

Southern Idaho Sailing Association

TRAILER TONGUE

Message from the Commodore

By Commodore Ken DeAngelo

Most SISA members drink alcohol in moderation and don't get out of control. It's good to remind ourselves... one must drink responsibly when operating motor vehicles (includes cars and motorized boats).

One of our SISA Members, John Spurlock, has written an article for the Trailer Tongue highlighting current Idaho law. John is not an attorney and offers this article to inform us... not as legal advice.

Please drink responsibly... and share your alcohol with your Commodore... when he's not operating a motorized vehicle.

Upcoming Events

Lake Cascade Regatta, July 24-25

The last of the season's Lake Cascade Regattas in beautiful Cascade, Idaho. SISA will be set-up at the Blue Heron Ramp, south end of the lake. Blue Heron is a first come, first served campground. If planning on camping, suggestion at this time is to be early as the old "Hobie Beach" campground is not available and may cause increased traffic at Blue Heron. There is also a nice little cove where the boats can stay in the water overnight. Remember, Saturday night is the SISA potluck.

Catamaran sailors: currently there is no vehicle access to Big Sage and Hobie Beach. Beach craft will launch at Blue Heron. **Bring a paddle.** Camping is available at Blue Heron. We are able to access Hobie Beach from the water. The committee boat will be available to ferry beach gear - lunch coolers etc on Sat and Sun before and after the races.

Saturday Schedule:

10:30 Class: "Finding Your Upwind Groove"
11:00 Captains meeting
12:00 Race start
6:00 Potluck

Sunday Schedule:

10:00 Race start

Upcoming Events - Continued -

Redfish Lake Rendezvous

Redfish Lake is a great cruising location because there is more than just sailing. There is fabulous hiking, swimming, snorkeling, and just hanging out ... enjoying the great scenery of the Sawtooth Mountains. Last year, we had 13 boats and 30 people show up at this event. We are hoping for more people to attend this year. On Saturday night, we'll be hosting a potluck and SISA will provide the BBQ pulled pork meat...bring a side to dish to share.

Here are the details:

When: Friday, Saturday, Sunday, August 13, 14, 15

Where: Redfish Lake, Stanley, Idaho

Suggestions for Driving Schedule:

- Thursday or Friday: Drive up to Redfish. It is a 3 hour drive from Boise. Dunking your boat before 12 noon or after 6 pm is preferred... as the boat ramp gets busy and finding parking in the boat parking lot can get challenging. There is overflow parking if boat parking lot is full.
- Don't recommend driving up on Saturday. The boat ramp is extremely busy between 12 noon to 6 pm ... as there is only 1 boat ramp for the whole lake.
- There is a daily or season fee for parking in the boat parking lot.
- Sunday: recommend pulling out in the morning. Afternoons get very busy at the boat ramp. You can pull out in late afternoon, but keep in mind you'll have a 3 hour drive back to Boise. Overnight boat camping in the boat parking lot is prohibited.

Logistics:

- We'll be boat camping at the far-end of Redfish Lake which is a 5-6 miles distance from the boat ramp. The far-end of Redfish is only accessible by boat. Motoring to the far-end will take about 45 minutes.
- At the far-end, we'll beach our boats in the cove (preferred) and at the beach at the hiker transfer dock. Both spots have soft to rough sand. Bring an anchor if you want to or need to anchor out... and a long stern line (or 2) to tie your stern to tree.
- Tent camping is also available at the far-end of Redfish. There is a daily fee if you occupy a tent campsite. No reservations are needed. It is a first-come, first-serve location and there should be plenty of space available.
- If you do not bring a boat, you can hitch a ride from a fellow sailor from the boat ramp to the far-end or you can take the water taxi from the Redfish Lodge marina. The water taxi charges \$7. You can inquire at the marina on where to park your car if you are taking the water taxi. The water taxi runs on regular intervals.
- The sailing winds usually start after 1 pm. They usually blow steady from the far-end to the Lodge-end of the lake at 10-15 knots... sometimes up to 20 knots.
- The hiking is awesome. We'll provide trail maps if you're up for a hike.
- Potluck on Saturday night. SISA will provide BBQ pulled pork meat. Bring a dish to share.
- If you forget a grocery item, need to restock beer or ice, the General Store at the Redfish Lodge has a limited amount of stock. There is a grocery store in Stanley.
- If you have snorkel gear, bring it. The water is very clear... and a little chilly.
- [Some of us are going up a couple of days early... join us if you can.](#)

