



Moraine Sailing Club

Batten the Breeze

October 2007

Sailing into Fall

WHAT'S GOING ON

November 3, 2007 6-10 p.m.

FALL ANNUAL MEETING AND BANQUET

**Four Points Sheraton
910 Sheraton Dr. Mars, PA 16046
(Cranberry Twp.)**

Details will be mailed / emailed !

Silent auction: please bring an item to auction off. The auctions over the years have been a great success and the items you have shared have been terrific ! Let's out-do ourselves this year.

BARN DATES

Saturday Oct 13th 2-4 p.m.

Saturday, Oct. 27th 2-4 p.m.

Please contact Chris Neuwirth cmn@cmu.edu to let her know you will be there. We DO need a lot of help due to the addition of boats this year. If you have a trailer hitch, we need all the help we can get !

Saturday Oct. 20, 2007 3 p.m. til ?

Stripper Party and Bonfire

We are stripping Elizabeth of her hardware and need HELP ! This is to be held

at John Bridge's home. Please bring some basic tools and something to cook for yourself at the bonfire (hotdogs, marshmallows). Hot cider will be provided. See you there !



SWIFTSURE SAILS !

From the drawing we all saw at Spring Fling, through the work in progress notes here in the BTB, we have been following the progress of the Swiftsure over the months. John and Sheila Bridges launched her in September, have worked out most of the operational details and she is up and sailing ! She's attracting a great deal of attention out on Lake Arthur and John plans to have her shown at boat shows in the near future. She's a work of art created by John, Sheila and a faithful team of boat builders within our own MSC. Thanks to everyone- the Swiftsure SAILS !

For SAIL (sale)

John Hart has moved to warmer shores of Florida and is selling his Catalina 22:

1988 Catalina 22 located on dock E-13.



- Wing Keel 2'-11" draft. 2006 No cables to deal with and more room in the interior.
- The sails inventory includes a main, storm jib and 150% Genoa .
- Roller Fuller
- Professionally Bottom Painted 2006.
- The boat is equipped with a pop-top option with clear enclosure and zipper windows for overnight cruising and sleepovers.
- All lines lead aft for single man ease and safety of handling.
- The Galley comes complete with stainless steel sink, water system, 2 burner alcohol stove, removable toilet, ice box cooler, and table with seats that also converts to additional sleeping quarters.
- 9.9 Merc with electric start and alternator for charging battery (maintenance service 2006). Also includes solar power charger.
- Additional items include radio depth sounder, gps, fire extinguisher bumpers, safety equipment and more.
- Comes with Trailer with new carpet bunks installed 2006.
- NADA \$9000.00

SELL \$6900.00 OBO

For additional information please call 412-965-3823.

Beyond the Water

On a recent gusty week-day at the lake, Garth Jones joined my friend Patti Dunmire and me for a long lazy lunch in the shade. None of us were eager to get on the water again, for the wind vanes were clanging like alarm bells and the water was in an uproar. So we talked about sailing, instead of doing it, and Garth's

story reminded me again that each of us bring a compelling story to the lake.

Garth grew up in Kansas, and yes, there are lakes there. He sailed on Turtle Creek Reservoir. "My dad taught me to sail on a sunfish from the Kansas State University Sailing Club. Once I got a bit older, we bought a boat. All I remember is the model name – Sweet 16. She was shaped a bit like a Flying Scot. My dad and I sailed her together until I went off to college," Garth said.

I noticed, as we talked, that Garth spoke in nautical terms, which most of us use as needed, as in "Watch out for the boom." With Garth, they came easily as part of the conversation. That, my friends, comes from reading, lots of it. He admitted that he began reading seafaring books as a youngster. "When I was a kid I fell in love with C.S. Forrester's excellent series about Horatio Hornblower, and I learned to love the language of sailing through his books. I also read my way through the rather less excellent but much longer series about Richard Bolitho by Alexander Kent as well as various and sundry other nautical fiction. Those, plus a lovely reproduction of 'A Young Sea Officer's Sheet Anchor' means that I have some idea how to box-haul a ship of the line (yes, that was supposed to be obscure!). I have read any number of books on sailing, small boat construction, rigging, knot tying, weather, cruising, etc. "He recommends "Sailing for Dummies" as pretty good for beginners. The authors are both very experienced Olympic sailors.

