

BATTEN THE BREEZE

Moraine Sailing Club Newsletter

September/October 2002



Maggie Gigler (left) and Marissa Murin tip over their Sunfish for the capsizing drills at Sailing Camp. The girls are granddaughters of John Jomback. See additional pictures on page 5.



Barb Keiser starts off each day of Sailing Camp with a short classroom session near the Watts Bay Racks.

2002 MSC Fall Banquet and Awards Presentation
Sunday, November 10th at the Fox Chapel Racquet Club. Details will be published in the next Batten the Breeze and on our Web Site:

www.morainesailingclub.org

A complete list of Board member Nominations will also appear on our Web Site in early October.

End 'O Season Regatta Sat., Sep. 28th

1st race starts at 10:30 am

Open to all boats, Portsmouth Handicap

Race Committee: Jim Hastings (day steward),
Bill Tingle, Jack Marshall, George Reed

Barn Dates

Saturdays Oct 19 & Oct 26 from 2-4 pm.

Previous storage users will receive renewal letters.

New people should phone Tom Hohler at

412-279-8572 or thomas.hohler@mindspring.com

Sail for the Grail Flying Scot Regatta September 21 & 22

Flying Scot Sailors are invited to race in Fleet 80's annual Sail for the Grail Regatta at Lake Arthur. This Regatta is part of the Flying Scot Ohio District Series and will include many top out of town racers. Activities start at 4 pm on Friday with pre-registration at Watts Bay and an evening Welcome Chili Dinner at the 'House'. [Directions: from Watts Bay head east about 1 mile to the first road (Mt Union) and turn left. Go north about 2/3 of a mile. The House is on the left just outside the Park boundary].

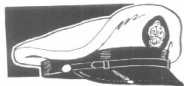
We will have four races and two divisions: Championship and Challenger. Continental Breakfast starts each day at 8:30 am with a Skippers meeting at 9:30 am. The first race starts Saturday at 10:30 followed by lunch and two afternoon races. Dinner starts at 6 pm at the 'House' also known as the 'Resort in the Woods'. The final race is the famous Bridge to Bridge race on Sunday at 10:30 am.

We still can use additional help in a number of areas such as: food setup, cleanup, registration, Committee Duty, Youth Supervision, etc. We also have limited accommodations in the house for a modest additional fee and free adjacent camping. For more information or to volunteer to help please phone Celia Marlin at

412-828-8595 or send email to: bigfish@stargate.net

Applications for the Regatta are on page 8.

See the latest available unofficial Summer Racing Results on page 3. Regatta at Lake Arthur Results are on page 4.



Commodore's Corner

This summer has been the busiest that I can remember in the history of the club. We have held racing nearly every weekend since May 4 when Bill Tingle as day steward ran four races. Sailing camp was our most successful one yet with Joe Shields and Barb Keiser supplying the instruction. Joe also ran races on both days of The Regatta at Lake Arthur including a 3+ hour bridge-to-bridge race on Sunday. The Regatta also featured the launching of 8 sailing skiffs built from kits assembled by John Bridges for the Butler Chamber of Commerce and Lowes. We will host the Flying Scot Sail for the Grail Regatta on Sep. 21 & 22, featuring another bridge-to-bridge race. In addition to our racing, club activities continued on Sundays with the Venture Crew under the direction of Keith Otto, and the very successful Club Sail Days run by Sean Marshall and Joe Shields. Our social calendar started with the Spring Fling, progressed to the Hot 'n Cool and will finish with the Annual Banquet on Nov. 10th. Although we did not have the Corn Roast, we had two great picnics sponsored by the Flying Scots.

All of this activity is possible only in part by those who have taken the lead in organizing these activities. Many other volunteers have also made the club work at this year's frenetic pace. As one example, during sailing camp many adults and venture crew youth assisted the instructors by moving boats, helping the kids rig them, repairing breakdowns, and assuring safety of the fleet by manning patrols. Donna Hetrick (Dan Vito's wife) suggested and implemented our first annual camp out at the park during sailing camp week. Keith Otto organized two trips to Erie PA: one for instruction and one for sailing keelboats on "big" water.

Many "back room" or support operations are also essential to the functioning of the club. For example, race chairman Vito started preparations for the season in January, applying for our race days, preparing race instructions, and reworking the day steward's manual. Bernie Wiwel, our property manager, had to fix the crash boat motor and launch the committee boat. At that point he discovered damage to its motor caused by water leaking into the gear housing and freezing over the winter. Cindy Phillips, our membership chair, was hard at work since the beginning of the year answering membership inquiries and processing the applications into a database. She and I spent a very cold and blustery Saturday promoting MSC at the Venture Outdoors 2002 happening on Washington's Landing.

