratoga Lake Sailing Club

Web page: sailsaratoga.org



March 2020

Commodore's Corner

By John Smith

On Sunday February 16th Jeff Robinson presented the 2020 budget to 21 members in attendance at the annual Budget Meeting. There were also 5 proxies. The major considerations for this year's budget are paying for the new pole barn and replacement of all the windows and doors on the porch. We had already been planning for the barn and some window work when we found a considerable amount of rot around the windows requiring a more extensive repair project. The Finance and Budget committee, working with Jeff, determined that we would use existing funds to pay for these projects. We have left a couple of non-critical projects for later in the year should our membership level remain as strong as it has been for the last number of years.

You will already have received your 2020 renewal. The biggest change is that all boats stored on the property that are not in dinghy or kayak racks (boat park, moorings, water racks, boats on dollies and the meadow) will have the same storage fee. Fees for the boat in the racks, and slips will remain the same as last year.

Renewals are due prior to April 1st to avoid potentially losing your membership status. It is very important that we hear from all members as soon as possible as it affects our planning for the season. We have a waiting list of potential new members that we would like to begin accepting as soon as possible and we need to know how many openings we have available.

There are three options available: 1. Renew online (can pay with credit card or check) 2. Print renewal form off the website and mail in with your payment or 3. Fill out and send the hard copy that was mailed to you along with your payment.

The 2020 Commodore's Party will be the evening of Friday April 17th. This year's event will be held at The Century House Restaurant and Hotel. There will be a cash bar, hors d'oeuvres and a plated dinner.

Please RSVP no later than April 7th.

The Century House has reserved a block of rooms for anyone that wants to spend the night. The rate is \$114.49 and reservations must be made by March 17th. Call 518-785-0931

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2020 Commodore's Party

April 17th

From 5:30 pm - 9:30pm

The Century House Restaurant

997 New Loudon Rd, Latham

Please join fellow club members in celebrating the upcoming 2020 sailing season

Plated Dinner Party

Commodore's Award Presentation

\$40 per person plus cash bar

RSVP No later than April 7th

slsc_commodore@sailsaratoga.org
or 518-951-8792

Invitations will be mailed soon.

Upcoming Events

March 21-22.....Adirondack Sports Expo
April 17.....Commodore's Party

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Commodore's Corner

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The Race Committee has a meeting scheduled for Sunday April 19th at 2:00 to discuss the coming season. Pizza will be served.

The date that we are all awaiting is May 2nd – DOCKS IN and the first spring work party. The Y-flyers will again be hosting a Kentucky Derby party later that day.

Racing Department Report

By Terry Fraser, Flag Lt Race

It's Midwinter Regatta time for lots of one-design classes. We've got two of our Thistle boats heading down to Florida in early March and we'll have four of our club's Y-Flyer boats traveling down to Georgia in a few weeks.

March is always a great month to leave New York State and head south to see soft water!

What's my favorite part of going to a regatta? The drive.

We all know that preparation for a regatta is what it's all about if you want to be a winner on the race course.

But I prepare for the drive. Sure, I have a check list for what to pack in the boat, a check list for what I'm going to wear, a check list for the extra stuff like sunglasses, toothbrush, and all that stuff...but most importantly I have a checklist for what to place within easy reach of the driver's seat. I've got to have my can of pop in the cupholder, my wallet in its secret hidden place, and my sunglasses on the sun visor.

I make sure I have a March Madness game schedule and that I have the time of the Sunday NASCAR race. I plan my radio listening around those events.

I pre-program my driving route into my Garmin machine. I make a list of battlefields, forts, and museums that I might stop at along the way. Snacks are at the ready and within reach.

After all that list making and planning there is always something that happens along the way.

Once, for example, on the way home from the Y-Flyer Midwinters at Lake Murray, I passed a sign on the side of the road for genuine South Carolina moonshine. So I turned on the blinker and pulled off the exit. Down the side road I drove until I found a little wood-framed store surrounded by a fence with goats. The goats were waiting to greet all the patrons. Yup, you have to fight your way through the goats to get in. I bought the plain, the blueberry, and the apple pie flavored moonshine. In mason jars. And the owner let me sample any of the flavors in the store. Unfortunately, sipping out of a mason jar is not easy for a Yankee and I spilled some down the front of my shirt. Well, then the real excitement began when I had to push my way through the goats on the way out. They could smell the apple pie moonshine on my shirt. I now call it my "goat licked shirt."

And then once on the way to the Y Nationals at Nashville there was a roadside sign for "All The Fried Catfish You Can Eat." So I pulled off I-65 somewhere in southern Kentucky and found a little shack. Three long bare tables were set up with shared seating and sure enough...all the fried catfish you could eat. I did take note that the average weight of the mom, dad and two daughters who ran the place was about 300 pounds. But they were the nicest people I've met in a long time. The dad sat right at the table and talked while everyone was eating their catfish. I was so impressed, I bought the T-shirt!