He took up sailing again in Iowa. He sailed for two years at the University of Iowa sailing club lasers, mostly while he was in graduate school for chemistry, where he met his wife, Tara. "During that period I tried to teach Tara to sail, but, although we normally get along very smoothly with things like that, it didn't go well. Graduate school, post doctoral studies, moves across the country, jobs, etc. took over and many years went by during which I never even considered sailing."

Then came the fun part. Tara learned to sail on her own. "In 2003 Tara and I spent half the year in Boston

during her sabbatical. On a whim, she took herself down to the MIT sailing club one day for a sailing lesson. They are very science/engineering oriented about their teaching. I think they began by explaining how a sail, like an airplane wing, generates lift as the air flows over it. That lift, combined with foil shape of the centerboard, causes the boat to 'fly' in the water and go forward. Rather than discuss traditional points of sail and the 'no sail zone' described in many books, they drew vector diagrams. After a fairly brief lecture, though, they pretty much tossed Tara into a boat and sent her out onto the Charles River to experiment. They are very watchful and keep a rescue boat ready at all times, so if somebody gets into trouble they can be there quickly." When Tara was sure of herself on the water, she took Garth out for sail. "Sit there," she said. Tara skippered and Garth obeyed.

They came to Pittsburgh in 1994, when Tar accepted a teaching position at the University of Pittsburgh, and they put aside sailing until a colleague of Tara's loaned them a Buccaneer, which they sailed for two years at Watt's Bay.

Garth, who held various research jobs in the area, became interested in woodworking, through his friend, Don Reed, here in Pittsburgh, leading to some big changes in his life. He built a wooden boat, a Ness Yawl, called Goldberry. The building of the boat is detailed on his web site,

<http://www.slaughterhousegallery.com/Ness%20Yawl/NYHome.htm>. The boat was completed in May of 2006, and they are beginning their second summer sailing it on Lake Arthur.

Woodworking brought another big change in Garth's life. He began to build furniture, and with his friend and partner, Don Reed, he has opened his furniture gallery and woodworking shop in Lawrenceville, called the Slaughterhouse Gallery. Take a look at the finely crafted furniture at his web site, <http://www.jonesfurnituredesigns.com/>.

On this day, the lunch experience was way better than the sailing. In fact, the lunch redeemed the day.

Bette McDivitt



Extreme Racing Sailboats

The Melges are exciting 24' rather extreme racing sailboats. Almost a hundred of them recently gathered for a regatta and the winner, Spithills, had a secret weapon. This was an *80 pound Optimist sailor*, Mac Agnese who brought the crew weight up to the maximum allowed 793 pounds. He proved to be "a nimble and competent keel-boat sailor".

The neatest part about this is that the 80 lb. Mac Agnese is 11 years old! To be part of a professional sailing team at that young age required a lot of experience, which Mac got sailing an Optimist.

The message is: sailing youth.. Beware of Optimist sailors! They have been surfacing as racing winners all over the world. Their training and experience gained in sailing Optimists is invaluable and simply makes for great sailors

TOURISTS ask a lot of questions as we travel between the Hawaiian Islands on my charter boat. Some people wanted to know, "Does the water go all the way around the island?" Another asked, "How much further until we're in the ocean?" But the one that made me want to jump overboard was, "Can you please take the boat closer to the sunset?"



One-Design Sailing Symposium – a US SAILING event

Nov. 17-18, 2007, Columbus, OH

As a one-design sailor, you are, no doubt, passionate about wind, water, boats, racing, and your sailing buddies. Learn more about growing your sport and your skills. Every year, US SAILING presents the One-Design Sailing Symposium (ODSS) where talented racers and fleet-building spark plugs share their knowledge. This year's event will be held Nov. 17-18 in Columbus, Ohio.

At ODSS, US SAILING brings racing rock stars and legendary leaders in our sport to one venue for a great exchange of ideas and information. This list includes sailmakers, builders, coaches, class management experts, publications people, fleet builders and class leaders.

