



Batten the Breeze

June 2007

Summer Sailing at the Lake

MORaine SAILING CLUB

WHAT'S GOING ON ?

- **Sat, Jun 16, Regular Race series.** 10:30am start. Open to MSC CSP and Racing members.
- **Sat, Jun 23, Regular Race series.** 10:30am start. Open to MSC CSP and Racing members.
- **Thu-Sat, Jun 28-30. FS 50th Anniversary Celebration at Deep Creek, MD.** For more information: <http://www.fssa.com/>.
- **Sat-Sun, Jun 30 & Jul 1, Learn to Sail.** 2-day 9am-5pm. Open to all MSC members. To register: Email joeshields@yahoo.com
- **Sat, Jul 7, Regular Race series.** 10:30am start. Open to MSC CSP and Racing members.
- **Sat-Sun, Jul 14 & 15, Learn to Sail.** 2-day 9am-5pm. Open to all MSC members. To register: Email joeshields@yahoo.com
- **Mon-Fri, Jul 16-20. Sail Camp week.** To register: See Youth Sailing on the MSC website.
- **Sat, Jul 21, Learn to Race series.** 10:30am start. Open to all MSC members. To register: Meet at the MSC shed at 10:30. For more information, see: Learn to Race on the MSC website
- **Sat, Jul 21, Regular Race series.** 1:30pm start. Open to MSC CSP and Racing members.
- **Sat, Jul 28, Regular Race series.** 10:30am start. Open to MSC CSP and Racing members.

Information on these activities and others of interest to members and guests is available on the Moraine Sailing Club website which is located at:

morainesailingclub.org

We encourage you to read this site on a regular basis for news and information between issues of BTB.

Summer Sailstice

On June 23/24 sailors worldwide will connect for a global sailing holiday, Summer Sailstice, to celebrate all of life under sail. You're invited to sign up at www.summersailstice.com and participate by finding a sailing event near you, starting your own sailing event or just going sailing. By signing up you declare your participation and also become eligible to win one of over 300 prizes, including a BVI Charter with the Moorings, contributed by over 60 sailing companies. It's simple really – sign up, go sailing, celebrate and win. All dedicated to getting the world together for a party celebrating sailing.

From: *The Sailstice* which is the newsletter of **Summer Sailstice** a global sailing holiday, celebrating life under sail. You can get more information about this online at www.summersailstice.com.

THE 470s ARE READY TO SAIL !

There is still an opportunity for qualified club members (or those who want to learn) to use the two High performance 470's fitted with Spinnakers and Trapeze harnesses. These are currently stored in Gibsonia on road worthy trailers which can be taken up to the lake on a day to day basis. If you are interested please contact John Bridges (brimor@aol.com)

FLYING SCOTS

Boat Numbr	Avg Finish	# Races	Thr ow- Out s over	Ad- justed	19-May #1	2-Jun #1
4991	Goldberg	1			AB	1
2148	Ingersoll	2			AB	2
2984	Williams	3				3
5071	Gelman					
3700	Bishop					
4601	Zavos					
4269	Uelhing					
200	Cullen				AB	
5680	Armitage					
88	Tingle					
3637	D. Marlin					
3708	Madzelonka					
4233	Goethert					
2066	August					
3637	Persi					
4114	Suppo					
3498	Val					
5159	Rowan				AB	
215	Bridges				AB	
4601	??				AB	
3714	Hart					
4340	Marshall					

IN THE SHED

John Bridges, our property manager has made some notes about the shed which bear repeating here.

The shed belongs to the entire club and there are specific areas which are designated for racing, community sailing, social and “general”. John and Chris (our CSP director) spent hours cleaning out the shed on the barn dates and several times since only to discover that the shed has been left in a condition which requires additional work by both of them, repeatedly.

Everything has a place in the shed. If you don’t know where it belongs, ask ! When you are done

with equipment, make sure it is put on the shelves or in the place it properly belongs or it won’t be located by the next person needing to use it which causes even more that just the clutter issue.

