



Moraine Sailing Club

Batten the Breeze

May 2007

Ready to Launch !

WHAT'S GOING ON ?

May 4, 2007 9 a.-4 p.m. CPR/ AED/ First Aid class for sailing instructors. There is room for 9 people to attend. Sailing instructors have first priority. If there is room left, other MSC members may join us. Contact Jason H about this ASAP as it is filling up FAST ! Cost is \$20 per person. Jason can be reached at: Jake_159@yahoo.com or 412-931-0670

May 20, 2007, OptiSail at North Park Lake. Noon til ? This is designed to flash our younger sailors skills while attracting more youth to the club. If you can come, please contact John Bridges. We will need some help moving Optis from the racks down to North Park that morning, so please volunteer to help there too.

LEARN TO SAIL: (at Watt's Bay)

- | | |
|------------------|------------------|
| May 20 10 a.m. | May 26 10 a.m. |
| May 27 10 a.m. | June 30 10 a.m. |
| July 1 10 a.m. | July 14 9 a- 5 p |
| July 15 9 a- 5 p | Aug. 11 9a-5pm |
| Aug. 12 9a-5pm | Sept. 2 10a-3pm |
| Sept. 9 10a-3pm | |

LEARN TO RACE: (at Watt's Bay)

- May 19 10:30 a.m
- June 9 10:30 a.m.
- Aug. 25 10:30 a.m.

OPTI Sailing

Approximately 205 sailors of the top US Opti sailors will be going to Miami from May 3-6 with dreams of qualifying for international competition. Once the regatta is complete, the 56 of the top sailors will be invited to represent the USA in the Optimist Worlds in Cagliari, Italy; the Europeans in Varkiza, Greece; the North Americans in Nuevo Vallarta, Mexico; and the Danish National Championship and Belgium's Flanders Youth Race Week. Results will be available at:

www.coralreefyachtclub.org and www.usoda.org.

THANK YOU !

Countless thanks go out to all of those who helped get the CSP boats out of the barn and ready to sail. The dauntless crew of April 15th who hauled over boats and rigged them in freezing rain and snow as well as the crew of April 21st who rigged and scrubbed the boats and helped sort out the shed get our kudos for all of their labors.

As you are using club boats this year, work hard to keep them clean and property maintained. If you see a problem with a boat, please let Chris Neuwirth know immediately so that we can take corrective action. And Chris, you did a GREAT job heading this up !

2007 Racing Schedule- Moraine Sailing Club

Month	Day	Event Description	Race Steward	Assistant
May	5 Sat			
	12 Sat			
	19 Sat	"Learn to Race" Series -- 10:30 AM start Regular Series Races - 1:30 PM start	Hart	Wolf Keiser
	20 Sun	Learn To Sail - 10am-3pm	Shields	TBD
	26 Sat	Memorial day weekend no races		
	27 Sun	Learn To Sail - 10am-3pm	Shields	TBD
	June	2 Sat	Regular Series Races - 10:30 AM Start	Cullen
9 Sat		"Learn to Race" Series -- 10:30 AM start Regular Series Races - 1:30 PM Start	Goldberg	TBD, Hart Dave, Cathy August
16 Sat		Regular Series Races - 10:30 AM start	Bishop	Kirk
23 Sat		Regular Series Races - 10:30 AM Start	Goethert	Schwarzmueller
28-30		FS 50th Anniversary Celebration Deep Creek		
30 Sat		No races -- 2-day 9to5 Learn To Sail days	Shields	TBD
1 Sun		2-day 9to5 Learn To Sail days		
July	7 Sat	Regular Series Races - 10:30 AM Start	Williams	Marshall, August
	14 Sat	No races -- 2-day 9to5 Learn To Sail days	Shields	TBD
	15 Sun	2-day 9to5 Learn To Sail days		
	16 Mon	Sail Camp week		
	21 Sat	"Learn to Race" Series -- 10:30 AM start Regular Series Races - 1:30 PM start	Gelman	Wolf, Jon J. Harrison
	28 Sat	Regular Series Races - 10:30 AM Start	Armitage	Tingle, Harlan
August	4-5 Sat	Regatta At Lake Arthur - Sail For Grail	Brandt	Hastings
	11 Sat	No races -- 2-day 9to5 Learn To Sail days	Shields	TBD
	12 Sun	2-day 9to5 Learn To Sail days		
	18 Sat	Regular Series Races - 10:30 AM Start	Uehling	Ingersoll
	25 Sat	"Learn to Race" Series -- 10:30 AM start Regular Series Races - 1:30 PM start	Shields	Wolf, Jon TBD
September	1 Sat	Regular Series Races - 10:30 AM Start	Hohler	Juan Lora
	2-Sun	Learn To Sail - 10am-3pm	Shields	TBD
	8 Sat	Regular Series Races - 10:30 AM Start	Zavos	Kamenetzky
	9-Sun	Learn To Sail - 10am-3pm	Shields	TBD
	15 Sat	OFF		
	22 Sat	Regular Series Races - 10:30 AM Start	D.Marlin	Madxlenka
	29 Sat	Regular Series Races - 10:30 AM Start	Suppo	Jombock