Now I'm getting ready for the trip to the Atlanta Midwinters and I'll bet the Shenandoah Valley will provide a hidden treasure.

I sure do enjoy the drive! Oh, and the sailing too!

Happy travels to all.

CSI Saratoga Lake

True Crime Stories From Our Home Waters

written by Patrick King

This is the fourth in a series of articles describing incidents involving the Racing Rules of Sailing (RRS), how these incidents were handled, and how they **should** have been handled. Names are not named without the individual's permission. The purpose of this series of articles is to increase the average member's knowledge of the RRS to increase our club's safety, competitiveness, and fun, in accordance with the goals of the [Fair Sailing Initiative](#).

Errata: In the last episode, I invited you to read the RRS Case Book [here](#). However, I never got around to adding the link to the word "here". The link now works. Nobody pointed this out to me; I noticed it myself. Surely you were just being polite. *Somebody* went looking for the Case Book, right?

This month we explore a crime spree spanning many races over several years, with several perpetrators and many, many victims. I speak of Rule 18, Mark Room, an admittedly complicated rule as it is written, (especially if one delves into the definitions preceding the rules in RRS) but I believe understandable in the context of specific incidents, or classes of incidents. It is a big subject, so I shall take several months to cover it. This month, we shall cover approaching the windward mark.

Based on conversations I've had with several sailors, the most misunderstood thing about this situation is the obligation of the port tack boat in this situation. We have all seen (or perhaps perpetrated ourselves), the port tack sneak, the boat that tacks just inside you or just in front of you, and then claims room or is allowed room. R18.1(a) says quite specifically that R18 does not apply to boats on opposite tacks on a beat to windward. The situation is therefore covered by R10 (port/starboard) R13 (keeping clear while tacking) and R15 (acquiring the right of way). In addition, R18.3 places more restrictions on boats tacking from port to starboard within the zone. All of these obligate the originally port tack boat to keep clear of the starboard. If the starboard tack boat has to maneuver at all because of the port tack boat's actions, then the port tack boat has violated one of these rules, and the starboard tack boat should not be reticent about calling her on it.

You port tack pirates should realize that being protested in such a situation is hardly the kiss of death. Several months ago on a Sunday afternoon, I was approaching the windward mark on starboard, and John Kimball was trying to beat me to the mark on port. When he completed his tack, our boats were overlapped. Clearly, the only way we didn't collide was that I sailed above my quickest route to the mark, my "proper course". I hailed "protest", John did his two turns under R44 and continued on to beat me handily. Had the roles been reversed, I would probably have chosen to sail behind John, as I am fairly sure I could not make up those two turns so easily. So, the port tack sneak is probably not going away, but the victims should feel comfortable protesting, and the perpetrators should be ready to pay for their crimes.

So now let's discuss boats approaching on the same tack, typically starboard. In general, the outboard overlapped boat gives room to the inside boat. This relationship is established when the first boat reaches the zone (three boat lengths from the mark). *This relationship does not change*. Whoever first has room rights keeps them, even if the overlap is broken, even if the other boat manages to maneuver inside. This is straight-forward and obvious almost all the time, but there are some exceptions, which I shall highlight by describing an incident for which I served on the Protest Committee.

The incident occurred between two non-members competing in the Y-Flyer Internationals several years ago. The two boats were close hauled and overlapped. The windward boat decided that she was not fetching the mark and tacked away. The leeward boat persevered, got a few lifts, and finally attempted to shoot the mark, luffing the last few feet. Meantime, the windward boat had tacked back, was approaching the mark with sails full, and interpreting the leeward boat's luffing sails to mean that she was tacking, hailed "starboard" repeatedly all the way to impact. The windward boat sustained some damage in the collision, and protested the leeward boat. The leeward boat counter-protested.

The windward boat's argument rested on R10 and R13, rested on the assertion that the leeward boat had tacked, had passed head to wind. The leeward boat's argument rested on R18.2, that she was inside when the boats entered the zone, and was therefore entitled to room. She asserted that she had not tacked, had not passed head to wind.

The skippers disagreed on whether the leeward boat had passed head to wind. The crew and the RC members in the crash boat were unwilling to offer an opinion on the subject, and so the PC made no determination on whether the leeward boat had tacked.

What was clear to the PC was that R14 (avoiding collision) had been violated. What is more, a boat had been damaged, and so thanks to R14(b) no exoneration was possible. *Somebody* had to go down. As it was unclear who had the right of way, we found that the windward boat, being in a better position to avoid collision, was in violation of R14. The skipper was somewhat amazed that the protestor should be the one to find himself disqualified, and indicated that he wanted to appeal. When it was made clear to him that the best result of an appeal would be that both boats would be disqualified under the same rule, he withdrew his protest, which was allowed since the PC had not yet posted its written findings.