Communications is important to the club, both as a means of attracting new members and informing current members of our activities. Bob Zavos has done a bang-up job with the Breeze, even publishing it remotely from Florida during the winter. Our spring seminars were successful in their outreach; our web site monitored by Jon Hart has brought contacts as well. Probably the most successful attempt to reach prospective members was the article in the Sunday July 14 Post Gazette written by former board member, Bette McDevitt; I'm still receiving membership inquiries from that article nearly two months later. Thanks Bette for a very nice treatment of MSC and sailing in Western PA.

Membership in all categories (Social, Race, and CSP) is up. We have received donations of several new boats to support CSP and Venture programs. The new shed is fulfilling its promise as a center for our activities. All the activity has begun to take a toll on our aging boats and motors, which are between 15 and 20 years old. The committee boat motor (1982) required three repairs so far, not engendering any confidence about its reliability in the minds of the race committee members who were serving when it failed. Other problems result from operator unfamiliarity. Three failures occurred when fuel hose fixtures were broken by someone trying to put the hose on the wrong way. Your board is concerned about these issues because reliable equipment is important for the safety of those who participate in our race and instructional programs.

We have made the decision to have all but the very most minor motor repairs

done professionally. There is a strong movement among the members to replace the committee boat motor with a new 4-stroke electric start, engine. The cost of this motor (\$3200) will be raised by a combination of fund-raising, contributions, and possibly an increase in the race membership fee. Funds collected for non-race programs will only be tapped to the extent that they use the motors. Since it is already late in the season, this purchase will take place next spring in time to install and break in the new motor. In addition, we propose that all users and potential users attend a seminar on proper operation. Suggestion has been made that motor operators be certified in much the same manner we do for CSP sailors. It has also been suggested that the newer crash boat motor be replaced with a 4-stroke motor identical to the committee boat motor. Your next board will make a decision on this issue, but I welcome inputs from those of you who have not already talked to me. E-mail is fine: gbrandt@bellatlantic.net. I will pass on all inputs to the new board as we evaluate our options over the winter.

While I've been frustrated with our equipment problems this year, there is a bright and very gratifying side to this: the willingness of our members to jump in and help fix whatever's wrong. As one example, I cite my experiences with Andrew Crain, one of our newest and most senior (age 85) CSP members. During our last Club Sail Day, Andrew did his capsizing qualification and proceeded to act as rescue boat skipper to help round up some errant new sailors. Based on Joe Shields' awe struck description of Andrew's boat handling skills (Andrew is a self-described river-rat, Cain Brothers Towing) I suggested that he skipper the committee boat in the boat parade at The Regatta. Since he wanted to familiarize himself with the boat, he served on race committee with Greg Madzelonka. Of course, this was the day that the recoil starter broke. Andrew agreed to help me take the motor for repairs and on Wednesday, joined me at the marina for a drill which has become all too familiar. He acted as tow skipper for our 30 hp motor and crash boat on a day that turned out to be windy enough that getting back used his considerable expertise and skill.

He told me that when we get the boat the next time, we're going to tow it correctly by pushing it so that we have some control. Sure enough when it became time to replace the repaired motor, he rigged the crash boat like a river towboat. What a difference proper rigging made in control of our unwieldy beast! I too am in awe of Andrew's experience and skill in driving powered boats. Andrew, even though you said "Joe didn't tell me about having to run motors" the club and I are thankful for your help in pulling us out of a tight spot. Thank you Andrew, I learned something from you that week.

It is getting to be the time of year when we collect nominations for the various club awards. Nominations for Sportsman (person) of the year, an award sponsored by US Sailing, and Carol Washabaugh (sportswoman) trophy should be sent to me. This is another gratifying part of my job, namely recognizing those who have shown exemplary service to sailing. Send these nominations to my e-mail.

Nominations for the infamous Vice Commodore's Trophy should be sent to John Bridges at brimor@aol.com. Self nominations are welcome as are nominations of humorous activities by other sailors with enough self-esteem to withstand the humiliation. John is also chair of the nominating committee consisting of himself, Cindy Phillips, and Sean Marshall. Position of Vice Commodore must be filled and at least one board position since Cindy's term is up and she is retiring to start her own business. Suggest or send your suggestions to any of the nominating committee.

Again, "Thanks volunteers"; I hope to see you all at the Annual Banquet on November 10. Until then, fair winds and good sailing.

Gerry Brandt

Batten the Breeze Publication Schedule

Issue	(deadline/distribution)
Nov/Dec 2002	(Oct 21/Oct 25)



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Visit us on the Web at —

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2002 Summer Session Race Results

Avg	Count	Total	Sail No.	Race #			7/13/02		7/20/02		7/27/02			8/3/02			8/10/02			8/17/02			8/31/02			9/7/02				
	22						1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22		
6.75	12	81	115	Ansman	FS	90.4			4	9	6	7	6			6	1	11				11					7	7	6	
5.14	14	72	200	Cullen	FS	90.4			12		4	1		6	6	6	12	3	8	6		2	1	2	3					
6.33	6	38	2029	Shields	FS	90.4										9	8					5	4	6	6					
	0	0	2928	Schock	FS	90.4																								
	0	0	2984	Williams	FS	90.4																								
5.86	7	41	3347	Zavos	FS	90.4			3	1				8	7						6	9	7							
3.82	22	84	3388	Tingle	FS	90.4	2	2	8	2	3	3	3	7	1	7	4	2	3	2	2	8	8	10	2	2	2	1		
	0	0	3498	Kearns	FS	90.4																								
6.40	5	32	3626	King	FS	90.4					5	2	4			11		10												
5.50	10	55	3637	Marlin	FS	90.4	8		10	7				3	2	4	8	4	4	5										
3.00	6	18	3700	Bishop	FS	90.4								2	3	1			2	7	3									
4.40	5	22	3708	Madzelonka	FS	90.4										2	6									6	4	4		
5.24	21	110	3714	Hart	FS	90.4	5	5	7	3		6	1	5	8	5	5	9	12	4	4	6	6	3	4	4	5	3		
1.43	14	20	3883	Hohler	FS	90.4	1	1								1	5	1	1	1	1	1	2	1	1	1	1	2		
7.31	16	117	4114	Suppo	FS	90.4	7	4	6	8						7	10	9	10	6	7	9	9	9	9	5	6	5		
3.23	13	42	4233	Goethert	FS	90.4	3	6	1		1	5	2	1	4	3	3	7								3	3			
7.00	7	49	4340	Marshall	FS	90.4													13	11	8	3	5	4	5					
	0	0	4440	Lucarelli	FS	90.4																								
6.80	5	34	4461	Wiwel	FS	90.4		7		4			9											7	7					
6.88	8	55	4716	Ringle	FS	90.4	6	7	9	6									5	8	5	9								
4.13	8	33	4991	Goldberg	FS	90.4			5	5				4	5	2						4	3	5						
10.00	1	10	5071	Gelman	FS	90.4										10														
6.00	12	72	5090	Armitage	FS	90.4	4	3	11		2	4	5						7	3		10	7	8	8					
2.00	1	2	5159	Rowan	FS	90.4			2																					
	0	0		OPEN CLASS		PN																								
4.00	1	4	44886	A. Hohler	Laser	91.4												4												
				Altomari	SF														3			6	2	5	3	3	5			
			9	Bishop	SF	99.7					6																			
2.14	22	47	58639	Brandt	SF	99.7	2	2	1	1	3	2	4	1	1	1	3	1	2	2	2	6	1	1	4	1	3	3		
			2	Bruce	SF	99.7					5	5																		
	0	0		Csorba	C22																									
2.67	12	32	5284	Green	C22	96.5	3	2	3	2						2	3					1	4	4	1	5	2			
3.00	9	27	2679	Harlan	SJ 21	93.4								2	2	3				3	1	3	5	3	5					
2.29	14	32	1461	Hastings	DS	99.2	4	2	2	3	1	1	2	3	3	2						2	3	2	2					
5.40	5	27	17	Jambock	SF	99.7													5	4		6				6	6			
3.33	3	10	6715	Kirk	C22	96.5																				4	4	2		
3.67	3	11	170	Murphy	Hunter1	91.9					4	4	3																	
	0	0	589	Norton	Las 2	93.7																								
1.50	8	12	918	Ungar	Highland	84.6	1	1			2	3	1					1	1	2										
4.00	1	4	188	Vito	FD	80.2			4																					
				Thad Madz.	SF												1	2												
			6947	Uehling	Laser																					2	1	1		
				Benz																									5	

Trophy eligibility is 50% of actual races. There were 22 races so far so you need 11 to qualify. One throwout (T) is earned for every 3 above the minimum qualification. Final Ranking will be based on average score.