Redfish Lake Rendezvous - Continued -

Important Comments about the far-end of Redfish

- It is a wilderness area. There is no cell phone service. You MUST be prepared for any type of weather. You must have rain coats in case of a thunderstorm. The temperature drops quickly once the sun goes down...bring warm clothes.
- If there are any medical emergencies, we can VHF radio the Redfish Lodge and they can call the Sheriff for medical assistance.
- There is an outhouse.

Driving Directions from Boise: see "Driving Directions" tab on SISA website: www.idahosailing.org

Are You Going? Questions? : If you're planning on going, drop us an email so we have a rough idea how many boats and people will show up for the BBQ pulled pork. Send an email to Ken at: DeAngelolD@msn.com.





Sailor Profile

Picture this:

A nasty black desert storm developing suddenly over Lake Lowell. There happens to be sailing regatta under way on the lake and the boats start heading in to the docks. There also happens to be quite a few new sailors out this weekend just learning the ropes. One of these new sailors doesn't quite make it back to the dock.

A Hobie 16 is knocked over and turtles. The captain and crew are floating in the waves wondering what to do next. Luckily, this story has a happy ending. The sheriff's launch is nearby and helps to right the boat and sees the captain and crew into shore where friends are waiting with blankets and hot cocoa. This storm was an early end to many new sailing careers, but not for Tina Klampf.

Only months earlier, Tina was bitten by the bug at a "sailing demo day" at Lucky Peak. She immediately saw the passion that her 13 year old son Christopher had for sailing and went all in. They bought a Hobie beach cat and sailing became their thing. It was clear that sailing was the perfect way to spend time together as a family, and to keep a teen distracted from less healthy activities.

Tina stayed determined to overcome her fear of flipping the boat again and continued sailing and racing beach cats including at a regatta in Mexico. Like most sailors, Tina is enamored with the rush of harnessing the wind and trimming and tuning to get the most out of it, but most importantly, sailing has been about the list of lifelong friendships that she's made.

It has also been our good fortune that Tina Klampf wasn't scared away from sailing like others were on that stormy day at Lake Lowell.

Not only is Tina a very skilled sailor, she's also an adventurous sailor. She has gone on sailing trips to Mexico, Tahiti, The Virgin Islands, Canada, and several trips to the San Juans. She told me that of all the places she has sailed, it's the San Juans that still calls. Her future sailing plans include trips back to these beautiful islands to explore more of the bays and harbors and to reunite with her dolphin friends. And perhaps catch another showing of the Northern Lights.

It has also been our good fortune that Tina Klampf wasn't scared away from sailing like others were on that stormy day at Lake Lowell. Along with being one of the coolest and nicest people you'll meet, she's been an awesome friend to SISA. Several times as a board member, once as Secretary, three separate times she's been Commodore, and currently she's on her second hitch as your Treasurer. But most importantly, she brings fun!

These days, Tina sails a monohull. You'll see her skippering her Catalina 22, *Second Wind*, at SISA regattas. (On which she often needs crew, so don't be bashful) But, she told me that she's been itching to get back on board a beach cat. So at our next regatta in Cascade, she'll be crewing with her old friends in the catamaran fleet.

Want to know a secret about Tina Klampf? She told me that when the wind is right and she has found the groove, she loves a day at a SISA regatta every bit as much as the worldwide sailing she has done.

-Joe Zosso

Cascade Cup – Race in Review

By Lynn Sander

Cascade Cup Anniversary Present: Warm and Windy Weather

What better present for the 10th anniversary of the Cascade Cup than warm and windy weather! Twenty-two boats of all shapes and sizes reaped the benefits of near perfect summer racing conditions on July 10th and 11th for the annual event. We ended up with four classes – open multi-hull, open mono-hull, Mac 26 and C-22 – and there was great racing in every class. It was one of those regattas where even the slightest tactical error could make all the difference.