Taking Care of Your Sails

After reading so many testimonials from sailors who have had their sails reconditioned at Sail Care, I took a day off last November and drove up to Ford City, PA with my dirty, worn out sails for my SC23. Ford City is only an hours drive from Pittsburgh. After getting a call that they were finished, I drove up to Ford City this past Sat. morning to pick them up. WOW! is about all I need to say. I don't know how they do it, but all the sails look and feel brand new. I think my SC23 is a nice enough looking boat to begin with. Now that she won't be dressed in 'rags' she's gonna be a real doll baby!

Interesting story while I was at Sail Care. Jerry and (wife) Sam, who kind of handle things in the front office with customer relations are super friendly. At one point they took me back to the loft area to spread out one of my finished sails I had a question about. In the process we interrupted an older gentleman busy working on a sail. He looked a little perturbed. Then Jerry introduced him to me as "Bill" the owner of Sail Care! He took a brief two seconds to shake my hand and then turned right back to work on the sail before him. I was impressed. 9am on a Saturday and the owner of Sail Care is giving his undivided attention to a customer's sail. No time to even BS with a customer with a check in his hand. That was fine with me. I didn't feel slighted in the least. From the looks of my sails, they had gotten all the same "right" attention this later sail was receiving. ...and that's all that mattered.

In Sail Care's brochure, they state that the owner personally looks after every sail that comes in.

Believe it!

-- Joe Shields

Ed. Note: I had my mainsail done there in 2004. It was, politely put, a mess when I took it in. It was 21 years old and pretty beaten up with some added holes. When I picked it up, I thought they were giving me someone's new sail. It was that good, and it still looks great, 3 years later. This is a must check out for everyone who needs sail care !



Trailing Your Boat, SAFELY

A recent email brought out the "trailer-sailor" in me and sent me scrambling for more information about this topic.

Trailing your "baby", even just a few miles means a lot more than just having the right sized ball on your hitch. Pay attention when you are considering trailing your boat.

Not all engines are created equal: check with the manufacturer and/ or the dealer of your car make and model to see if the engine is up to pulling your boat and trailer (you have to know the combined total weight of the boat and trailer before you do anything). The manufacturer's specs will tell you if it is safe to haul a specific weight, or, no hauling permitted. The cost of replacing an engine can ruin your sailing season for several years.

Transmissions come in all sizes and abilities to haul. This is also information your car manufacturer can provide and you may have to consider this when purchasing a new vehicle. If you plan to trailer your boat frequently, you have to invest in a heavy duty transmission which will take the punishment of towing the added weight up our hills here in Western PA.

Tow hitches should not be installed in just any vehicle. While you can take it to your local installation place and they may put one on, assuring you that it is safe, you could easily end up doing significant damage to the frame of your car. Before you have one installed, you must know what type, if any, can be installed and what model goes with your car to insure an easy and safe haul of your boat.

There are several books available to help you:
[Handbook of Trailer Sailing](#) by Robert Burgess
[Boat Trailers and Tow Vehicles](#) by Steve Henkel

Hi Kids! This has been a long leg of the voyage with no chance to mail any notes to you last month.