On the *build-your-sport* agenda, we share the best growth and promotion ideas, solve common problems, discover resources, and connect with new sailing nuts. Expert presenters with innovative ideas provide fleet builders with a tool box overflowing with proven fleet building techniques. Would you like to make your grassroots class growth campaign more effective?

What works in fleet building or pumping up the fun factor? What makes a one-design class successful? How do they handle the web, public relations, marketing, insurance, safety at events?

Come away informed, enthused, and energized to promote one-design sailing.

For the *sail-faster* track, you'll hear fresh presentations and discussions to move your team up to fame and glory. Ever heard of a "puff bomb?" Could you improve your upwind lane management? And the evening presentation promises a racing highlight not to be missed.

After revealing all secrets of brilliant fleet/class building and blazing boat speed, we'll do the next logical thing--party!

Multiple sessions run concurrently so you must bring your leadership team as well as your racing team— one person cannot get to every session on the agenda.

Ultimately, the success of your entire class deter-

mines the value of your own boat and how much fun you have racing. If your class, fleet, or club would like to grow or be stronger, then come to the US SAILING One-Design Sailing Symposium. It's for everyone who is enthusiastic about sailing.

Website: www.ussailing.org/odcc Check back monthly as additional information will be added.

The event is brought to you by US SAILING, providing leadership for the sport of sailing for 110 years.

Pictures from Racing 9/13/07





AS A SPEECH PATHOLOGIST, I often ask patients to tell me a personal story in order to get them to open up. Here's one man's tale: "My friend wanted a boat more than anything. His wife kept refusing, but he bought one anyway. 'I'll tell you what,' he told her. 'In the spirit of compromise, why don't you name the boat?' Being a good sport, she accepted. And when her husband went to the dock for his maiden voyage, this is the name he saw painted on the side: For Sale. "

Cape Cod Frosty Fleet

The Cape Cod Frosty Fleet sails from mid October to Jan. 1 and from the last Sunday in February through the end of April. The fleet also hosts the Frosty North American Championship at the Hyannis Yacht Club on the first weekend in May. Cape Cod fleet races start at Noon on Sundays, mostly at Wychmere Harbour in Harwich, but sometimes in other locations ranging from Osterville to Orleans. Loaner boats are available for anyone who would like to try out sailing with the fleet. For more information about Cape Fleet activities call Tom Leach at 508-432-0268 (H) or 508-432-2562 (O).

The Cape Cod Frosty is a 6' 4" pram bowed dinghy with 25 sq. ft. of sail area that is sailed single-handed. despite its small size it can accommodate large sailors. There are successful Frosty sailors who are 6' 4" tall and/or weigh up to 230 lbs. For more information about the boat and the Class Association, see the [Frosty Web Site](#).

The Cape Cod Frosty

Slower than a speeding bullet, smaller than an Optimist, this boat was designed for adults to sail during November and De-

cember, March and April. Our own Red Menace has proved very popular during our recent Sail Camps with small kids that can not hold down a Sunfish in strong winds, finding that they can get some exciting, fast, sailing in this diminutive boat with its Vee bottom and High Aspect sail.

What fun it would be if we could build a sister ship this winter so that there would be two of them for competitive sailing next season. A "Purple Peril" versus the Red Menace already sounds exciting. What say you?

This would be a one weekend project. Friday evening to lay out the parts and cut plywood to shape.

Saturday to watch our stitch and glue expert, Joe Shields, use this simple up to date method of joining bottom to sides. Bulkheads and deck could be added. All ready for final fitting out and painting on Sunday. If you are interested please let John Bridges know if you would prefer a weekend in November or January or ????? 724 625 9348 or brimor@aol.com. Participants in this project would of course have priority for trying it out on a sunny, windy day in March, long before the bigger boats hit the water. Easy to car top or even fit inside some trunks and most mini vans. Check out the Cape Frosty Web site!