The Race Committee was led by Sergio Mercado, ably assisted by Tony and LeAnn Lloyd. And one thing we all learned about Sergio is that he doesn't mess around when it comes to getting races underway. He and his crew were focused, efficient and made great race course choices. We had four races completed by late Saturday afternoon and two more before lunch on Sunday – perfect for getting everyone to the food on time. Thanks Sergio, Tony and LeAnn!



Speaking of food, Ruben and his family out did themselves this year with a whole new menu for our Saturday night dinner. Carne Asada steak, grilled chicken, rice and beans along with homemade salsa and tortillas; topped off by carrot cake and brownies. Yum!

We had a couple of new challenges for the Cascade Cup this year. First, we moved the event from the 4th of July holiday weekend to the following weekend. Second, all of the beach camping area from the golf course to Blue Heron is under construction so that entire stretch was closed to camping and catamaran launching. We think the combination of these two things kept a few of our usual participants from racing and we hope to see them back next year when the new camping facilities are available. Our plan is to reserve several waterfront campsites as well as the new pavilion for next year's event.

So what exactly went on out there on the race course? Lots of tactics, especially between the leaders in each class. After six hard fought races, here are the winners:

- Results continued on Page 6 -



Open Multi Hull

1st Place
2nd Place
3rd Place

Stern Briem
Dick Armstrong
Kyle Perry

Hobie 16
F-27
Hobie 18



Open Mono Hull

1st Place
2nd Place
3rd Place

Marty Hiner
Jim Monroe
Dennis Cleary

SJ21
S2-6.9
CPT24



Catalina 22

1st Place
2nd Place
3rd Place

John Orlovich
Nick Farley
Tina Klamt



Mac 26

1st Place
2nd Place
3rd Place

Bryan Diffendaffer
Keith Sander
Joe Baldwin



Results of Cascade Cup

Cascade Cup
Date July 10-11, 2010

Name	Boat	Race 1			Race 2			Race 3			Race 4		
		Raw Time	Corrected Time	Place	Raw Time	Corrected Time	Place	Raw Time	Corrected Time	Place	Raw Time	Corrected Time	Place
Open Multihull													
Briem, S	HCB16	30.68	38.99	3	48.28	59.24	1	15.28	20.63	1	17.07	21.69	1
Armstrong	F-27	26.37	36.12	1	43.17	59.62	2	19.52	27.33	5	17.63	24.43	3
Perry, Kyle	HCB18	28.95	39.25	4	54.38	70.81	3	17.68	25.44	2	20.43	27.80	6
Bergset	HCB18	33.57	45.67	8	66.10	86.07	8	18.20	26.19	3	16.53	22.49	2
More/Breim, K	P19	27.53	39.96	6	56.08	78.22	6	17.50	27.13	4	17.90	25.98	4
Nallion, Tony	HCB18	28.87	39.27	5	55.90	72.79	4	#VALUE!	#VALUE!	9	24.47	33.29	7
Davis, Chuck	SPY15	35.18	43.60	7	62.43	79.36	5	33.45	43.96	7	21.85	27.08	5
Wezell, Tom	HCB18	27.30	37.14	2	60.23	78.43	7	20.28	29.18	6	-	#VALUE!	9
Open Monohull													
Hiner, Marty	SJ-21	31.55	33.25	1	59.40	61.17	1	23.95	25.56	2	31.02	32.68	1
Monroe	S2-6.9	32.27	35.81	4	78.27	86.39	7	22.78	25.43	1	31.35	34.79	2
Cleary	CPT24	31.93	34.71	3	59.58	64.07	2	25.55	27.65	4	32.68	35.53	3
Davis, Eric	HTR216	30.62	33.79	2	61.60	67.69	4	27.22	30.41	5	33.18	36.63	4
Zosso	MCG21	36.00	36.11	5	84.00	83.58	6	25.63	25.81	3	38.83	38.95	5
Hunt	CAP22	33.17	36.25	6	62.55	67.55	3	29.10	32.30	6	40.50	44.26	6
Plane	RNG20	39.90	40.43	7	82.83	82.83	5	32.83	33.57	7	48.75	49.39	7
CATALINA 22													
Orlovich, John	CAT22	32.20	33.44	2	66.27	67.34	2	24.95	26.18	1	32.20	33.44	2
Farley, Nick	CAT22	30.18	31.34	1	56.80	57.72	1	25.67	26.93	2	32.10	33.33	1
Klaim, Tina	CAT22	37.22	38.65	3	81.27	82.59	3	27.07	28.40	3	40.07	41.61	3
Kovach	CAT22	42.80	44.44	4	88.37	89.80	4	37.83	39.70	4	#VALUE!	#VALUE!	5
MacGregor 26													
DHendaffer	MCG26DS	28.23	31.40	1	42.68	45.00	1	22.83	25.35	1	21.40	23.80	1
Sander	MCG26DS	28.37	31.54	2	43.55	45.92	2	23.00	25.63	2	21.77	24.20	2
Baldwin	MCG26SS	34.72	38.28	3	64.93	67.90	4	28.75	31.75	4	36.37	40.09	3
Early	MCG26DS	34.63	38.51	4	61.07	64.39	3	26.18	29.07	3	#VALUE!	#VALUE!	5