With all your school and other activities reaching a climax as the school year comes to an end and you start to think about sailing again I am sure you all know that Time Flies like an Arrow and Fruit Flies like a Banana. I keep myself pretty busy reading up about navigation and (but please keep this to yourself) I have made a friend of one of the crew who promises not to report me to the Captain, but is happy to teach me knots. Have you ever tried a square Sennit or Mathew Walker, they are great fun and can make a wonderful gift, perhaps in the form of a key ring. Oh My Goodness, once you start you can never finish learning about sailboats and the water they sail on. Yes! You can keep it simple, but how much more interesting if you study the wind and weather (Meteorology) How the air goes past the sails (Aerodynamics) How much the mast can bend without breaking (Metallurgy) Sailing happily with another person (Social Science)

Because of all this book learning for Navigation and practicing knots my time is limited and I find myself wondering if any of you read this page or try to answer any of the questions. Do these pages fly high or sink like a Lead Balloon Please let me know through the Editor of the BTB whether you want to see future notes, articles and quizzes. If not, I shall have more time to devote to learning how to find out where I am when the GPS system fails. Yes electronics are all well and good but they can break down or the batteries go flat. If your wireless fails when you are in distress it is useful to know that flashing SOS or beating out SOS on a bell or tin can can bring rescue (I am sure you all know at least some of the Morse Code (... --- ...)) There is an easy alphabet reminder:- Aside(. -), Beautifully(- . . .), Counterminer (- . - .), Drowsily (- . .), Egg (.), Fari-

nacious (- . - -) etc where the short and long vowels represent the dots and dashes of the Morse Code.

Once, several years ago before the age of cell phones; I was attending a dance in the Grenada yacht club when suddenly a light beam started reflecting on the wall. There was a Navy ship in the harbor that wanted to recall one of the officers so the flashing light told the officer by name to return immediately

As I said earlier we want to see more of you up at the Lake especially on our Learn to Sail Days. You could go out on a boat with adults to learn more, or if you let us know in advance that you will be coming we will arrange for you to be able to take out a Sunfish or Optimist on your own within the confines of Watts Bay where a Safety Boat and Instructor will be available to help you in case of need or advice.

When reading about all those exciting International and National Optimist Races have you ever wondered what the various coloured fleets are? Here's the answer:-

Red Fleet kids with ages between 13 and 15

Blue Fleet Ages 11 - 12

White Fleet 10 and under

Green Fleet Beginners under 15



At the Sail Camp we have used the Optimists to teach the younger kids to learn to sail. But as you see from the above list of fleet divisions, the top Optimist skippers are 13 - 15. There are two always ready to sail on the racks. Have a go in them, they are fun when raced together and I am sure that you'll have to practice before you can catch up with Noah Vito in his Opti.

EPIRBS..

An update from the US Coast Guard

If you have an EPIRB that broadcasts at *121.5/243 MHz*, this article is for you!

One November 3, 2000, the National Oceanic and Atmospheric Administration (NOAA) announced that satellite processing 121.5/243 MHz emergency beacons will be terminated on February 1, 2009. Class A and B EPIRBs must be phased out by that date. The U.S. Coast Guard no longer recommends these EPIRBs be purchased.

Per the USCG website:

Emergency position indicating radiobeacons (EPIRBs), devices which cost from \$200 to about \$1500, are designed to save your life if you get into trouble by alerting rescue authorities and indicating your location. EPIRB types are described below:

Class A

121.5/243 MHZ. Float-free, automatically-activating, detectable by aircraft and satellite. Coverage is limited. An alert from this device to a rescue coordination center may be delayed 4 - 6 or more hours. No longer recommended.

Class B

121.5/243 MHZ.
Manually activated
version of Class
A. *No longer recommended.*

Class C

VHF ch15/16. Manually activated, operates on maritime channels only. *Not detectable by satellite. These devices have been phased out by the FCC and are no longer recognized.*

Class S

121.5/243 MHZ. Similar to Class B, except it floats, or is an integral part of a survival craft. *No longer recommended.*

Category I

406/121.5 MHZ. Float-free, automatically activated EPIRB. Detectable by satellite anywhere in the world. Recognized by [GMDSS](#).

Category II

406/121.5 MHZ. Similar to Category I, except is manually activated. Some models are also water activated.

Inmarsat E

1646 MHZ. Float-free, automatically activated EPIRB. Detectable by Inmarsat geostationary satellite. Recognized by GMDSS. Currently not sold in the U.S.; however, the Federal Communications Commission is considering recognizing these devices. This service will end 12/31/2006.

To get additional information about EPIRBS and the latest changes, you can visit the website at:

<http://www.navcen.uscg.gov/marcomms/gmdss/epirb.htm>

SPRING FLING

With a record attendance of over 70, the spring fling was fabulous ! Everyone imaginable came, loaded with special dishes, enthusiasm and ready to party. The hit of the day was the newly revived rain gutter regatta (entrants shown below). Mary and Bruce Campbell hosted the event which was an enormous success and promises a grand sailing season ahead. Thanks to everyone who came to help and stayed to clean up afterward. What a great start to sailing season 2007 !



Trailer Maintenance

A recently posted website letter from Hunter Marine brings to mind the countless hours of kind volunteers from MSC, led by John Bridges, spent upgrading, repairing and replacing missing and broken parts on some of the club-owned trailers. If you own a trailer for your boat or are thinking of buying one, please keep this letter in mind. These may seem mundane, but if your trailer is out of commission, your boat sits where it is until it is fixed.

One of the most overlooked investments many boat owners have is their boats trailer. While most owners only take a quick glance at the owner's manual after taking delivery of their boat they do not realize that trailer maintenance and setup is a crucial part of having a fun day on the water or in some cases not making it to the boat ramp at all.

Within the trailers owners manual there is an inspection list with many items that will need to be greased, inspected or tighten on a regular basis. In most cases the unseen items are what can turn out to be the most troublesome. Rather than quote the owners manual word for word lets review the most common maintenance items on your trailer and see how they could affect your weekend outing if not properly attended to.

1. Wash your trailer: When washing the trailer do it systematically and take your time doing so. This is an excellent time to visually inspect the under carriage, brake line fittings and brake drums, if equipped on your trailer. As you work your way around the trailer use your free hand to lightly push or pull on items such as trailer uprights, fenders or winch stands to check for tightness. Always be on the lookout for loose fitting hardware. Remember a lot of bouncing and vibration takes place as your trailer moves down the highway and this can loosen most types of fastening devises.

2. Tire pressure and tire wear: Just like your automobile tire pressure can be the difference

between a smooth or unpleasant ride to the boat ramp. The difference in a few pounds of air from one tire to the next or from side to side can make a large difference in fuel economy and tire wear. If you have ever wondered why your trailer seems to bounce down the road, chances are one or all of the

tires are not properly inflated. By checking the air pressure on a routine basis (monthly) you are one step closer to a safe and worry free trip to the local boat ramp or the long awaited vacation resort a few hundred miles away.

3. Proper lighting: This is one of the most important safety inspections you can make on your trailer. How many times have you been motoring down the highway after sunset and notice just in front of you a boat and trailer with the running lights flashing and flickering? And, this is just the ones that are working. It is often taken for granted that if one taillight is working properly then the boat can be seen by the driver following behind. The type of lighting failure described above is not only dangerous it is easily and inexpensively resolved. To replace the running/brake light bulbs on your trailer probably cost the average owner less that five-dollars to complete. To clean the light bulb sockets install the new bulbs and clean the trailer light connector at the hitch probably takes less than thirty minutes to complete from start to finish. The point being, it only takes a few minutes of preparation to travel safely during the nighttime hours so why take the chance.

4. Tie down straps: A good start to any weekend outing is when a boat owner, his vehicle, boat and its trailer all arrive at the same location and at the same time. One of the largest misconceptions in boat towing that a boat by itself weighs enough to hold it securely on the trailer while riding down the highway. Part of this assumption is true or that is until it becomes necessary to set the brakes in an emergency situation and this is when the trailer becomes a launching pad for the boat rather than a means of transporting it. Don't be convinced that a boat tie down strap is only used to prevent a boat from sliding backwards or from bouncing around on the trailer because this is far from the case. Check your owner's manuals (boat and trailer) for the correct tie-down locations on your boat and trailer.

Trailer maintenance Cont.

5. Safety chains: Very few owners are aware that not only are safety chains required in most states they should also be crossed under the trailer coupler for maximum performance. Safety chains and the use of an emergency brake cable (supplied on most trailers with brakes) are the only means of controlling and stopping your boat/trailer should it become detached from the vehicle while it is moving down the highway.

6. Trailer weight: One of the biggest misunderstandings most owners have is load capacity. For the most part a boat's trailer is only designed, specified and manufactured to carry your boat and a reasonable amount of loose gear. They are not designed or intended to transport excess cargo such as, but not limited to, gas grills, small fishing boats with outboard or an assortment of windsurfers. These are just a few examples that come to mind. Trailers for the most part are built for a specific brand and model of boat. If ever in doubt about your trailers carrying capacity a quick review of the manufacturers capacity label located on the forward portion of the trailer will relieve any concerns you may have.

7. Tongue weight: I am sure at some point we have all seen a vehicle slowly and carefully moving down the highway in an odd manner. In this particular case what you quickly begin to notice about this bizarre driving style is that as the operator begins to accelerate the rear of the vehicle begins to sway back and forth. When he slows down the rear of the vehicle settles down and the driver continues on at a slow pace. This, not so uncommon event, is known to most Trailer Sailors as fish tailing. What most drivers don't understand is that this nerve-wrenching and dangerous means of transporting a boat is normally caused by improper tongue weight. In most cases the type of swaying just described takes place when the boat or its cargo has been set too far aft on the trailer.

therefore as it moves down the road it is attempting to lift the rear of the vehicle off the ground. It is not set in stone for every boat trailer but the average tongue weight for a boat should be at or close to seven percent of the total boat weight. This can be accomplished by moving the winch stand forward or aft on the trailer tongue to achieve the desired weight.

8. Wheel bearings: If there was ever an item that needed to be maintained to the letter it is the greasing and annual maintenance of your trailers wheel bearings. For the Trailer Sailor, more weekends have been spoiled by that unpleasant grinding sound coming from the center of the wheel hub on a trailer. Why? Because it can only mean one thing and that is the bearings are dry of grease, over heating and about to stop turning. What is even worse is this only happens at night on a lonely highway and during a holiday weekend. The good news is it can be partially avoided by installing and using bearing buddies, if you do not already have them, and following a diligent maintenance schedule. One of the few down falls with bearing buddies is the inner/rear bearing may not receive the proper amount of lubrication if the bearings are not packed properly in the beginning. This is why it is recommended that all bearing be removed, cleaned and repacked (including the hub) on an annual basis. By following these simple suggestions you will greatly improve your chances of trouble free travel and increased fuel mileage.



Community Sail Program Thanks

Thanks to all those who helped move, wash, repair and rig the Club's Community Sail Program boats on the Barn dates this spring: Ken Andrews, Diego Beltran, Dan Boone, John Bridges, Bill Buettner, Victor Colonna, Linda & John Doman, Fred Frank, Glenn Gilbert, Wolf Goethert, Jason Harrison, Joe Hersick, Becky Jarold, Sean Marshall, Terry & Chris McCutcheon, Bette McDevitt, Jonathan Moody, Jim Reinhard, Jack Rosenzweig, Ed Stafford, Jackie Stevens, Bill Sanoske, Ted Taylor, and Carol Walker.

And a big thank you to Russ Dudek who made repairs to Sunfish Hull #7 and our dolly over the winter. And to Fred Frank and Dan Boone who whiled away the winter months by varnishing some dagger boards and paddles and presumably dreaming of summer sails....

Another big thank you goes out to Dan Gelman who donated several sets of Flying Scot sails to Community Sailing.

A final thank you to John Bridges and his team of trailer repair persons. We now have up to date plates and stickers, the rust has been banished, the paint redone and, wonder of wonders, the lights work !

Chris Neuwirth

Ed note: thanks from those of us who lavished in the warm sun working on the second barn date to those of you intrepid sailors who came up and worked *hard* in the rain, snow, sleet and windy 38 degree weather to make it possible for us to finish up the job on the second barn date. Most of all, thank you, Chris, for working so hard in organizing this annual event which makes it possible to have a community sailing program as well as the learn to sail, learn to race and sailing camp programs. Great job, Chris !

NEW BOATS NAMES HAVE BEEN CHOSEN

The winning names for our new Flying Scots are:

Call Bouy and Awl Wright

VENTURE OUTDOORS FESTIVAL

Looking for a few people to help publicize the Moiraine Sailing Club at the Venture Outdoors Festival on Saturday, May 19th. The VO Festival is a showcase of all the region's outdoor and sports organizations.

The festival runs from 10:00 AM to 5:00 PM at the Riverfront Park (Near Heinz Field). We will have an info tent and some MSC literature to publicize the club to local outdoor enthusiasts.

Email me if you're interested in putting in a few hours at the MSC tent. Unfortunately this coincides with a racing (and Learn-to-Race) day, so we'll need some non-racers to fill in!

Dan Gelman dangelman@gmail.com

Weather Websites

For tristate hazardous weather notices:

<http://www.erh.noaa.gov/er/pbz/>

For Portersville, PA hour by hour weather:

<http://www.accuweather.com/index-forecast.asp?partner=yahoo&traveler=1&zipcode=16051&u=1>



THE SWIFTSURE IS ON THE WAY !

We have been following the progress of the Revenue Cutter Swiftsure since the March BTB. John Bridges, Ted Arnn and Ken Andrews have been working diligently on her and have shared some pictures of the recent status of the progress on her. She has to be ready to sail for the Regatta in August and she looks like she is well on her way. Good job, John, Ted and Ken !