Racers: when you are done with the races, everything goes back where it belongs and gas cans are secured and closed.

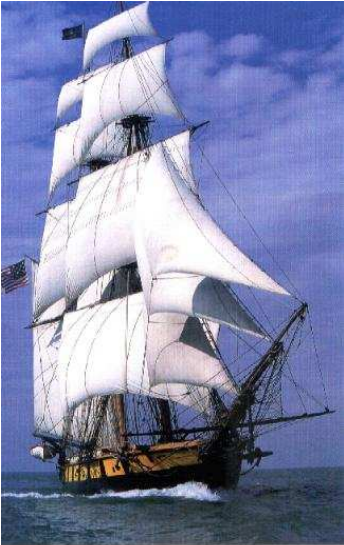
CSP: tillers, lifejackets and all sailing equipment that came out of the shed came from a specific place. Please take the time to put it back where it came from.

If you see a lifejacket on the floor, put it up in the racks even if you didn't take it down. They fall and we need help keeping them in control.

SUMMER TRIPS:

THE US BRIG NIAGARA

Looking for a fun sailing-related outing to do with the teens in the family this summer? The U.S. Brig Niagara (www.brignigara.org) in Erie, PA has Educational Day Sails during the summer months. The U.S. Brig NIAGARA is inspected by the



U.S. Brig
NIAGARA

United States Coast Guard as a Sailing School Vessel, not a passenger vessel. Participants in the one day program must be at least physically fit enough to be ambulatory about the ship, and comfortable with outdoor exposure for up to six hours. Normal sight and hearing are required, and the ship does not meet ADA requirements applicable to passenger vessels. Minimum age is four-

teen. Participants below the age of 16 must be accompanied by an adult, and if in a group there must be one adult for every five minors under the age of 16. There is no maximum age but please be guided by the physical requirements listed above. Please contact the Erie Maritime Museum for Schedule Information: (814) 452-2744, Ext. 222. Visit the Erie Maritime Museum (<http://www.brignigara.org/museum.htm>) while you're up there.

BASIC KEELBOAT TRAINING

Interested in learning Basic Keelboat? Several MSC Club members have reported great experiences at The Bayfront Center for Maritime Studies in Erie, PA (<http://www.bayfrontcenter.org/>), a not for profit, 501 (c)3 community program. The BCMS is a US Sailing certified keelboat sailing school offering private and group lessons with experienced staff on a range of boats. Courses include about 15 hours on the water, Beginning in May. Call 814-456-4077 for more information.

Chris Neuwirth

Be Safe this summer – Wear a Life Jacket!

The wearing of a life jacket could have possibly prevented the recent fatality on Lake Arthur. An experienced sailor was enjoying sailing in a rather stiff and gusty breeze. The skipper of the boat, who was not wearing a life jacket, fell out of the boat and perished. A contributing factor most probably was the cold water of the lake. Cold water can numb extremities and limit reflexes quickly.

The lesson that can be learned by all is *wear a life jacket while on the water!* I personally have used just about every excuse for the lack of wearing a life jacket from “it’s too hot” to “not-so-comfortable”. Accidents can happen at any moment with terrifying speed. An accident like that above made me re-evaluate my “dumb” decision of not to wear a life jacket. A life jacket, or personal flotation device (PFD), can save your life if you wear it.



The Pennsylvania Fish and Boat Commission (PFBC) estimates that at least 80% of the 114 recreational boating fatalities in the Commonwealth over the last 10 years would have survived the accident had they been wearing a life jacket. In 2005, 12 boaters died; only one of them was wearing a life

jacket at the time of the accident. That’s particularly unfortunate because time and time again life jackets have proven to be life savers. While many understand the importance of wearing a life jacket, the majority of boaters are still resistant to taking this simple safety precaution.