Cascade Cup
Date July 10-11, 2010

Name	Boat	Race 5			Race 6			Race 7			Regatta Total		
		Raw Time	Corrected Time	Place	Raw Time	Corrected Time	Place	Raw Time	Corrected Time	Place	Regatta Total	Total with throw out	Final Standings
Open Multihull													
Briem, S	HCB16	64.32	78.92	1	66.97	85.09	2	-	-	-	9	0	1
Armstrong	F-27	58.48	80.78	2	57.75	79.11	1	-	-	-	14	0	2
Perry, Kyle	HCB18	82.52	107.44	6	73.90	100.54	5	-	-	-	26	0	3
Bergset	HCB18	70.90	92.32	3	72.97	99.27	4	-	-	-	28	0	4
More/Breim, K	P19	66.43	92.65	4	70.67	102.56	6	-	-	-	30	0	5
Nallion, Tony	HCB18	#VALUE!	#VALUE!	9	72.40	98.50	3	-	-	-	37	0	6
Davis, Chuck	SPY15	84.67	99.49	5	#VALUE!	#VALUE!	9	-	-	-	38	0	7
Wezell, Tom	HCB18	#VALUE!	#VALUE!	9	-	#VALUE!	9	-	-	-	42	0	8
Open Monohull													
Hiner, Marty	SJ-21	65.67	67.63	1	73.55	77.50	2	-	-	-	8	0	1
Monroe	S2-6.9	62.07	68.51	2	64.67	71.77	1	-	-	-	17	0	2
Cleary	CPT24	67.23	72.29	4	72.28	78.57	3	-	-	-	19	0	3
Davis, Eric	HTR216	74.38	81.74	6	79.83	88.12	6	-	-	-	27	0	4
Zosso	MCG21	72.38	72.02	3	94.23	94.52	7	-	-	-	29	0	5
Hunt	CAP22	76.43	82.54	7	77.73	84.95	5	-	-	-	33	0	6
Plane	RNG20	73.28	73.28	5	78.13	79.16	4	-	-	-	35	0	7
CATALINA 22													
Orlovich, John	CAT22	65.90	66.97	1	71.12	73.85	1	-	-	-	9	0	1
Farley, Nick	CAT22	66.37	67.45	2	71.78	74.54	2	-	-	-	9	0	2
Klaim, Tina	CAT22	73.27	74.46	3	94.40	98.03	3	-	-	-	18	0	3
Kovach	CAT22	77.83	79.10	4	102.22	106.14	4	-	-	-	25	0	4
MacGregor 26													
DHendaffer	MCG26DS	65.18	68.79	2	66.58	74.04	1	-	-	-	7	0	1
Sander	MCG26DS	63.77	67.23	1	67.67	75.25	2	-	-	-	11	0	2
Baldwin	MCG26SS	83.17	86.96	3	83.62	92.19	4	-	-	-	21	0	3
Early	MCG26DS	85.70	90.36	4	77.23	85.88	3	-	-	-	22	0	4

#VALUE = DNF(did not finish) or DNS(did not start)
DNF = # boats starting + 1
DNS = # boats in fleet + 1

Cascade Regatta, June 26/27 – Race in Review

Twelve monohulls and four multihulls came out for the June 26th and 27th regatta. The committee, Darrell Early and myself (Joe Baldwin) set out the marks with a little help from Keith and the races were on. We came up with a MacGregor, a Catalina 22 and an open fleet. Despite the usual fluky Cascade winds we got four races in on Saturday and two on Sunday. Variable wind directions required that the starting line had to be repositioned a few times to keep up with the high standards of the race committee, and most races were an AC or BC course.