John happily sanding away at the second skin on the hull of the Swiftsure. He's also created parts of the standing rigging which will be put on the boat just before she's ready to be completed. They are impressive, to say the least and were on display at the bottom of the design drawing of her at the Spring Fling.



This is the boom, bow sprit and top yard under construction

Sailors and boatbuilding trainees: Please consider helping John and Ted with this project. Even if you can only come for a few hours to sand, paint or help in any other way, it would be greatly appreciated !

LOST AND FOUND

During the second barn date, Chris and helpers cleaned out the shed and have discovered countless lost items in the lost and found basket. This has been growing like the geese at the lake and likewise, needs to be curtailed. There are a lot of really good items in there and you have to visit the basket in the shed to look through it for stuff you may be missing.

On June 15, 2007, all items left in the basket will be disposed of by donation or dumpster. Any item we can use will become club property !

There was also a really nice life jacket found in one of the Flying Scots, covered with mildew and dirty. Jackie Stevens took it home and cleaned it within an inch of its life only to discover it does not belong to the club and there is no ID in it. You can claim it by identifying it and calling Jackie about it (412 795-0623).

Please, don't let your 'stuff' end up in the basket. Please put identifying marks on anything that comes to the lake at any time.

GEARING UP and RECERTIFYING

It is that time of year again for those of us who teach sailing: we have to be recertified for the CPR/ AED part of our certification to teach. Karen Harrison taught the first class of CPR/ AED/ First Aid on Saturday, May 5, 2007 at the Good Shepherd Lutheran Church in Monroeville to a class of 6 eager refreshers.

As a reminder to those who are certified to teach sailing, we must annually update our CPR/AED and we must have a refresher/ update of our first aid training to maintain our certificates to teach and to remain covered by the USSailing insurance we all have when we are certified to teach sailing.

Karen Harrison has offered to teach another session of the CPR/ AED/ First Aid but this must be organized. For more information and to get your name on the list, please call Karen Harrison at 412 931-0670 (home)

Karen did a stunning job teaching our class on May 5th. She answered a lot of great questions from practical knowledge she has gained over the years as a professional nurse and as a CPR/ AED/ First Aid trainer for the American Heart Association. Thank you, Karen, for all of your hard work and for being there for all of us !

NEW REGIONAL RACE OFFICER

Congratulations to Dan Goldberg, who recently received his Regional Race Officer (RRO) certification from US Sailing. Dan is the only RRO in the state of Pennsylvania, and there are less than 100 RROs in the entire country. In order to obtain his certification, Dan had to attend a US Sailing Advanced Race Management seminar, pass a 100-question written test, be recommended by a competitor at a regatta where he served as the Principal Race Officer (PRO), and be recommended by an existing RRO who has observed his on-the-water performance as a PRO at a major regatta. Last year Dan was the PRO at major regattas in Ohio, Kentucky, and North Carolina. And he continues to run our Learn to Race program at the lake.

Point of Pittsburgh Sailing League (PPSL) submits proposal for pilot sailing program

Sailing regattas held in 2004 and 2005 as a part of the Three Rivers Regattas were exciting events that clearly demonstrated the viability of sailing at the Point of Pittsburgh.

PPSL has now submitted proposals to several Pittsburgh foundations to fund a one-year demonstration program that will further substantiate that a sailing program at the Point is both feasible and will attract the interest of area youth. The intent is to use the pilot project as a springboard for a more ambitious full-fledged racing and community sailing program and facilities at the Point.

The pilot program includes the purchase of six used FJ's and a safety boat and funding for the hiring of a part time sailing coordinator for the summer. If funded, the intent is to have a program operating by mid to late June. Docking space has been secured at Station Square and a boarding area at the Heinz Field quay is being sought from the Sports and Exhibition Authority.

Two six-week sessions with two to three classes per week are envisioned for the demonstration program. We are targeting late afternoon for the classes but will make adjustments to the schedule based on students and availability of coaches. The target population is youth from 13 to 17 years of age. Classes will focus on the basic of sailing and build to racing. We hope to include season-end regattas for all participants. A very minimal fee with an income-based sliding scale will be charged. We are also exploring a link with the Carnegie Science Center's summer science camp program and the potential of several free "Explore Sailing" events.

Please let me know if you are interested in being a coach (US Sailing Level One Certificate required) or a helper (no certification required). Please feel free to email me at joekirk@dp.net.