



Moraine Sailing Club

# Batten the Breeze

February 2008

## Ready for Spring ?

### WHAT'S GOING ON ?

#### Learn to Sail

On Mar. 9th and Mar 30th we will hold two **Learn To Sail Seminars** geared towards beginner sailors. All "shore school" topics will be covered, which will prepare the student well for Learn To Sail sessions at Watts Bay (see schedule on page 2) These will be held at Northland Library which is located at 300 Cumberland Rd. Pittsburgh, PA 15237.

#### Fall Banquet 2007 Awards

Awards: Flying Scots: 1. Dan Goldberg; 2. Tom Uhling; 3. Bob Zavos; 4. Jon Ingersol.

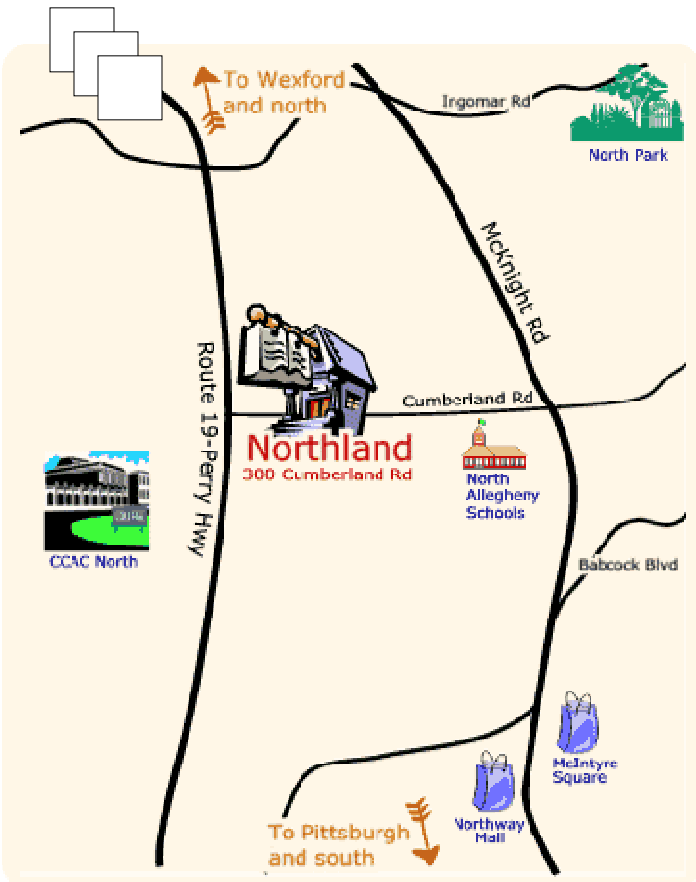
Open Class: 1. George Uhling in a Lazer Radial; 2. Chris Harlan in a Johnson 18; 3. Jason Harrison in a Bucaneer

Special Awards: Most Improved: Tom Uhling

Vice Commodore's Cup: Joe Shields

Commodore's Award: John Bridges

Sportsmanship: Jim Hastings



# MSC Scheduled Activities

## March

- 9 Learn-to-Sail Seminar Northland Library**
- 30 Learn-to-Sail Seminar Northland Library**

## April

- 11 Spring Fling**
- 26 Barn Day**

## May

- 11 Learn-to-Sail 9:00-5:00 Lake Arthur**
- 17 Warm up Race Day**
- 18 Learn-to-Sail 9:00-5:00 Lake Arthur**
- 24 Scheduled Race Day**

## June

- 7 Scheduled Race Day**
- 14 Scheduled Race Day**
- 14 Picnic**
- 21 Learn-to-Sail 9:00 – 5:00 Lake Arthur**
- 28 Scheduled Race Day**
- 28 Youth Sailing Championship**
- 29 Learn-to-Sail 9:00 – 5:00 Lake Arthur**

## July

- 12 Scheduled Race Day**
- 12 Picnic**
- 13 Learn-to-Sail 9:00 – 5:00 Lake Arthur**
- 19 Schedule Race Day**
- 20 Learn-to-Sail 9:00 – 5:00 Lake Arthur**
- 21-25 Sail Camp**
- 26 Scheduled Race Day**
- 26 Youth Sailing Championship**
- 26 Picnic**
- 27 Sunfish Regatta**

## August

- 2-3 Lake Arthur Regatta**
- 9 Scheduled Race Day**
- 9 Picnic**
- 10 Learn-to-Sail 9:00 – 5:00 Lake Arthur**
- 17 Learn-to-Sail 9:00 – 5:00 Lake Arthur**
- 23 Schedule Race Day**
- 23 Youth Sailing Championship**

## September

- 6 Scheduled Race Day**
- 13 Scheduled Race Day**
- 13 Picnic**
- 14 Learn-to-Sail 9:00 – 5:00**
- 20-21 Sail for the Grail**
- 27 Scheduled Race Day**
- 28 Learn-to-Sail 9:00 – 5:00**

## October

- 4 Handicap Regatta**
- 11-12 Annapolis Boat Show**

## November

- 8 Annual Meeting & Awards Banquet**



# Hey Kids!



## Something new is in the works for 2008

Youth Sailing Championship – open to the youth of Moraine Sailing Club, this race series will be held in June, July and August. It will take place in conjunction with the club's regular race series, and trophies will be awarded at the fall Awards Banquet in November. YSC will have their own course and starts, sailing in either sunfish or opti's. More information will be available at the Spring Fling. See you there!

### **Important Youth Sailing Dates:**

**June 28 YSC 1<sup>st</sup> race date**

**July 21-25 Youth Sail Camp**

**July 26 YSC 2<sup>nd</sup> race date**

**August 23 YSC 3<sup>rd</sup> race date**

### Knot Physics

By CLIVE THOMPSON

When Doug Smith pulls the power cord for his laptop out of his bag, he inevitably finds that — whoops! — it has somehow tangled itself into a dense knot. This is, of course, a common complaint of the high-tech age (and before, with other types of cord). Most of us simply shrug. But Smith is a physics professor at the University of California, San Diego, and he wanted to know precisely why the knots form in the first place.

So he devised a clever experiment. Working with his research assistant Dorian Raymer, he took some string — about the thickness of a computer-mouse cord — and dropped it into a small square plastic box. They spun the box around for 10 seconds, then opened it up. Sure enough, they found “this really monster, complex knot,” Smith says. Then they repeated the experiment a dizzying 3,415 more times, using strings of different lengths and boxes of larger sizes, to see whether there were any rules that governed how badly the string knotted.

In the end, one law emerged: The longer the string, the more likely it is to form a knot. String that was 1.5 feet or shorter never got tangled up. But “as the string gets longer, the probability of a knot forming goes up and up,” Smith says, at least to 18 feet. Flexibility matters, too. The more pliable the string, the more likely it is to knot spontaneously.

Smith and Raymer then worked out the physical principles that explain why the knots form. When they programmed a computer model with these rules, it produced knots that predicted the results they got from the real-world box. In October they published their results in [Proceedings of the National Academy of Sciences](#) with a title worthy of [Wallace Stevens](#): “Spontaneous knotting of an agitated string.”

You can make excellent bailers out of scoops used to get flour etc out of bins. These are obtainable from Kitchen supply stores. Squirt Guns enjoyed by kids on hot days also make excellent bilge pumps capable of sucking down to 1/4". Ted Arnn

## Becoming a U.S. Sailing Instructor in '08"

Are you an experienced MSC sailor? Have you ever thought about becoming a certified U.S. Sailing Instructor? MSC member (and certified U.S. Sailing Instructor Trainer), Joe Shields is once again offering a local "in-house" instructor course open to experienced MSC sailor. Students participating in an "in-house" instructor course receive a \$215 discount (\$100 course fee instead of \$315).

Being a local course, you avoid expensive travel and lodging costs. Also, "in-house" instructor courses can be more flexible scheduling-wise. It's a great low cost opportunity for experienced Moraine Sailing Club sailors.

Successful candidates are "encouraged" to take advantage of the local opportunity to practice their newly acquired instructor skills by helping out at scheduled MSC Learn To Sail events.

Check out the requirements and get more details about the Instructor course by visiting: [http://www.ussailing.org/training/Instructors/SBLevel1/sb\\_instructor.asp](http://www.ussailing.org/training/Instructors/SBLevel1/sb_instructor.asp) and if interested, contact Joe Shields at [JoeShields@yahoo.com](mailto:JoeShields@yahoo.com) or 412-367-3697 for more information and instructions on how to register.

MSC Members who have successfully completed the Instructor course in previous years (and who may be a source of information about the course) are: Joe Kirk, Jon Hart, Rick O'Brien, Chris Neuwirth, Jackie Stevens, Keith Otto, Carl Suppo, Jason Harrison, Ken Andrews, Ted Arnn, Val Schwarzmüller

## About that Vice Commodore's Cup.....

The Vice Commodore's award is to recognize a "memorable" event that the participant would rather forget. It usually is an example of how "not to do it". Winners in the past have included Dan Goldberg (for not tying a painter to his boat while launching), Wolf Goethert (for going swimming after tripping over a cleat on the dock), Ken Andrews and Carl Suppo (for "superior" crash boat driving while trying to rescue a drifting boat) as well as a host of others.

This years honoree is Joe Shields our chief sailing instructor.

Event: Joe, our chief sailing instructor, spends considerable time and effort in pounding safety into all students and instructors. Safety, Safety, Safety is the foundation of all of his sailing instructional time. At the end of one of his "lean to sail" events, Joe was retrieving one of our safety boats. As part of his safety drill, he had just explained to the students the proper launching and retrieval procedure.

When the trailer was almost on level ground, we heard a loud crash as the tongue of the trailer hit the ground and the trailer with boat started to slide back down the ramp into the lake. Joe had forgotten to attach the trailer safety chains to his car. Being an experienced instructor (who knows how to wing it), Joe promptly explained, this was just a demonstration on what can happen when you ignore basic safety requirements and forget to attach the safety chain from the trailer to the car.

For this outstanding example of "what not to do", Joe was duly recognized with the Vice Commodore's award.



## U.S. Sailing One-Design Sailing Symposium

### November 16-18, 2007 Columbus, Ohio

The U.S. Sailing One-Design Sailing Symposium was held at the Crown Plaza Hotel in Dublin, Ohio. It brought together 164 One-Design sailors from predominately the mid-west region, with a smattering of folks from both coasts, and places in-between. 31 speakers presented talks, workshops, and panel discussions on a variety of subjects. The overall theme was one of "Connect and Communicate".

That all started on Friday night at the Welcome Cocktail Party. I got the chance to meet several members of the ODSS Organizing Committee, Janet Baxter a Beneteau sailor from Chicago, Susan Epstein a 210 sailor from Mass. Dan Cooney, U.S. Sailing Marketing Director, Mark Andrew, Hoover Sailing Club Thistle fleet captain who created Thistle Crew School, and Jonathan Banks, Executive Director of Sail America.

Saturday morning kicked off with Event Chair Patty Lawrence asking who sails what? A list was compiled and when it was all said and done, 43 One Design classes were represented. Then Jonathan Banks of Sail America gave a presentation of the sailing industry. The results were interesting. As we all know, participation in sailing is down, 20% over the last 7 years, but that trend is reversing. Discover Boating and Discover Sailing marketing campaigns are helping to introduce thousands of new people to sailing, and junior sailing is at an all time high. Production of sailboats 12-19 feet is up 3%. The overall message is that we must strive to get people out on the water.

We then got into the meat of the symposium, the workshops. First stop for me was Skip Dieball's "Sail Fast-Reading the wind & how it affects tactics". Great presentation, lots of info that can be used by everyone. Things like How & Where to look for the wind, determining what the wind will do & where it's going. It gave me a lot to think about and work on for next season.

My second workshop was Public Relations- Getting the word out. This one applied to both your One-Design Class and your Sail/Yacht club. The big point here were keep your folks informed! And try to do it in a timely manor. Web sites, E-newsletters, and regular newsletters/publications are all important, but the trend is to electronic media. Pod casts are the wave of the future.

The next item on the agenda was a presentation by Dr. Tim Storer about sun protection and skin cancer. If you weren't a believer in sunscreen and proper clothing before, you sure were after. It was a sobering message that needs to be emphasized to everyone in our sport. The fact that skin cancer is the #1 killer in cancer, and that 1 person dies from it every **HOUR** should convince you to take it seriously.

There was a networking lunch, where you got the chance to talk to other sailors and gather ideas from things they do. The afternoon workshops were in direct competition with the Ohio State/ Michigan game, which in Columbus is **BIG**. I went to the sponsorship and adding women to your fleet presentations. Both provided some good ideas to incorporate into both your One-Design class and Sail Club.

The highlight of the day was the Mount Gay Rum Speaker series, which featured Dave Perry discussing "Winning Moves in One-Designs" If you ever have the opportunity to hear him speak, **DO IT!** He is a wonderful speaker, passionate about sailing, and downright hilarious! He talked about four "winning" moves, and how to use them. I paid **very close** attention, for all the good it will do me, but...if the moment arises... look out! Oh, there was free Mount Gay also!!!

Sunday's highlights were George Fisher's presentation on 501©(3), and his son Greg Fisher's presentation of GO FAST tips. I learned more about sail shape in 45 minutes from Greg, than all the books I've read on the subject. Now if I can just **APPLY** some of this new found knowledge!!!

In summary, this was a great opportunity to meet fellow sailors and pick their brains for new ideas to try. Also it was a chance to meet some "legends" of the sailing world, and learn from them. If you get a chance to go to a One-Design Sailing Symposium, take it and go! You won't be sorry.

## THE "6 FOR 5" SCHEME

Countries seeking to start or enlarge Optimist fleets can apply to the International Optimist Dinghy Association for a development grant, aka the "6 for 5" scheme. The basis for the program is for every five boats purchased, a sixth boat is free, and these grants are available for associations, clubs or other "not-for-profit" organizations that agree to use the boats to introduce children of non-sailors to the sport. The latest two recipients of development grants are:

\* Mauritius: The beautiful Indian Ocean island has placed an order for 48 Optimists to add to the 12 already bought this year. These will be used initially for the IODA African Championship in August and then by the Mauritius Y.A. to expand its bases around the island. This is a major step forward for a country with little tradition of dinghy sailing but an active fleet of traditional pirogues. The main sponsor is Investec Bank (Mauritius) Limited.

\* Guatemala: To promote sailing in Central America ASOVELA is buying 18 new Optimists. President Juan E. Maegli writes: "You might be interested to know that 60% of our Opti sailors now come from very low income families from a local village at our lake. With the increased fleet (we will have around 40) we are going to be able to host the sailors from Salvador and Nicaragua (as well as the Mexicans) for regional regattas." -- <http://www.optiworld.org/ioda-news.html>

## AWARDS at the FALL BANQUET

### Sportsmanship Award: Jim Hastings

Jim has been one of our stalwarts of the open class racing group. In his Day Sailor, he is racing again lasers, Johnson 18, Buccaneers, Sunfish, etc., all rated much faster than his Day Sailor. Even when the rest of the fleet is way ahead, Jim is still hanging in there. This year he missed 3<sup>rd</sup> place by just .03 points. His "stick to it" attitude and determination to have fun while sailing, deserves the sportsmanship award for this season.

## Commodore's Cup: John Bridges

Each year it is the privilege of the Commodore to select the recipient of this prestigious award.

I can not say enough about John Bridges and what he has contributed to this club. He has worked tirelessly to try to get youth sailing started from building Optis, writing columns in the BTB devoted to kids, helping out at sail camp, and just being available to assist in youth sailing. His keen sense of humor as demonstrated in his announcement for "Stripping party" has made us chuckle (Join in the fun to strip Elizabeth of all her clothes and accessories. We will have fun lifting her up and turning her on her side without hurting her anatomy. Then this dowager lady can be finally dumped after years of giving pleasure to so many. If you are interested in this intriguing and almost unique event please contact John Bridges and bring your spouse so that they will not use their imagination as they sulk at home, imagine the worst and contemplate divorce proceedings.)

## Special Mention

Dan Goldberg provided a description of an outstanding example of true seamanship demonstrated by Dave Bishop. During one of our windy days, Dave noticed that a non-racing boat had capsized. The elderly skipper and crew were unsuccessful in righting their boat. Dave swam from his Scot to the capsized boat, righted her, and ensured the safety of the elderly couple. Dave then swam back to his Scot for the next race.

## Ah... Sailing Humor....

### New Committee Boat ?



### Final Fling 2007

Nov 4th, 2007 called for 50 degrees in overcast skies and NW winds at 5 - 10 knots. However, the morning was greeted by crisp 30s in the calm fall air. Later the sun peaked out just enough for the thermometer to climb above 40.

During this past season, I had not brought my MX-Ray out to shoot the breeze more than twice. Lack of sufficient breezes! Frankly, I had begun to wonder whether or not it was still worth hanging on to the skiff. As the first day of standard time brought back early evenings, I got an early start in order to take my Ray back home before dark. Still, all things considered, I was not prepared to withdraw the Ray without one final shot at the Lake. So, I packed wet suit and booties in preparation for a frosty, final fling. As I arrived at the Lake, Watts Bay was depressingly deserted but winds were encouraging at 7-10 knots and the occasional glimpses of sun made the protected public launch area at Watts Bay seem rather comfortable.

I bent on the Mylar sail, rigged the carbon fiber mast, tucked the spinnaker into the launching sock, waded into the shallow, still-rather-warm water and pushed off. After escaping the squirrely winds of the lee shore, my skiff settled into a nice groove and as we rounded Barber point, heading further upwind, a ten knot breeze blew rather consistently. In those conditions, the Ray begins to plane even upwind and the occasional puffs brought surges of extra excitement. I felt altogether pleased with myself for catching a fine fall day by its coat-tails and congratulated myself as warm water splashed on my wet suit making things quite comfortable. Nice! A bit of sun, a bit of wind, surrounded by beautiful colors, what could be better?

Ah, I'm glad you asked.

After a brief downwind ride under spinnaker the breeze slacked off and I headed back toward the bridge. I eased the sheets as new, increasing gusts made upwind surfing a satisfying, fully hiked out effort. Approaching the beach area, I noticed that the breeze puffing across the bridge was now whipping up white caps. Wait, Wait! I sure did not want to miss THAT! I tacked and headed over to the excitement. Upon approach, I could feel the adrenalin surge as I fell off and launched the chute lunging into the melee. The wind direction was mercifully consistent and on one gybe, I neared the windsurfing beach in micro seconds. On broad reaches, the Ray will readily exceed wind speed and up to then I had seen 18 knots. I could not believe my luck. Gybing again, my sprit now pointed clear across the length of the lake as winds powered up to 25 knots of frothy fun. I raised the dagger board a bit more and surfed on increasingly large waves - a high-heeled joy-ride.

Bearing off on one grandiose gust, the hull lifted out of the water even more and began to skip over the waves while the foils howled a delighted, high-pitched screech. Covering a lot of downwind ground, it would be tough to claw myself back upwind. But what the heck?! I kept on zipping down - no holds barred - as the exhilaration was intoxicating. What a ride?! Fun was found. But enough now! Thanks for the delightful day in dinghy sailing heaven!

Getting back to the launch area was a full-extension effort as the gusts whipped right into Watts Bay. But instead of breaking my back, I savored the last hooray and cracked off the wind - the Ray rewarded with gusto. The final few tacks brought me back into the wind shadow. As I looked back across the lake, the rage suddenly subsided and the atmosphere had once again returned to a more tranquil, gentler self which I had found at my launch. Ah - she had turned on her charm for a final dance with "Mr. Ray". I guess he's still worth hanging on to.

Okay then, time to tuck in. Sweet winter dreams! By Chris Harlan

## Winter Activities - Ice Optimist

This time of the year, the water at the lake is getting a little “hard” and the wind is a little cold. For those who can not wait until it warms up and “softens” the water, here is another idea to enjoy the season – ice optimists.

You may ask “What is an Ice Optimist?” An Ice Optimist is the ice sailing version of the Optimist dinghy. It uses the Optimist mast, boom sprit, sail plan and sheets, with additional sidestays and forestay on the mast. You can actually take your Opti rig, sail and all, and use it with an ice Opti. The hull is streamlined in shape with a supporting cross plank underneath and 3 metal runners for contact with the ice.



The ice Opti skipper sits in a reclining position, nearly laying down and facing forward, in the cockpit, with the tiller in one hand and the mainsheet in the other. The skipper remains in this position, regardless of what tack she’s on; there’s no roll tacking or jumping from one side of the boat to the other.



A little thing like freezing temperatures can’t divert the enthusiasm for junior sailing. The Annual Ice Opti North American Championship is open to sailors 16 and under. Can this be a vision of the future at Lake Arthur?