John Bridges

- 1 There were three men in a_sailboat_that_cap-sized only one got his hair wet. Why? He was bald.
- 2 What sort of cookies do pirates eat? Ships Ahoy!
- 3 Why did the crazy sailor grab some soap when his ship sank? He wanted to wash ashore.
4. How does a boat show affection? By hugging the shore.
5. Why is an island like the letter "T" Because it is in the middle of "Water".
- 6 What does a baby Sea Monster play with A Sea Saw
- 7 What goes in many colors and comes out blue? A swimmer on a cold day

Man invented the slowest form of transportation - the sailboat - then decided to race them. -
Philosopher Unknown

A Good Idea Goes Bad

A friend was looking for a second hand boat to buy, when he thought of a great idea. At his sailing club there was a large compound where the management put trailers and boats if the owner didn't pay their membership.

It was a club and was very big and at the time there were three or four Lasers in this yard that judging from their condition hadn't been sailed for at least a year. My friend took down the numbers of these boats and asked the club secretary for the owners address so that he could make them an offer. The first man he called said he wasn't interested in selling as he was going to sail it himself "one of these days."

He then called the second owner who lived about 100 miles away. A woman answered the phone and confirmed that they did still own the Laser. My friend explained that he had seen it in the compound and that as it clearly hadn't been sailed for a year - did she think her husband would be interested in selling? "Oh no" she said, "there must be some mistake - come rain or shine my husband spends one weekend a month in London sailing..." I bet he had some explaining to do when he got home!

Making The Best of a Bad Situation

Gordon died. So Susan went to the local paper to put a notice in the obituaries. The gentleman at the counter, after offering his condolences, asked Susan what she would like to say about Gordon.

Susan replied, "You just put, 'Gordon died.'"

The gentleman, somewhat perplexed, said, "That's it? Just 'Gordon died?'"

Surely, there must be something more you'd like to say about Gordon. If it's money you're concerned about, the first five words are free. We really should say something more."

So Susan pondered for a few minutes and finally said, "O.K., then. You put 'Gordon died. Sailboat for sale.'"

OUCH !

HEADS UP !

John B. has discovered Home Depot and Lowes both sell SS shackles for considerably less than any marine supply house. DO check it out before you invest in shackles and other SS boat supplies !

Anyone can hold the helm when the sea is calm.
Publius Syrus (c. 42 B.C.)

Cures for Problems Raising the Main

First make sure that the problem is not due to the boat not being pointed into the wind while raising the main, that the boom vang, main sheet, etc. are loose, and so forth. Any of those things will make the main difficult to raise.

I found two posts on the forum that seem useful (http://www.fssa.com/fsforum2/topic.asp?TOPIC_ID=174).

(1) There is a product called "FastTrac" sail track lubricant. "It comes with a little piece of cloth with a boltrope. You attach that to the main halyard on one end and attach a downhaul to the other. You grease it up and then run it up and down the sail track. It works well and, for me, did not gum up the sails or track at all. Made it far easier to crank up the main." <http://www.ri-tec.com/Linesheet.aspx>

(2) "Flying Scot sells a lubricant called SuperLube for the winches, which made mine stop making awful screeching noises. If you have corrosion in the sail track, I cleaned mine by using the edge of one of those dark green scotchbrite pads. It didn't scratch the mast but made it nice and shiny in the sail track, with a little dish soap. I had dirt in mine from the boat sitting. You may also be able to use SuperLube on the sheave at the mast head, if you are having a tough time raising the main." Jack Rosenzweig

Sea Fever

I must go down to the seas again,
to the lonely sea and the sky,
And all I ask is a tall ship
and a star to steer her by,
And the wheel's kick and the wind's song
and the white sail's shaking,
And a grey mist on the sea's face
and a grey dawn breaking.

I must go down to the seas again,
for the call of the running tide
Is a wild call and a clear call
that may not be denied;
And all I ask is a windy day
with the white clouds flying,
And the flung spray and the blown spume,
and the sea-gulls crying.

I must go down to the seas again
to the vagrant gypsy life,
To the gull's way and the whale's way
where the wind's like a whetted knife;
And all I ask is a merry yarn
from a laughing fellow rover,
And quiet sleep and a sweet dream
when the long trick's over.

