

# BATTEN THE BREEZE

Moraine Sailing Club Newsletter

November/December 2002

## Moraine Sailing Club Fall Banquet



Sunday Nov. 10, 2002 (5PM – 9PM)  
Fox Chapel Racquet Club

Social Hour at 5, Dinner at 6 followed by Awards, Chinese Auction, Chinese Junk Block Raffle, 50/50 Raffle.

Adults: \$30\* Children: \$15\*

\* Price includes dinner (beef stroganoff and chicken cordon bleu), salad, potato, bread, dessert and coffee. A cash bar will be available.

Your social committee hopes to see you there!!

RSVP must be received by October 31, 2002

See map, directions and reservation form on colored insert

### **Auction Items Needed**

Items are needed for the Chinese (silent) Auction that will be held at the Fall Banquet. We have had some great items at prior banquets such as: art, ceramics, crafts, clothing, nautical items, event tickets, restaurant vouchers, and a weekend get-away package. In short, any nice items you have that could help us raise money is welcome. Please contact Carl Suppo at 724-929-2818 or email to [suppo@dp.net](mailto:suppo@dp.net).

### **Final Barn Date**

**Saturday Oct 26 from 2-4 pm**  
**phone Tom Hohler at 412-279-8572**  
**or email to: [thomas.hohler@mindspring.com](mailto:thomas.hohler@mindspring.com)**

## Lack of Wind Fails to Dampen Spirits



Sail for the Grail - Top 5: (l to r) Joni Reis, Cindy Phillips, Dan Goldberg, Ian Robinson, Susie Stombaugh, Tim Stombaugh, Debbie Glazier, Patrick Glazier, Don Griffin, Barbara Griffin (not shown: Jim Diffley)

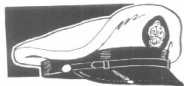
The Annual Sail for the Grail Flying Scot Regatta turned out to be a great event in spite of the lowest winds of the year on Sunday. We had a large fleet of 20 racers plus one practice boat and everyone had a fine time due to the hard work of Celia Marlin and the rest of the Regatta committee.

Saturday, September 21st, turned out to be a relatively decent day for racing in spite of weather forecasts that indicated it would rain most of the day. In fact, it didn't rain at all during the three races. The winds were a bit light, but not bad considering what we have had most of the summer at Lake Arthur.

Sunday was a different story. The winds were so light that the committee wisely canceled the bridge-to-bridge race in favor of a short M1 not far from Watts Bay. This was as good a move as possible since there was no wind during most of the race. Every 20 minutes or so a very light shore breeze came up for a minute or two to remind the crews that they were actually in a sailboat race. The biggest puff of the day (about 2 knots) came up for about a minute to provide a little excitement as the lead boats were headed for the finish line, otherwise this was the proverbial 'drifter'.

As usual the out of town boats dominated. We had eight out of town boats and they won 4 of the top 5 places. This was a little better than last year when the first 5 boats were all from out of town. The winners were Pat and Debbie Glazier who sail out of Fleet 1, Cowan Lake, Ohio. Pat had recently written an article that appeared in the most recent *Scots 'n Water* titled, "Trimming the Scot" (Vol. 46, No. 4, 2002). In the article he explained the numerous factors in obtaining maximum speed in

(Continued on page 6)



# Commodore's Corner

October 2002

With the sailing season winding to its end, we're left with the tasks of winterizing and putting our boats in storage until next April. One more gala event remains, namely our Annual Banquet on November 10 starting at 5PM at the Fox Chapel Racquet Club. In addition to socializing for the last time in 2002 we will hold the annual business meeting where we accept the report of the treasurer, the auditor, and will elect officers. In addition, I would like to take a straw vote to indicate the membership's opinion on two proposed projects for 2003.

Early in the year it was suggested that the club might take on another construction project to enlarge the pavilion at Watts Bay. Park personnel are amenable to extending the existing pavilion to as much as double its current size. While the pavilion would remain open to the public, more space under roof would benefit us at lunchtime and for our other functions. John Bridges, Carl Suppo, and I feel that the cost would be in the vicinity of \$5000 to \$6000, roughly half the cost of the shed. We do not have reserve funds of this order so another fund-raising effort would be needed from you, the membership. My question is how many of you are generally favorable for such a project and would be willing to contribute?

Earlier this year we had a series of problems with the committee boat motor that prompted several members of the day race committees to suggest that we buy a new electric start motor. A 15 hp four stroke electric start motor costs roughly \$3500. Again, we would have to raise this amount, preferably from those who benefit, namely the racing members and race committee participants. A combination of fundraising and an increase in race dues would work. A decision on whether to pursue this should be made before the committee boat is launched in the Spring. Again, I solicit your input on the purchase of a new, more powerful motor for the committee boat.