**Please, Please do not become a statistic –
Wear your lifejacket on the water and on
the docks !**

By: Wolf Goethert

SLIGHT CHANCE OF THUNDERSTORMS

Whether to go sailing is, of course, a personal decision, but "a slight chance of thunderstorms" or even "a chance of thunderstorms" does not necessarily mean that there *will be* thunderstorms. A "slight chance of thunderstorms" seems like the typical forecast in PA in the summer, but often nothing materializes.

Steps to take:

1. Check the NOAA Website for a weather report. They post hazardous weather warnings at the top of the page as well as daily forecasts. A nice feature of the site is that they have pretty good short-range wind forecasts. The following link is for Prospect, PA, which is close to the lake and gives a pretty good picture of what the weather might be doing there:

<http://forecast.weather.gov/MapClick.php?CityName=Prospect&state=PA&site=PBZ>

2. Regardless of the forecast, it is important to keep a watch to weather while out on the water.

3. If you see weather coming in, follow the NOAA guidelines for thunderstorms"

Chris Neuwirth

If there is a threat of thunderstorms it would be wise to not sail far from Watts Bay. I would personally not let a general warning that there might be storms stop me from going out, but, I would stay close to shore and carefully and continually watch the sky. When I was commodore and arranged the Wednesday sails, there were many days when the threat of storms kept folks away, but I generally had some wonderful sails alone on the lake.

John Bridges



To sail, or not to sail ?

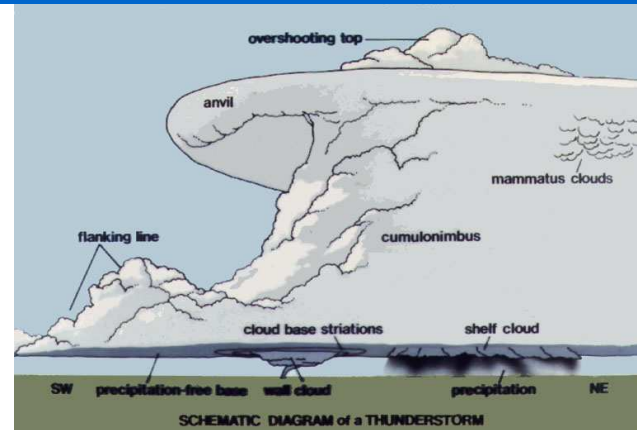
None of us would head out sailing with this picture in mind as an integral part of our sailing.

Unfortunately, many of us don't know the nature of the beast of thunderstorms. Thunderstorms come as part of a front.

Watching the forecasts will tell you if there is a great possibility of a thunderstorm or not.

Conditions Needed for Thunderstorms

- Lift
- Moisture (low-level)
- Instability
- Lifting mechanisms include:
 - Cold Front
 - Warm Front
 - Gust Front/Outflow Boundary
 - Orographic/Upslope (Cumberland Plateau)
 - Daytime Heating



Lightning Safety Rules

- When inside, avoid telephones, & do not take a shower.
- If outside, get in a sturdy building or car.
- If boating or swimming, get out of the water.
- In a wooded area, take cover under a thick growth of small trees.
- Statistically, lightning is the number 2 weather killer.

Lightning Safety Rules

- If you feel your hair stand on end, squat down. Do not lie flat.



Photograph courtesy of Steven Williams, age 16, near Murfreesboro

If caught in a thunderstorm:

1. Stay below deck at all times
2. Stay well away from mast, boom, shrouds, chain plates and the compression post
3. Take a position and plot it before shutting down in case of the electronics being blown.
4. Turn off all electric gear and isolate circuits if possible, if you can safely disconnect the antennas, do so.
5. Don't operate radios until after the storm has passed unless there is an extreme emergency
6. Be aware that after a lightning strike, your compass may be incorrect
7. Check your rigging (standing and running as well as fittings) to make sure they are in good shape
8. Check thru-hull fittings for leakage

To read a great article on forming thunderstorms and reading the clouds, see: www.ne-ts.com/ar/ar-201clouds.html. A part of this article follows.