At one point panic reigned on the committee boat when we reviewed the race times for the 3rd race and saw a blank time for a certain trimaran. But then we remembered that said vessel apparently had a 'senior moment' during the last leg of that race when she gloriously swept by the committee boat reroute to an extra leg. Oops – that resulted in a DNF! Everything worked out in the end however, as said vessel took first place in the open fleet. The difference in total time between first and second place in the Mac26 fleet was about half a minute over five races. Pretty competitive racing. The Saturday pot luck was great with a preponderance of deserts, but who can complain about that?

*But then we remembered
that said vessel apparently
had a 'senior moment' during
the last leg of that race*



New Series: Dear SAILING Abby

Sailing Abby

Got a question you're dying to get answered about racing, boats in general, or other nautical trivia? Send them to <mailto:idahosailing@gmail.com> and look for answers in the next Trailer Tongue.

Q: Dear Sailing Abby,

I love to take my family sailing at SISA events, but when the winds pick up, everyone gets nervous and it becomes more of survival than fun racing. What can I do to make stronger winds fun for the rest of the family?
-Blown Away in Boise

A: Dear Blown Away,

The sight of whitecaps coming down a glassy lake towards you can be unsettling at times, but there are quite a few things you can practice with your family to get them more comfortable on the water. Here are a few exercises you can run through on a quiet afternoon on the water:

Life Jackets – The easiest safety blanket for the family is a life jacket. SISA racing rules require them to be worn whenever the life jacket flag is flying (yellow and red diagonal stripes). But why wait until they hoist the flag to put them on? Not only do life jackets keep you floating in the water, but they also provide an additional layer of warmth on a cold day, and provide padding when sitting or leaning against the hard edges of the boat.

Man Overboard (MOB) Drills – Does the rest of your family know what to do if you fall overboard? If not, its time to practice! This can be a fun drill on a hot day when the kids want to go swimming, or a way to spend time between races at a SISA regatta. To start, use a life jacket or a throw cushion, and toss it into the water. Next, circle around the MOB and ALWAYS approach them from downwind. At the MOB, you have two options on recovery depending on what conditions allow. The first recovery method is to toss a line to the MOB and pull them to the boat. The second method is a direct pickup, by luffing the boat head to wind right next to the MOB, then pulling them over the rail, or passing them to the stern to use the boarding ladder.

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Sail Changes – Have you ever practiced putting a reef in the main sail on a calm day? Or do you wait until the whitecaps are on top of you to call for a headsail change? Sail changes are a very effective way of depowering the boat when the wind increases, and reducing the amount of heel the boat experiences going upwind. Try practicing these maneuvers on a calmer day to get your family or crew more efficient at the process. It is much safer and easier to practice on a calm day, so that when the whitecaps are knocking the boat around, everyone knows exactly what needs to happen.

Boat Heel – Sailboats are meant to heel over! However, the amount of heel is usually what scares people most when they are actually sailing. The skipper or main sail trimmer have a couple of tools to keep the boat at a reasonable degree of heel. First, ease the traveler down in puffs, or if your boat has a small/non-existent traveler, just ease the main sheet. For some people it is easier to just forget the traveler and only use the main sheet since its one less thing to worry about. Secondly, they skipper can try pinching up into the wind a little above a close hauled course. Pinching is not optimum for boat speed, but it does mean a little higher angle into the wind, which depowers the sails and reduces boat heel. Lastly, if pinching and easing main do not fix the problem, it is time to reduce sail.

By practicing these techniques with crew and family you should be able to enjoy many more fun afternoons on the water. -Sailing Abby

Guest Article - Alcohol and the Operation of Motor Vehicles: Current Idaho Law

by John Spurlock

I thought I'd relate some information about the current state of enforcement of the laws in the State of Idaho, concerning the operation of any motor vehicle while under the influence of alcohol. If you decide to drink alcohol, this may be an informative essay, so read on...

The most recent laws concerning DUI enforcement are powerful and give a lot of subjective powers to law enforcement personnel. If you are asked, you must submit to testing. All SISA events take place in areas of this enforcement plan, including roadways, boat ramps, and bodies of water. Please do not ever operate a motor vehicle if you have been drinking alcohol.

Background

Due to pressure from law enforcement officials, and such interest groups as Mothers Against Drunk Driving, the legislature of the State of Idaho has changed the laws concerning the illegal operation of motor vehicles while under the influence of alcohol. The laws are much tougher, and the laws have been tailored to make it easier to convict drunk drivers. This is a good thing in general, but there is some application of these tougher laws to our own activities as a sailing group.

Definitions

I will be using some legal terms to describe the enforcement of these laws. I am not an attorney and I advise the reader to take my definitions as a point for further research. A lot of good information is available online, be sure that your research is applicable to Idaho law, as the laws do vary by state.

BAC is the blood alcohol concentration and is expressed as a fraction. The BAC of .08 is considered legally drunk, and it indicates that .08% of your blood is alcohol.

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Public Access Areas are places that the public has access to, and every event that SISA has on its calendar takes place in a Public Access Area, and includes bodies of water and boat ramps.

Implied Consent is the term used to describe the agreement you have, as a holder of a driver's license with the State of Idaho, to submit to a test for alcohol if an officer of the law requests the test.

Breath Tester is a portable alcohol concentration tester that is carried in the field by law enforcement personnel. The advantage of this tester is that it is used immediately upon arrest of a suspect, and thereby eliminates the decrease in BAC over the time needed to get the citizen to a person capable of gathering evidence, such as a urine or blood samples.

The Arrest and Test

The new laws give law enforcement personnel wide leeway as far as the reasons for asking a suspect to test for BAC. Such behaviors as slurred speech and inability to drive straight are obvious, but other factors might be the presence of open containers, the smell of alcohol on the person of the suspect, even such phenomena as red eyes are enough for the officer to ask you to test. And now we get to the new laws: you cannot refuse to test without incurring separate and much greater punishments. You must breathe into the tester or you will be charged with Failure to Test, and chances are you will be transported to the County Jail where you will have blood drawn, forcibly if necessary.

Punishment

Another recent change to the laws concerning this subject affects the punishments, if you are found guilty. A DUI will cause you to lose your drivers license for a minimum of 30 days. This part of your punishment cannot be reduced by the judge; it is mandated by state law. If, however, you are found guilty of failure to test, you will lose your license for one full year, and this is also mandated by law. There are other jail sentences and fines for these two laws, and they may be adjusted by the court or the judge, but the loss of driving privileges cannot be reduced.

Cost

If you are arrested for DUI, your vehicle will be towed and impounded. You will be jailed, and to get out of jail you will either have to find someone to post \$500 bail or use a bail bondsman, at about \$135 (you will not see that money again). You will be required to undergo an alcohol evaluation to determine your potential for further abuse of alcohol, costing around \$250. For a first time DUI offender, you can be fined by the court up to \$500. You will typically be assigned to an alcohol offender class, the local 16 hour classes cost \$250-300. Attorney fees are often in the thousands of dollars, and you will need an attorney. Insurance costs will increase and you will need to prove you have insurance before your conditional drivers license will be re-issued. Time lost in custody is not able to have a value set on it.

The Plan

If you choose to drink alcohol, do not operate any motor vehicle. This includes power boats and a sailboat with an running outboard is considered a motor vehicle. Pay attention to the number of drinks containing alcohol you have enjoyed, and the time that has passed since the first drink. Know that you cannot tell yourself if your BAC is .075 or .08, the legal definition of intoxication.

2010 SISA Schedule of Events

Date	Day	Event	Race Committee	Race Committee Intern
July 24/25	Saturday Sunday	Lake Cascade Regatta	Dick Armstrong, Bob Entwistle	
August 13/14/15	Friday Saturday Sunday	Redfish Lake Rendezvous	Rendezvous Host: Ken DeAngelo	
Sept. 18/19	Saturday Sunday	CJ Strike Reservoir Regatta	Dennis Cleary	JT More
Oct. 2/3	Saturday Sunday	CJ Strike Reservoir Regatta - End of Season Party	Need Volunteers	

Last Thoughts

Remember, the most recent news, notes, updates and whatnot can be found on the website:
www.idahosailing.org



You can also follow us on

<http://twitter.com/Idahosailing>