A very similar situation occurred last summer while I was crewing for Karen McShane on her Flying Scot. Tony Canone in his Ensign was clear ahead and slightly to leeward of us. We were fetching the mark. He was not. He chose to tack in front of us. It appeared to me that he was dead in the water, and so I (having the above incident in mind) *strongly* encouraged Karen to tack. Tony hailed something like "oh no no no" as we started our maneuver, clearly thinking he could keep clear of us.

We finished our tack, both boats tacked again to round the mark (with a third boat now inside us), and Karen, Tony and I had a discussion of the incident upon reaching shore. I think I convinced Tony that the safer option in that situation would have been to bear off and gybe beneath the fleet, rather than tacking in front of it. Regardless, Tony did not retire after finishing (RAF), and Karen chose not to file a formal protest. In my opinion a chance to let the rules work as intended was lost. On the plus side, no fiberglass was harmed in the recording of this incident.

I hope that you have enjoyed this episode, and perhaps learned something. As always, fair sailing, in all senses of the word.

Ensign NoGotta Regatta Pictures



The Punch

The Setup

The Result

On the Block

Please visit our website to view more details and/or pictures of the following boats for sale.

Neptune 14.....\$600

A centerboard dingy. Includes a trailer, cover and one set of sails. End of season price reduction.

Contact Liz or Jon Hedman at
[518 399-7849](tel:5183997849) (H), [518 369-7162](tel:5183697162) (Jon's cell)
or [518 369-7849](tel:5183697849) (Liz's cell). Email: jhedman@nycap.rr.com

'86 Catalina 22..... \$5000

6 hp Yamaha OB
Main, 110 Jib, 150 Genoa,
Trailer

Howard Ghee
518-283-3203 (Leave a message)
Or email gheehe1@twc.com

Beach wheels.....\$200

Will fit a Hobie 16.

Contact Scott at ScottMeyerone@gmail.com

Thistle.....\$12,500

#3848, Built by Great Midwest
John Baker custom made trailer w/spare
Sheets, halyards etc., all in good condition
Primary suit of sails in good/very good condition
Located in Utica, NY

For pics & more info
Email Jonas Kelly jkelly@usawood.com

Y-Flyer 2527.....\$2000

Great condition.
Race ready and sitting in the SLSC boatyard.
Originally from the Indianapolis Sailing Club
with a great racing history.
Priority given to someone who will keep it racing
in our Y-Fleet.

Contact Terry Fraser at elfraser@hughes.net

Standard Marine HX150 handheld marine radio.....\$95

Opened but never used (bought two only need one).
Standard Horizon is one of the best manufacturers of
marine radios.

This one has all the bells and whistles and it floats!
This was purchased in June 2019 and is a bargain at \$95.

Contact Jeff Robinson Tel: 518-690-0391

CL 16.....\$2,000

Hull # 2324 Canadian-made 16-foot dinghy
based on the British Wayfarer.
Trailer and 1-year-old Sailor's Tailor boat cover.
Currently at SLSC.

Contact Eric at (518) 618-8982
or kellwasserevent@yahoo.com

Laser for Sale

Low hours very competitive race ready Laser with covers,
sails, & galvanized trailer.

Full rig with 2 upper sections. 2 North sails, one regatta,
one practice. Sail and hull number 167416.

All white hull. Trailer has bearing buddy's.
Sietech dolly in great shape. Blade bag.

Top and bottom trailering covers.
Excellent condition.

Contact Scott at ScottMeyerone@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..... | Emmett McCarthy | 899-9785 |
| Flying Scot..... | Shirley & Paul Waterfield | 584-5552 |
| Kestrel..... | Tony Bianchini | 877-5062 |
| Laser..... | Leslie Rafaniello | 301-4109 |
| MC Scow..... | Andrew Murnan | 420-5368 |
| Thistle..... | Jerry Zell | 767-9216 |
| Y-Flyer..... | Terence Fraser | 495-4037 |

2020 OFFICERS & CHAIRPERSONS

| | |
|--|-----------------------|
| Commodore..... | John Smith |
| slsc_commodore@sailsaratoga.org..... | 786-1340 |
| Vice Commodore..... | Scott Meyer |
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| Flag Lt. Boats..... | Jake Greiner |
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| Flag Lt. Grounds..... | James Symon |
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| | |
|---------------------------------------|------------------------|
| Flag Lt. House..... | Barbara & Allan Miller |
| slsc_house@sailsaratoga.org..... | 885-5510 |
| Flag Lt. Race..... | Terry Fraser |
| slsc_race@sailsaratoga.org..... | 495-4037 |
| Membership..... | Ann Seidman |
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| Newsletter/Publicity..... | Charlotte Osborne |
| slsc_publicity@sailsaratoga.org..... | 669-7646 |
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| slsc_social@sailsaratoga.org..... | |
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