Some clouds are good news messengers and others the warning flags. Some clouds are good news messengers and others the warning flags of impending doom. Clouds tell the story AND deliver the goods. There are differences between the messengers and the deliverers that are obvious and will inform the knowledgeable sailor about upcoming weather.

Wind can form around clouds and cloud formation can produce wind. Clouds store enormous amounts of energy. Using evaporation and condensation rates as measuring tools, we can say that a thunderstorm typically uses and generates more than 36 million horsepower (lightning notwithstanding).

Because of the interaction between wind and clouds, a thunderstorm (which typically lasts between 30 and 40 minutes) can trigger more thunderstorms around itself. (An interesting footnote associated with thunderstorms is that *lightning does NOT occur IN the rain but AROUND it.*)

There are certain types of cloud formations that we can call atmospheric batteries and we all know that batteries can be overcharged, they MUST release energy. Experience tells us that these clouds / batteries take on certain shapes and color when they are ready to release their own overcharge. When this energy is released as wind, rain or both, we call it weather. can be overcharged, they MUST release energy. Experience tells us that these clouds / batteries take on certain shapes and color when they are ready to release their own overcharge. When this energy is released as wind, rain or both, we call it weather.

If you remember what these six latin words mean then cloud ID becomes very simple. They are:

ALTO: high in the atmosphere (remember altitude)

STRATUS: evenly layered (remember stratified, layered)

CIRRUS: feathery, wispy, strung out like hair (cirrus even sounds feathery, doesn't it?)

CUMULUS: pillowy, puffy, piling upon itself (remember accumulate)

NIMBUS: containing rain, dark (ebony and nimbus remind me of each other)

When cumulus clouds get thicker, climb and build, they can form cumulonimbus clouds which bring the summer thunderstorms !

From the National Oceanographic and Atmospheric Administration's brochure, "Thunderstorms, Tornadoes, Lightning: Nature's Most Violent Storms: A Preparedness Guide" <http://www.nws.noaa.gov/om/brochures/ttl.pdf>

If you can hear thunder – you are close enough to be struck by lightning!

30/30 Lightning Safety Rule

Go indoors if, after seeing lightning, you cannot count to 30 before hearing thunder. Stay indoors for 30 minutes after hearing the last clap of thunder.

Lightning Safety Rules

- Postpone outdoor activities if thunderstorms are imminent. This is your best way to avoid being caught in a dangerous situation.
- Move to a sturdy building or car. Do not take shelter in small sheds, under isolated trees, or inconvertible automobiles. Stay away from tall objects such as towers, fences, telephone poles, and power lines.
- If lightning is occurring and a sturdy shelter is not available, get inside a hard top automobile and keep the windows up. Avoid touching any metal.
- Utility lines and metal pipes can conduct electricity. Unplug appliances not necessary for obtaining weather information. Avoid using the telephone or any electrical appliances. Use phones ONLY in an emergency.
- Do not take a bath or shower during a thunderstorm.
- Turn off air conditioners. Power surges from lightning can cause serious damage.

If Caught Outdoors And No Shelter is Nearby

- Find a low spot away from trees, fences, and poles.
- Make sure the place you pick is not subject to flooding.
- If you are in the woods, take shelter under the shorter trees.
- If you feel your skin tingle or your hair stand on end, squat low to the ground on the balls of your feet. Place your hands over your ears and your head

between your knees. Make yourself the smallest target possible and minimize your contact with the ground. **DO NOT** lie down.

-- If you are boating or swimming, get to land and find shelter immediately!

Remember, if you can hear thunder – you are close enough to be struck by lightning!

From Chris Neuwirth

HEADS UP, SAILORS !

DONATIONS WANTED: Have any spare fenders? Perhaps some that no longer look bright & beautiful enough for your boat but are still serviceable? CSP needs some fenders for the Club Flying Scots.

WEEKDAY SAILING. If you are available for weekday sails and would like to join an informal email list to send/receive mail looking for weekday sailing partners ,send an email to cmn@cmu.edu with the subject line, "Weekday Sail List." It's safer and more fun to have some sailing partners! We'll start simple with a list of emails and go to more technology support if there is too much traffic and we need it.

ON THE WATER



MSC members Paul Rowan and Bob Ronczka racing on first race day 2007

LouAnn Shields

I have a Precision DaySailer for sale. It was built in 1989, but has been sailed lightly since. It does not have a spinnaker, but is otherwise race rigged. The sails and rigging are original, thus could use some updating, but it is in sailing condition. It includes a trailer and boat cover. It is sitting on Watts Bay space #89 if you care to look at it. Asking price: \$1200

Bruce Cook (724)325-2760 cookbm@comcast.net

Moraine Sailing Club has a number of spare parts for Flying Scots surplus to requirements. These include Mast, Boom, Rudder, Centerboard, blocks, winch etc. If interested contact the Property Manager, John Bridges brimor@aol.com or 724 625 9348

OUTDOOR EXTRAVAGANZA THANKS

Thank you , thank you, thank you ever so much. What makes the Outdoor Extravaganza a great event is my wonderful volunteers. If it wasn't for you, this would not happen. You are the greatest !!!! We had about 200 people at the event over the weekend. It just keeps growing and growing. People came from all over the state and out of state in Virginia, West Virginia, Ohio, New York and Florida. I had many good comments about the trips and workshops, the leaders, campground helpers and hospitality of the Cheesemans and the delicious food. You should be very proud of yourself for being part of this 11th Annual Outdoor Extravaganza. Hope to see you all again next year as volunteers since you helped make this a huge success.

Thank you again. I cannot thank you enough.

Joyce Appel

About a dozen of their members enjoyed three sessions in Flying Scots and said that they had learnt a lot and wanted to come back. The fourth session was cancelled on Saturday afternoon because of numerous lightning strikes around the lake. Several brought their own life jackets, others borrowed from MSC and it was quite a problem to fit all the various shapes and sizes. I was puzzled when one boy said "I can't wear that" and when I asked why he said "It's Pink".

We thank members like Uncle Charlie and Wolf Goethert who gave up their time and boat to encourage newbies to sailing. It is efforts like these that can garner new members.

John Bridges

BEACON RESTORED

In mid May the decision was made to put a fresh coat of paint on Beacon before putting her in her slip at Davis Hollow. John Bridges 'Boat Hauling Service' was called in to bring the boat from Burk's.

What was supposed to be a "bottom job" was reconsidered when it arrived at Jackie Steven's home for the work. Due to the number and extensive damage from 'dock dings' it was decided that the best thing

for the boat to extend its life was to restore the hull and deck as much as possible. The deck was deeply etched with oxidation and does need reglcoated, but we will save that for another day.



The boat was jacked up off the trailer and the bottom sanded and painted and a new bootstripe was painted on. Now for the real work !



"Smurf" Sanoske was in charge of the painting detail. He did actually get *some* of the paint on the boat !





All the deck and cockpit wood had to be sanded and refinished with spar varnish which meant taping off everything that could be stained unintentionally.

Careful taping left a crisp bootstripe which shows off the newly cleaned and waxed hull.



Repairing of the dings to the deck and the hull of the boat was followed by wet sanding, a lot of 'elbow grease' and polishing compound, followed by a heavy coat of wax over to the entire deck to protect the gelcoat as much as possible. If you use Beacon, be aware that the surfaces have a new coat of wax on them.. So watch your step !



Snoozin' waiting for the spar varnish to dry before a second coat.



The newly refurbished Beacon sports a new name tag too !

Special thanks go to Aaron Kaufer and Leo Trobachkin, who helped John Bridges with raising the mast, rigging, and paddling her to the slip.

Beacon is in her slip and awaiting a masthead float which is on order from Flying Scot. As soon as she is ready to go, Chris Neuwirth will post it on the website.

The refurbishing of Beacon was a challenge and all we request is that you take good care of her if you sail her. If you get a 'dock ding' or other damage to Beacon or any other club boat, please let Chris know immediately so corrective action can be taken. As with all of the club boats, please return them in better condition than you found them.

VOLUNTEERS NEEDED !

The CSP is starting on a new tack. Beginning this year, each year a club boat will be the focus boat of the year for refurbishing purposes. This takes about 40 man-hours to do each boat so we will be looking for volunteers to come help in the process in the spring each year. Please consider signing up with Chris at the time you are signing up for the barn dates. All of our boats need a great deal of attention to improve their condition (which, admittedly, is pretty mediocre). If you have a particular skill (gelcoating is "HOT" as skills go), please let us know so that we can get you in the lineup for that particular job.

COMMODORE'S CORNER

The Commodore and Joy are busy with the newest addition to their family, Cara Kim born Sept. 20, 2006. The proud parents are Chris and Heather. The Commodore is given leave to be a grandpa for this month. Congratulations Wolf and Joy !



KIDZPAGE

NOTES FROM THE LONGBOAT



It's a small world.. It's a big world. It all depends on your attitude and location. Sometimes when I'm

hunkered down in the long boat on a stormy night with the rain beating down on the canvas cover and waves crash over the bow and there is a rush of water down the scuppers under the longboat, my world seems very small. At other times when I can sneak ashore on some tropical island in the Caribbean or Pacific Ocean I realize how big the world really is.

I see families enjoying chartered sail boats. Some of them have paid skippers and crew because they are not competent to sail safely between coral reefs on their own. On other boats parents and kids have been to a sail school or camp and practiced in order to become efficient sailors under all circumstances and can convince the charter companies that they will bring the chartered boat back safe and sound.

You have probably been to one of the sail camps' but, how often do you sail on other days or weeks of the year? The Moraine Sailing Club has Sunfish, Optis and other boats available to Community Sailing members, Make use of them! As Joe Shields says "You need lots of Tiller Time" so that steering a boat becomes second nature.

Recently the First Mate was explaining to the apprentices just outside the Longboat, how they can tell just where a ship is when it is out of sight of land. Of course the simple answer today is to use a GPS, but there are occasions when the battery might fail or some clumsy oaf drops it overboard. From the compass directions, chart and "Distance Run" you can calculate where you are today based on yesterday's position. Or you can use a Sextant to determine the elevation of the sun above the horizon; or some of the stars can help. The basic mathematics are not too difficult, but you must remember to apply all the correction factors and not subtract them when they should be added. By keeping my eyes and ears open I can learn a lot.

If you were in the middle of the ocean and passed another boat, how would you communicate to, ask for water? ask for your position? or just say HI! CB Radio? Morse Code? Semaphore Flags? How could you communicate? Does the other boat understand English? Hakuna Maji, No tengo agua, Pas d'eau as a reply might leave you wondering if you were going to get a drink or not.

Phew! the rain has stopped, the wind has died down and I can lift the cover a little and peer out and get some fresh air at last.

The Stowaway

PROGRESS OF THE SWIFTSURE



The mast support and bowsprit are in place and the sanding and painting each part of the Swiftsure is decidedly a labor of love due to the intricacy of the design. She has to be ready to sail for the Regatta in August and John has come a long way toward completion.

We have been following the progress of the Swiftsure which is being created by John Bridges and his faithful helpers over the past two months. It is time to show you what is happening and how she is coming along.

The hull of the boat is completed and the painting of same is well under way. There is an enormous amount of detail per the specs of the boat, and John is crafting them with utmost care and expertise.