One of the most pleasant of my duties as outgoing Commodore is awarding the service awards at the banquet. We have fine recipients selected whose names will remain secret until the awards ceremony. Congratulations in advance to all of you, both adult and youth, it's been a pleasure working with you.

Speaking of awards, our incoming Commodore, John Bridges, was awarded the 2002 Chairman's award for "Outstanding Volunteer Service" for the Butler Chamber of Commerce for his yeoman's effort enabling the construction of 27 sixteen-foot skiffs. Even with all the effort John put into the project, he couldn't control the weather; a drenching downpour accompanied the 2 pm mass launch! Nevertheless, the project was successful beyond many people's expectations and introduced more families to the joys of sailing. Congratulations, John, from all of us, including the Park's management.

When we wrote the charter provisions in the first days of the club, we recognized that it is necessary to change leadership on a regular basis to avoid stagnation, disillusionment, and even burnout. I've enjoyed the past two years as Commodore and will continue as an ex-officio member of the board for two more years; however, it's now time to turn the helm over to John Bridges, and two years from now to Carl Suppo. It's been a productive time with many of our programs growing and active only because of all of you volunteers who make things happen. Thank you all for your service to MSC; it has been a genuine pleasure to work with you as we "fostered and encouraged sailing on Lake Arthur".

Gerry Brandt

NEW BOARD NOMINATIONS		
John Bridges	Commodore	2 years
Carl Suppo	Vice-Commodore	2 years
Don Ansman	Property	3 years
Keith Otto	Venture Program	3 years
Joe Shields	Dean of Instruction	3 years
Cindy Phillips	Publicity	2 years of Carl's term

Batten the Breeze Publication Schedule		
Issue	(deadline/distribution)	
Jan/Feb 2003	(Feb 8/Feb 12)	
Mar/Apr 2003	(Apr 5/Apr 9)	
May/June 2003	(May 17/May 21)	

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## Flying Scot Sail for the Grail Regatta 2002



Committee Chairman Gerry Brandt explains the Regatta Rules at the morning skippers meeting.



Pam Lewis, Sara Zavos, and Lou Ann Shields relax on the deck of the House before Saturday's Steak Dinner.



A sumptuous buffet complements the great steak dinner.



Joe Shields shows that the Scot can be easily rowed when there is no wind. Judy Linhart is at the helm



Tim and Susie Stombaugh relax while waiting for the wind to come up on Sunday. It never did. Susie was one of only two female skipper in the race and did extremely well by finishing in second place.



Committee Helpers: 1st row (l to r) Fran Armitage, Celia Marlin, Regatta chairperson, Joy Goethert, Wolf Goethert, Betty Larman. 2nd row: Charlie Armitage, John Bridges, Brian Larman.

<b>Sail for the Grail - Sep. 21-22 - Final Results</b>								
<b>SKIPPERS/ CREWS</b>	<b>SAIL</b>	<b>Race 1</b>	<b>Race 2</b>	<b>Race 3</b>	<b>Total Sat.</b>	<b>Race 4</b>	<b>Total</b>	<b>Final rank</b>
	<b>FS</b>	<b>Finish</b>	<b>Finish</b>	<b>Finish</b>		<b>Finish</b>		
Patrick Glazier Debbie Glazier	5322	1	1	2	4	3	7	1
Susie Stombaugh Tim Stombaugh	2162	2	3	7	12	2	14	2
Dan Goldberg Joni Reis Cindy Phillips	4991	4	6	5	15	1	16	3
Don Griffin Barbara Griffin	2259	3	2	1	6	12	18	4
Jim Diffley Ian Robinson	4805	8	9	3	20	4	24	5
Tom Hohler Chris Czapsleski	3883	6	5	6	17	7	24	6
Steve Spackey Rob Spaulding	4265	7	4	4	15	10	25	7
Greg Madzelonka Kathy Kennedy	375	9	7	12	28	5	33	8
Charles Cullen Mike Cullen	200	11	10	8	29	13	42	9
Charles Buffington Sarah Buffington	5347	5	8	13	26	21	47	10
John McAdoo Sue McAdoo	3133	12	15	14	41	6	47	11
Debby Stipkovich Paul Stipkovich	4301	10	18	10	38	9	47	12
Wolf Goethert Joy Goethert	4233	15	16	9	40	14	54	13
John Hart Sam Hart	3714	17	12	11	40	15	55	14
Joe Shields Judy Linhart	2029	14	19	15	48	8	56	15
Sean Marshall Becky Jarold	4340	13	14	16	43	19	62	16
Robert Zavos Sara Zavos	3347	20	11	17	48	16	64	17
Bill Tingle George Reed	3388	16	13	21	50	17	67	18
Charles Armitage Tim Pack	5090	19	20	21	60	11	71	19
Carl Suppo Lois Suppo	4114	18	17	18	53	18	71	20
Don Carsten Chip Crawford Chris Kretz	2757	12	11	21	44	21	65	not counted in standings

## Beyond the Water with Wolf and Joy Goethert

By Bette McDevitt

*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.*

Wolf and Joy Goethert are scheming to use a secret weapon in



next year's races. It is their dog, Coby. "We are trying to train him to stand on the foredeck and point to where the next gust is coming from while speed of his tail wag would indicate the strength. Sadly we have to report that he is still stuck in the proof of concept phase." The story reminds me of beloved Jip in "Dr. Doolittle" who sniffed the wind from the foredeck, but it may be the dream of two people who think in scientific but whimsical, ways.

Joy and Wolf met while working in the same office in Colorado Springs, on the Space Track System. "Wolf likes to say that I was an overpriced civilian programmer while Joy was an underpaid military programmer."

Joy and Wolf began sailing, shortly after they were married, in 1969 in Council Bluffs, Iowa. Joy said the lake was a tiny mud puddle, an "oxbow" of the Missouri River, but they were hooked. Wolf read lots of books on how to sail their little Snipe, and Joy focused on how to win the race." If we're going to race," she told him, "we're going to race to win."

By the time they moved to New York State in 1978, their sons, Erik and Chris, crewed for Wolf and others, and baby daughter Heidi, napped under the trees. All three of their children are still avid and very good sailors.

When the weather turns wintry Joy likes to sew, and quilting is her latest interest. She also skis with the group that Bill Tingle does, the Over the Hill gang, at Seven Springs. Wolf likes to cross country ski, but has done little since moving to Pittsburgh. Wolf has retired from the Software Engineering Institute, but calls himself a "professional volunteer."

Their most hair-raising sailing experience took place at a national competition in Texas, a 5-day competition at Lake Ray Hubbard. "Every day," said Joy, "those pretty cumulus clouds would gather around the lake and look threateningly like a storm but they would disappear and do nothing. Until the fourth day. We were sitting fat and happy in 2nd place, must have been the calm before the storm, because my life jacket had been shoved way into the bow of the boat by the whisker pole."

"The storm hit so fast that neither of us had a life jacket on. We were on a plane in one minute, and in the next minute, we were over. Totally. Turtled. Fortunately, the centerboard was tied in, so I was able to crawl up on top of the boat. The rudder, however, was not, and made of hollow plastic, it started to float away. Wolf had meanwhile tossed me his (king-sized) life jacket, so with no

life jacket on, he started to swim after the floating rudder. Man-did that panic me! I said that no rudder was worth his life, and thank goodness he listened to me (the first time ever on the boat!).

"We also soon discovered that we were not the only boat that had gone over, and that no boats were being rescued. The storm was so bad that all the rescue boats had gone in! We were glad that we had a bright yellow hull, because it was easy to see us bobbing in the water

Now Wolf takes up the story. "After the storm, the rescue boats had a devil of a time trying to locate all overturned boats on the lake. The only way they located us was due to our bright yellow hull. The rescue crew saw a yellow flash mixed in with all the waves and white caps. They came over to investigate and finally pulled us in. Using my paddle as a rudder, the rescue boat towed us a couple of miles back to the harbor.

"Two other boats were also turtled close by. One was a gorgeous baby blue and the other was a dark green. Due to all the waves, white caps, etc, they were impossible to see from any distance at all. We tied all the boats together hoping that once the rescue boats returned to the lake after the storm, they would be able to more readily see the yellow hull and come over and rescue us. Our plan worked. Only at 7:30 that evening did the race committee know that all boats were accounted, by seeing that all trailers had a boat on them. A real amateur operation."

They joined MSC in 1996, and love the lake. "We are very spoiled at Lake Arthur, because we don't get the motor boat chop. So spoiled, in fact that we have found that we don't know how to handle the chop any more." The only gripe Joy has is the spinnaker... the damned spinnaker. I have made every mistake in the book with that sail! And the boat doesn't go very fast when it is wrapped around the stay, or dragging in the water. But when things go right – it really is a great sense of accomplishment, and fun to fly."

*(Continued from page 1).*

### *Lack of Wind Fails to Dampen Spirits*

a Flying Scot. His performance on the water indicated he knew exactly what he was talking about. He and wife Debbie took two 1st places and a 2nd place on Saturday and a 4th on Sunday. Unlike last year when we had to use two tie breakers to get the winner he was a strong 7 points ahead of 2nd place finishers Susie and Tim Stombaugh who sail out of Cave Run Lake in Morehead, Kentucky

Dan Goldberg with his usual crew of Joni Reis and Cindy Phillips was the only Fleet 80 boat to win a trophy. They placed 3rd as a result of their 1st place in the Sunday race when Dan followed the best (only) wind of the race perfectly on the final sail to the finish line.

Don and Barbara Griffin who sail out nearby Deep Creek Lake in Maryland took 4th place. Barbara is the District Governor for our Ohio District. Jim Diffley and Ian Robinson from Berlin Yacht Club in Ohio won 5th place. Both of these crews have been regular trophy winners in this Regatta.



Chinese Junk "Plenty Golden Reward" used in the Walt Disney Film "Swiss Family Robinson." A shot of rum in the starboard eye launched the Junk, one of whose blocks will be raffled again at the Banquet.

## CSP Flying Scot Donations

Sean Marshall reports we have completed the donation of Flying Scot #1285 from the Mt Lebanon United Presbyterian Church to the Moraine Sailing Club. They generously paid for the trailer title transfer and for winter storage at Burkes. Along with the boat and trailer were a couple 5 gallon buckets of useful odds and ends, hardware, anchor, fenders, etc. The donation includes a 4 HP Johnson outboard.

Earlier this year we also received a donation of a Flying Scot 375 from Betty Larman. With the finalization of the 2 new Scot donations we now have 6 Scots in the program.

Thanks go out for these wonderful donations

## Scouts Have Exciting Outing

By Keith Otto

The Scout outing on Sunday, October, 14, 202 went well. The morning news and internet reports provided an plethora of wind and rain predictions. By the end of the day all of the conflicting reports proved accurate for at least a moment throughout the day. After a water safety and basic sailing lesson the Scouts practiced what was learned in the class. They alternated turns at the helm, trimming the jib, managing the center board and watching for other boats under the guidance of an experienced sailor. Meryl Hall, Sean Marshal and Keith Otto sailed with the scouts while John Bridges and the Scout leaders stood watch in the safety boat.

After lunch the weather looked a little better until we were back out on the water. The Scouts then practiced a windward leeward course in preparation for little friendly race. The wind picked up along with the rain but the race went on in spite of the weather. At the start of the first race the wind was blowing easily 10 to 15 knots with occasional white knuckle moments caused by an unexpected blasts of October wind. The Scouts quickly picked up on, "When in doubt let in out." and "In order to de-power your sails turn into the wind." Once safely back to the dock there was a comment that these were some of the fastest races of the season!

## State Park Plans

Commodores Brandt and Bridges met with Moraine State Park personnel to discuss items of joint interest. Two new supervisors were present, Holly Best and Bob Walters. Bob will be in charge of the north shore so we will be interacting most with him; we discussed trimming the bushes between the rack area and the launch to allow the grass to grow. (He did that the next week). We also discussed dredging the launch areas; he agreed to do what he could with a backhoe when the water is low. We also discussed the lake weed problem. Spraying will be investigated. Bob thinks that a flag pole on the top of the rise to the west of the shed is a good idea; all agreed that it should pivot between two uprights for easy maintenance.

### Bill Tingle's Birthday

I wish to express my appreciation to the anonymous donors for the gift of 85 dollars to the club in honor of my birthday. That was a remarkable and admirable thing they did. To me it is wonderful.

*Bill Tingle"*

End O' Season Regatta September 2, 2002																			
			Race 1					Race 2					Race 3						
			PN	H	M	S	CT	Rank	H	M	S	CT	Rank	H	M	S	CT	Rank	Total
5071	Gelman	FS	90.4		54	1	3253	1		34	9	1935	3	1	8	8	4190	2	6
4340	Marshall	FS	90.4		55	50	3374	3		33	49	1913	2	1	8	11	4194	3	8
2270	Vogele	DS	99.2	1	5	15	3644	5		37	50	1986	4	1	12	48	4101	1	10
188	Vito	FD	80.2		50	18	3389	2		30	16	1890	1	1	8	5	4719	9	12
3347	Zavos	FS	90.4		59	46	3635	4		35	50	2046	5	1	10	59	4379	5	14
5090	Armitage	FS	90.4	1	0	13	3665	6		37	8	2133	7	1	11	11	4393	7	20
6947	Uehling	Laser	91.4	1	4	46	3923	9		36	23	2060	6	1	11	50	4387	6	21
6715	Kirk	C22	96.5	1	23	30	4881	12		41	36	2276	8	1	14	29	4320	4	24
1461	Hastings	DS	99.2	1	24	17	4795	11		45	52	2472	9	1	23	45	4763	10	30
5284	Green	C22	96.5	1	27	14	5113	13		45	5	2492	10	1	20	48	4713	8	31
3626	King	FS	90.4	1	0	23	3676	7					13					13	33
58639	Brandt	SF	99.7	1	7	7	3738	8					13					13	34
60500	Altimari	SF	99.7	1	17	46	4379	10					13					13	36

***Batten The Breeze***  
**Moraine Sailing Club Newsletter**  
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