-- John Masefield
in Salt-Water Ballads (1902)

| Sail # | Avg Finish | # Races | 19-May | | | 6/2 | | | 6/9 | | | 6/16 | | | 6/23 | | | 7/7 | | | 7/21 | | | 7/28 | | | 8/18 | | |
|---------|------------|---------|--------|----|----|-----|----|----|-----|----|----|------|----|----|------|----|----|-----|----|----|------|----|----|------|----|----|------|----|----|
| | | | #1 | #2 | #3 | #1 | #2 | #3 | #1 | #2 | #3 | #1 | #2 | #3 | #1 | #2 | #3 | #1 | #2 | #3 | #1 | #2 | #3 | #1 | #2 | #3 | #1 | #2 | #3 |
| 1 4991 | Goldberg | 7 | AB | RC | RC | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| 2 4601 | Zavos | 12 | AB | 1 | 3 | 2 | 2 | 4 | 3 | 1 | 1 | 3 | 2 | | | | | | | | | | | | | | | | |
| 3 4269 | Uelhing | 7 | | | | | 1 | 1 | 3 | RC | RC | RC | | | | | | | | | | | | | | | | | |
| 4 2148 | Ingersoll | 13 | AB | 2 | 5 | 4 | 4 | 3 | 1 | 2 | 4 | 2 | | | | | | | | | | | | | | | | | |
| 5 3708 | Madzelonka | 2 | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 5071 | Geiman | 3 | | 5 | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 3700 | Bishop | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 3883 | Hohler | 3 | | 6 | 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 200 | Cullen | 7 | AB | | | | 5 | 4 | 2 | 4 | 3 | 4 | 3 | | | | | | | | | | | | | | | | |
| 10 4114 | Suppo | 12 | | | | | 3 | 6 | 6 | 1 | 2 | 3 | | | | | | | | | | | | | | | | | |
| 11 2984 | Williams | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 4233 | Goethert | 2 | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 5680 | Armitage | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 88 | Tingle | 2 | | 3 | 4 | 6 | 5 | 5 | | | | | | | | | | | | | | | | | | | | | |
| 5723 | Dawson | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Open Class

| Sail Number | Skipper | Boat Type | Avg Finish | # Races | 5/15 | | | 6/2 | | | 6/9 | | | 6/16 | | | 6/23 | | | 7/7 | | | 7/21 | | | 7/28 | | | 8/18 | | |
|-------------|-------------|-------------|------------|---------|------|----|----|-----|----|----|-----|----|----|------|----|----|------|----|----|-----|----|----|------|----|----|------|----|----|------|----|----|
| | | | | | #1 | #2 | #3 | #1 | #2 | #3 | #1 | #2 | #3 | #1 | #2 | #3 | #1 | #2 | #3 | #1 | #2 | #3 | #1 | #2 | #3 | #1 | #2 | #3 | #1 | #2 | #3 |
| 1 2902 | Harrison | Buccaneer | 1.67 | 6 | RC | 1 | 1 | 2 | 2 | 1 | | | | | | | | | | | | | | | | | | | | | |
| 2 6 | Campbell | Hunter | 1.67 | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 1461 | Shields | SC23 | 1.75 | 4 | AB | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 80232 | Kirk | Catalina 22 | 1.75 | 4 | | 3 | 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | G. Uehling | Laser | 2.00 | 2 | AB | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 LS16 | | Chrysler 16 | 2.20 | 5 | | 2 | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 NN | Harlan | Johnson 18 | 2.40 | 5 | AB | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 6715 | Hastings | DS | 2.67 | 12 | | 3 | | 1 | 1 | 2 | 5 | 2 | 4 | 2 | 1 | | | | | | | | | | | | | | | | |
| 9 180 | Sunfish | Jornbock | 3.60 | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 NN | Keiser | Sunfish | 3.75 | 4 | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 182721 | Andrews | Sunfish | 3.86 | 7 | AB | | 4 | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 55 | Glenn | Sunfish | 4.00 | 2 | AB | | 3 | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 182888 | Andrews | MFG | 4.00 | 1 | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | Sunfish #07 | | 6.50 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | |