



BATTEN THE BREEZE



Clean start in the Mallory Cup. Photo by Josh Jones.
Story by Dan Goldberg on page 7

KEY 2004 SAILING EVENTS

Sailboat Cruising Seminar	February 8
Learn to Sail Seminar	March 28
Spring Fling	April 25
1st Race Date	May 8
Youth Sailing Camp	July 19-23
Lake Arthur Regatta	Aug 14-15
Flying Scot Sail for the Grail	Sep 18-19

Pennsylvania DCNR Dates

Mooring Agreements due at Park Office	March 1
Boats Allowed at Park after Registering	April 15
Boats Must Occupy Assigned Spaces	June 15
Last Date Allowed at Park	October 31

Combination Locks will be used for access to Davis Hollow and Watts Bay. The combination will be given to lease holders at registration.

2004 Barn Dates:



Saturday, April 17 from 10 am until Noon
Saturday, April 24 from 10 am until Noon
All boats MUST BE REMOVED by
April 24th at Noon.

Spring Seminars Announced

MSC announces two seminars that are co-sponsored by the Carnegie Mellon Explorers Club and will be held at Baker Hall, Carnegie Mellon University, Room A53. Directions and Parking information are on page 5:

Sailboat Cruising February 8, 2004, 2-5 pm

Learn about upcoming cruising destinations along with some details - trip leader, expected cost, enticing slides, etc. Meet other potential cruising partners (e.g., people who aren't qualified to skipper a boat can meet potential skippers and vice versa). Possible cruising destinations for 2004 are Maine, Erie day sails, and the Chesapeake Bay.

Bruce Stemplewski will talk about the Sunsail Resort and then have a general discussion on cruising in the Chesapeake and the British Virgin Islands (BVI). Carl and Lois Suppo will talk about their trip on a Maine Schooner.

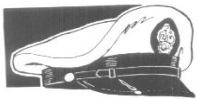
Learn to Sail March 28, 2004, 2-5 pm

This popular Seminar will include a three-hour overview on how to sail using video, displays, and hands-on drills. It will cover the basics of sailing and provide information on opportunities to continue training "on the water" this summer. If you can't make it in March, we will be repeating the event at other locations later in the year. Watch our Web site and Batten the Breeze for further information.

Light refreshments will be provided in the lounge area outside the room and extra snack donations from MSC members are welcome.

Send in Your Membership Forms Early!

All MSC and prospective members are reminded to send in the colored application form included in this newsletter with your membership fee as early as possible. Be sure to complete your Sailing interests on the back of the application. Racing Members must be paid up prior to the start of the Racing Schedule. The 2004 Membership Directory will be available at the Spring Fling in late April.



Commodore's Corner

We have numerous old and new activities planned for the upcoming Sailing Season. We will be holding at least one event for our lady skippers in Sunfish or at the helm of Flying Scots and therefore encourage them to get out on the Lake and practice, practice, practice. The popular Wednesday sails will be repeated this year. We encourage families to enjoy the lake on Wednesday afternoons. All those unfortunate people who have to work can join us during the long Summer evenings after the hard days grind.

It was most amusing to watch the reactions of members at the November Banquet when they were faced with the cloud of sails on the model ship and asked to name them. Most of the men (who only knew Main, Jib and Spinnaker) were afraid to show their ignorance and refused to participate. Our lady members, on the other hand, were prepared to have a go and deduce which was which.

I built my first sailing boat when I was fourteen and in an enthusiastic burst of optimism decided to enter the sport of racing. For my first race I capsized at my mooring. For the second I managed to get my Centerboard wrapped around a Lobster Pot in a 5 knot current in front of the prestigious yacht club. I forget what happened the third time except that I was so far back that I didn't hear the gun for the winner, but I still kept trying.

When you drive up to Lake Arthur some aggressive drivers on the Interstate may intimidate you. If you find that worrisome, you can always try some of the secondary roads. In the same way, if you want to race and the melee at the start puts you off, then you can always plan to cross the line a minute or two after the rush has passed and who knows but the Lake Arthur winds may favor you and let you catch up and even pass the early birds!

John Bridges

Batten the Breeze Publication Schedule

Issue	(deadline/distribution)
Mar/Apr 2004	(Mar 16/Mar 20)
May/June 2004	(May 11/May 15)
July/Aug 2004	(July 13/July 17)

Tentative 2004 MSC Racing Schedule

Changes to the 2004 racing instructions are listed on page 5.

May 8	Series race 1
May 15	Series race 2
May 22	Series race 3
May 29	Holiday - no races
June 5	Series race 4
June 12	no races
June 19	Series race 5
June 26	Junior's Sunfish Racing in the morning; informal Junior races as crew or skippers on larger boats after lunch; no series races
July 3	Holiday - no races
July 10	Series race 6
July 17	Series race 7
July 24	Junior's Sunfish Racing in the morning; informal Junior races as crew or skippers on larger boats after lunch; no series races
July 31	no races
August 7	Series race 8
August 14-15	Regatta at Lake Arthur
August 21	Series race 9
August 28	Series race 10
Sept. 4	Holiday - no races
Sept. 11	Last Series race 11
Sept. 18-19	Flying Scot Sail for the Grail

2004 Flying Scot Ohio District Regattas

Hoover - May 22-23
 Berlin - June 19-20
 Wife-Husband - June 25-27
 Mansfield - July 10-11
 NAC - July 18-23
 Deep Creek - July 31, Aug 1
 Atwood - Sept 11-12
 Moraine - Sept 18-19 Sail for the Grail
 Cowan - Sept 25-26
 Cave Run - Oct 2-3, Ohio District Championship



Moraine Sailing Club P.O. Box 692

Visit us on the Web at —

<http://www.morainesailingclub.org>

E-mail: morainesailing@geocities.com

Commodore	John Bridges	724 625 9348	Brimor@aol.com
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Ex-Officio	Gerry Brandt	412-488-0803	Gbbrandt@bellatlantic.net
Race Director	Dan Vito	412-488-6835	Dan@fireborn.com
Social & Events	Bruce Stemplewski	412-787-0135	Bruce.Stemplewski@stempsoft.

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Venture Program	Keith Otto	724-538-9649	Badgers@stargate.net
Property	vacant		
Publicity	Cindy Phillips	412-741-5346	Widgeons@aol.com

2003 Fall Banquet at the Fox Chapel Racquet Club

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆

Trophy Winners

Spring Series

Flying Scot

1. Dan Goldberg
2. Dan Gelman
3. Bob Zavos
4. Dean Marlin
5. Sean Marshall

Summer Series

Flying Scot

1. Charlie Cullen
2. Charley Armitage
3. Bob Zavos
4. Sean Marshall
5. Carl Suppo

Moraine Open

1. Tom Uehling (Laser)
2. Gerry Brandt (Sunfish)
3. Jim Hastings (DS)
4. Dave Green (Cat 22)

Moraine Open

1. Gerry Brandt (Sunfish)
2. Tom Uehling (Laser)
3. Dave Green (Cat 22)
4. Chris Harlan (SJ21)

Special Awards

- | | |
|------------------------|------------------|
| Vice-Commodore's Award | Chris Neuwirth |
| Sportsmanship Award | Gerry Brandt |
| Commodore's Cup | Bob Zavos |
| Most Improved | Charles Armitage |

John Bridges ran a "Name the Sails on a Barque" contest. Dave Green won 1st, Alida Skogsholm won 2nd. A picture of the beautiful model barque that John built for the occasion is included at the top left in the collage below. A special thanks is extended to everyone who donated items to the Sailor's Auction:

<u>Item</u>	<u>Donated by</u>
Dutton's Navigation & Piloting	Gerry Brandt
Piloting & Dead Reckoning	Gerry Brandt
Practical Encyclopedia of Sailing	Joe Shields
Wreath	Susan Weisgerber
Tote Bag	Lois Suppo
Gift Certificates (\$10 each)	Wind and Water, Paul Egbert, owner
Boat Hardware Items	John Jombock
Two Gift Certificates for 10 lb. Box of Sausage	Charley and Fran Armitage
Framed Catamaran Print	Dan Goldberg
Two Mariner's Days Desk Calendars	Chris Neuwirth
Book of Paper Boats	Chris Neuwirth
Boat Storage Space	Brady's Bend Corp, Paul Early, Mgr
Stool with ship carving	John Bridges
Wine Decanter	Kathy Kennedy
Wine Bags	Cindy Phillips



Photos by Jackie Stevens

Beyond the Water with Dan Vito

by Bob Zavos

This series of articles focuses on MSC club members. The intent is to help us know one another better, and establish connections beyond the water.



Dan, Noah, and Donna at Fireborn Studios

Its always a treat to visit MSC Race Director Dan Vito at his Fireborn Studios on Pittsburgh's historic South Side. I stopped by in late November to pick up some sailing related items when Dan was especially busy trying to finish up orders for the busy Holiday season. Fortunately he was very gracious to show me around his showroom and work areas. His primary product is hand made glazed pottery formed and fired on location, but he also sells several other lines of hand made crafts and teaches pottery classes to children and adults.

Dan and Donna Hetrick started Fireborn in 1988. They own a late 19th century, 2 story, brick building in a great location on the corner of 24th Street and Sarah,



just one block from famous Carson Street. Dan, Donna, and son Noah had lived on the 2nd floor, but have now moved up the hill about 10 blocks away to a single family, residential house. This move gave them more living space and a great view, and left more room

for their studio and showrooms. Dan and Donna are truly fortunate in that they have turned their passion for creating hand made pottery into their avocation.

Dan's other passion, of course, is sailing. He began this activity as a young boy on Lake George, New York, where his family owned a motel. Dan was put in charge of boating. At first, this included a power boat that took guests out on the lake, but Dan got his own sailboat when he was about 15 years old.

He never had formal sailing instruction, but taught himself by reading sailing books and trying things out himself on the water. His brother bought a 28' cruising sailboat and Dan sailed with him in Long Island Sound and as far as Newport, Rhode Island and Martha's Vineyard.

Dan had a Force 5 Sailboat which he brought to Pittsburgh and tried to sail in the nearby Monongahela River. While the river is just a view blocks from Fireborn Studios, the convenience did not make up for the problems. The winds were extremely shifty due to natural topography and man made objects like bridges and large buildings. There were lots of wakes caused by the many large power boats and the extremely large industrial barges. The river currents could also be quite significant and treacherous.

Dan began to sail on the much friendlier waters of Lake Arthur about 10 years ago and joined MSC a few years later. He has had a number of different boats, including a Flying Scot and Flying Dutchman. Right now he is racing the Flying Dutchman, but since there are no other similar elegant, fast racing machines in our club, he plans on doing the out of town Flying Dutchman circuit even more than in the past. Although Donna shares his avocation she is not into sailboat racing so Dan is currently looking for someone to replace his last regular crew who has moved out of town. Son, Noah, has been very active in the MSC youth sailing program and one can speculate that someday he may join the racing circuit, but in the meantime Dan is just looking out for the upcoming racing season. He has made some changes this year that will improve the program. The planned schedule is printed on page 2 and the changes appear on page 5.

By the way, they have a great Web Site with detailed images and vibrant color: www.fireborn.com that shows some of the fine merchandise for sale and currently they have a terrific January clearance on glass ornaments and seconds. Dan did not ask me to put this in, but if you happen to wander down to the Southside and check out the merchandise - you will be glad I did.

Moraine Preservation Fund

Ruth Roperti, Education Director, Moraine Preservations Fund (MPF), extends to all MSC members and friends an opportunity to share boating fun at the park with others. MPF operates a 50 passenger pontoon boat which you have probably seen. It is used for scientific hands-on field trips for students and summer and fall tours for the public. They are looking for people interested in becoming volunteer mates and captains.

You will need to have a boater's safety class, which you may already have taken or is easily available locally. To be a mate you must be 16 and 18 to be a captain. The boat training is given by experienced MPF captains, and you will be tested and licensed by the Fish and Boat Commission. The times and amount of time you would volunteer is completely by your choice. Even limited help is appreciated.

If you have questions or would like to sign up, please contact Ruth at the address below or call 724 843 7046, or email at

missionmorain@zoominternet.net

Please respond as soon as you can. She wants to start the classes soon, so those attending will be licensed at the beginning of the season.

Ruth Roperti
965 Edgewood Road
Beaver Falls, PA 15010

Seminar Location and Parking

The Carnegie-Mellon campus is located in the Oakland section of Pittsburgh between Forbes Avenue and Schenley Park. A detailed campus map is available on the Web at:
<http://www.cmu.edu/home/visitors/map/index.html>

PARKING

The parking garage off Forbes Ave (P1 on the campus map) is the easiest and is free on the weekend. You will need to take a parking ticket from the machine to raise the gate. Keep the ticket. Right before you exit the garage, feed the ticket into the machine. You will not be charged. It will just spit it back with a validation. The Morewood lot off Forbes Avenue (P2) will also be open. There might be parking on Frew Street adjacent to Baker Hall (see campus map, P3), but that it is often quite full.

DIRECTIONS TO BAKER HALL, Room A53

- * From the campus garage, follow the signs to University Center and Warner Hall and Purnell Center.
- * Go past the University Center and continue towards Warner
- * At Warner Hall turn left and walk across campus to Baker Hall Enter Baker Hall through the main entrance across from Hunt Library & follow the signs to Room A53.

Cruising Plans for 2004

Are you ready to enlist in the MSC navy and invade the Chesapeake Bay? The invasion shall take place Memorial Day 2004 weekend. Our armada will be supplied with reasonably seaworthy sailing vessels from a charter company in the general Annapolis area. We are looking to enlist both captains and crew.

Hopefully we will have enough captains and crew for three or more vessels, with that in mind we will need to commission said vessels no later than the end of January 2004. Time is of an essence so sign on promptly. Should crew not mutiny and captains not give up the ship, we will repeat our campaign in the waters of the British Virgin Islands in the fall of 2004. To prove your courage in spending time aboard with your mates, you are strongly advised to participate in the Chesapeake Bay campaign before participating in this extended campaign.

For details you may respond by a message in a bottle, signal cannon, semaphore flag or carrier pigeon to Bruce Stemplewski. That failing, you can respond by phone at 412-787-0135 or by email: Bruce.Stemplewski@stempsoft.com.

Proposed 2004 Racing Changes

Note that the 2003 MSC Racing Instructions and the US Sailing 2001-2004 Racing Rules of Sailing (RRS) are on the club's website:
www.morainesailingclub.org/Website/racing/instructions.html

- The Spring and Summer series are merged into one longer series.
- The starting system is as directed in RRS, section 26.
- There will be flags for each starting class.
- No more rolling starts.
- The cans will be removed from the committee boat and will be replaced by a flagpole and flag system.
- The course names and configurations have been changed.
- There will be a short Triangle course for Sunfish only (if they wish to sail it). This is to encourage new racers to participate and to eliminate the intimidation of starting next to much larger boats.
- Mid course starts and finishes are eliminated. This will remove an obstacle from the course, lengthen the course, provide more windward sailing and create a shorter finish line.
- The rationale of the new Windward/Leeward (W/L) course is to enable longer more tactical races. Also on very windy days a W/L course reduces the risk of capsizing because one need not sail on a tight reach.
- Wording was eliminated on the section "Shorting the Course".
- DSQ = N+1.

May we all have fair wind and lots of fun!

Classified ads

CREW WANTED

Crew wanted to sail Flying Dutchman (FD) at MSC races and in regattas around the Northeast. Seeking experienced sailor but will train crew if necessary. Should be strong and athletic (5'-9" to 6'-6" tall and from 175 to 250 pounds). The FD is a single trapeze boat, very fast and fun to sail. Call Dan Vito, 412-488-3604.

Moraine Sailing Club Web Site New Look!

by Jonathan Hart

In case you haven't yet had the opportunity to go on-line and check out our new web site you are in for a real surprise! The new club web site went live with the New Year and a very much-improved look as shown below.



The website was redesigned as part of a Carnegie Mellon University class project. Our own Chris Neuwirth taught the class, Course 76-887 Online Information Design. Six students, Justin Cinicolo, Deniz Ersever, Virginia Ngai, Priya Shah, Paul Shatlock, and Julie Watt, were split up into three teams that were responsible for functional areas. These areas were User Needs Analysis, Visual Communication, Information Architecture (content, organization and navigation, style), specific sub-sections (Connecting Skipper/Crew, Boat Reservations, Newsletter, Photo Gallery, etc.), Testing with Users, and Maintenance (templates).

The CMU approach to the task was well thought out with the students researching many aspects of MSC life. The research involved interviewing a cross section of at least ten MSC members with questionnaires, formal interviews and user observation tasks involving the "classic" MSC web site.

This research yielded several recommendations, many of which have been implemented in the new web site, and others, which will be further considered. Here is a sample of the recommendations:

Content

- Keep website updated more regularly.
- Have an online database of race results.
- Increase visibility of contact information.
- Add more links to sailing web sites.
- Consolidate event information.

Appearance

- Strengthen the newsletters presents on the website.
- Revamp the look of the website entirely. Change the colors especially.
- Limit the pages size to web-safe dimensions.

Functionality

- Pay dues and other fees online via Pay-Pal or other system.
- Make the entire website work the same across all platforms (e.g. the Skipper/Crew Application).
- Make the website searchable.
- Make the CSP boat reservation system easier to understand.

After a prototype of the web site was built, extensive user testing was done to insure that everything was functioning as designed. The students made a final presentation of the new web site prototype to their professor and several MSC board members on December 15, 2003 where it was formally accepted by MSC.

Most of the new functionality has been implemented, and the 2004 content is being added and updated regularly. The "reserve a boat" and "find a skipper or crew" features are not yet active, but will surely be ready by the time the ice melts in April. One final note; please be sure to refresh your bookmark and favorites to <http://www.morainesailingclub.org>.



Chris and her students Virginia and Julie enjoy a sunny October sail on Lake Arthur

Your comments and suggestions about the web site are always welcome and adding new web pages to highlight a special event is now much easier, so don't hesitate to drop me an email jon_jlh@yahoo.com

Many thanks to Paul, Deniz, Virginia, Julie, Justin and Priya for their hard work and creativity. A special word of thanks to Joe Shields and Chris Neuwirth and other MSC members who worked with the students to give them feedback and help insure the success of the project!

BIG-TIME RACE COMMITTEE

by Dan Goldberg

I recently had the opportunity to serve on the Race Committee for the U.S. Sailing National Men's and Women's Championships (Mallory and Adams Cups, respectively), sailed at Lake Norman Yacht Club near Charlotte, NC. What an experience! It gave me a whole new perspective on top-notch race management, which I'd like to share with you.

The Race Committee (RC) boat anchored in the racing area at least one hour before the first start, every day. That meant for days with 9:00 am starts, we left the dock at dawn! Then we proceeded to take wind readings (with a hand-held compass) every 2-3 minutes right up to the start, both on the RC boat and on the mark-set boat hovering near the anticipated location of the windward mark (usually a mile away). This enabled us to plot the wind direction as a function of time, and to determine the median wind direction (which became the compass heading to the first mark). Then we told the mark-set boat exactly where to put the windward mark. And I do mean exactly! All the mark-set boats had GPS, so the marks were placed precisely where we wanted (for example, 1.00 miles at a bearing of 270 degrees). By the way, there were separate mark-set boats for each mark, so it was easy to change marks and shorten course when necessary. In addition, there were two safety boats.

On the RC boat, we had one person calling the time and sounding the horn; one person responsible for the flag signals (including starting sequences, recalls, postponements, etc.); one person responsible for lining up the starting pin and hailing "over early" boats, one person recording everything, one person taking wind reading (yours truly), and a Principal Race Officer (PRO) who made all the executive decisions. For this regatta, the PRO was Bill Ross, who is the President of the Flying Scot Sailing Association.

The starting pin was located by GPS and was within one degree of perpendicular to the wind every start! Bill was a firm believer in setting long lines, to give everyone a chance for a good start, and was a stickler for setting square lines. As a result, we did not have a single general recall the entire regatta! If a last-minute wind shift greatly favored one end, he postponed the start (even once with less than 5 seconds to the start). Our lines were typically 500 feet long for the 12-boat fleet of Highlanders (Mallory) and 11-boat fleet of Flying Scots (Adams).

Bill was a firm believer that racing should be a test of sailing skill, not luck. He would not start a race in less than 3 knots of wind. Luckily the wind held all week, so we didn't have to contend with any drifting conditions.

During the races, we monitored the wind direction and strength. If there was a major shift, we changed the location of the next mark. If the wind lightened, we shortened the leg accordingly. We managed to get off 12

races in 3 ½ days!

We mostly set windward-leeward courses, with an offset mark near the windward mark (to avoid congestion right at the mark), rather than triangles. This placed a greater emphasis on tactics and strategy than straight-line boat speed on the downwind legs. We were always thinking ahead. As soon as one race finished, we were ready to start the next race, with marks moved as soon as possible even while the tail-enders were finishing. Thus there was minimal waiting time for the competitors between races.

Everyone in every boat (RC, mark-set, and safety) knew their job, and the whole team functioned like a well-oiled machine. I travel to a lot of regattas (both regional and national), and am often disappointed by poor race management. Even simple things like setting good starting lines seem beyond the capability of some race committees. By contrast, I was really impressed with the overall race management skills of Bill and his team for the Mallory and Adams Cup races.

How can these techniques be applied to Moraine Sailing Club races? Obviously we don't have GPS equipment, support boats, or manpower that the "big-timers" have. However, there are several things we could incorporate:


- Get out to the race course early enough to determine the range of wind oscillations, and set the windward mark to the median wind.
- Get some windward-leeward courses (using the jibe mark as an offset), especially when it's too windy for spinnakers on a reach.
- **MOST IMPORTANT:** set long square starting lines. Don't hesitate to postpone if a last-minute shift results in one end being heavily favored, or if all the boats bunch up at one end of the line. In my 20+ years of racing at Lake Arthur, I can only remember one postponement because of a wind shift just before the start! There is nothing worse than a bad line.
- Have the individual recall, general recall, and postponement flags ready to hoist at the start. Also know the horns that accompany the raising and lowering of each flag, and the timing sequence involved for postponements and recalls. Consult the Racing Rules of Sailing (RRS) if needed. The inside back cover of the RRS contains all the signals used in racing and the corresponding sound signals.
- Do not start a race in drifting conditions.
- If you intend to sail races back-to-back, have everything ready for Start #2 right after Finish #1.

Hopefully we can all apply these items to our races at Lake Arthur. Also, if you are an experienced Day Steward, consider inviting some less-experienced people to work on the Race Committee with you. The more people we train correctly, the better!

Batten The Breeze

Moraine Sailing Club Newsletter

Robert Zavos, Editor
3462 Beekman Place
Sarasota FL 34235



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