2002 Regatta at Lake Arthur -- Open Races 8/24/02

			RACE 1						RACE 2						tie breakers		
Boat	Sail#	Skipper	MM	SS	Elap. Sec.	PN	Corr. Sec.	pts	MM	SS	Elap. Sec.	PN	Corr. Sec.	pts	Total Pts	Tot. sec.	Final Results
Hobie18	10223	Mosbacher	20	23	323	72.1	448.0	1	27	51	771	72.1	1069.3	1	2		1
FS	3700	Bishop	22	13	433	90.4	479.0	2	31	18	978	90.4	1081.9	2	4		2
FS	4233	Goethert	22	41	461	90.4	510.0	3	31	54	1014	90.4	1121.7	4	7	1631.6	3
FS	3708	Madzelonka	23	7	487	90.4	538.7	4	31	36	996	90.4	1101.8	3	7	1640.5	4
FS	3714	Hart	24	38	578	90.4	639.4	5	33	11	1091	90.4	1206.9	5	10		5
FS	4340	Marshall	25	22	622	90.4	688.1	7	33	36	1116	90.4	1234.5	7	14		6
FS	5090	Armitage	26	5	665	90.4	735.6	10	33	19	1099	90.4	1215.7	6	16		7
Capri22	747	Doerr	25	52	652	90.1	723.6	9	34	38	1178	90.1	1307.4	9	18		8
MX Ray	1101	Harlan	27	34	754	93.7	804.7	11	35	10	1210	93.7	1291.4	8	19	2096.1	9
FS	3347	Zavos	25	46	646	90.4	714.6	8	36	16	1276	90.4	1411.5	11	19	2126.1	10
FS	4518	Sharrow	25	17	617	90.4	682.5	6	dnf					16	22		11
FS	4114	Suppo	28	23	803	90.4	888.3	13	34	48	1188	90.4	1314.2	10	23		12
SF	58639	Brandt	29	44	884	99.7	886.7	12	39	13	1453	99.7	1457.4	13	25		13
Jet14	577	Martin	30	23	923	97.0	951.5	15	38	23	1403	97.0	1446.4	12	27		14
SF	17	Jombock	30	32	932	99.7	934.8	14	40	6	1506	99.7	1510.5	14	28		15
MacDinghy	2122	Brunner	dnf					16	dnf					16	32		

2002 Regatta at Lake Arthur - Bridge to Bridge race 8/25/02

Finish Order	Boat	Sail#	Skipper	H	MM	SS	Elapsed Sec	PN	Corrected Sec	Final Results
5	FS	4233	Goethert	2	9	8	7748	90.4	8570.8	1
6	FS	4340	Marshall	2	17	47	8267	90.4	9144.9	2
7	FS	4114	Suppo	2	23	35	8615	90.4	9529.9	3
1	Hobie18	12412	Wiggins	1	55	17	6917	72.1	9593.6	4
2	Hobie18	13713	Adams	2	0	33	7233	72.1	10031.9	5
3	Hobie18	10023	Mosbacher	2	1	35	7295	72.1	10117.9	6
8	FS	3347	Zavos	2	35	27	9327	90.4	10317.5	7
11	SF	58639	Brandt	2	55	34	10534	99.7	10565.7	8
9	SJ 21	2379	Harlan	2	48	0	10080	95.3	10577.1	9
13	SF	17	Jombock	2	59	11	10751	99.7	10783.4	10
12	Jet14	577	Martin	2	56	23	10583	97.5	10854.4	11
10	Hunter170	170	Murphy	2	48	43	10123	91.9	11015.2	12
4	Prindle19	426	Noble	2	5	35	7535	66.4	11347.9	13
14	FS	708	Otto	3	2	32	10952	90.4	12115.0	14
15	Oday	1141	Knoeble							15
15	Precision 23	270	Barton							15



Wolf & Joy Goethert, 1st Place in Bridge-to-Bridge Race



Sean Marshall, 2nd Place in Bridge-to-Bridge

Potpourri of Summertime Activities at Lake Arthur



Uncle Charlie serves up his delicious sausage during one of the Flying Scot Fleet picnics



Several youth groups get ready for the Mass Launch of homemade wooden sailboats at the Regatta at Lake Arthur



The Largest and Best Youth Camp Ever



Camp Instructors and Helpers



Dan Vito cruises back to the dock after a fast spin around the course in Flying Dutchman 188.



Donald Ansman and crew relax after a close finish in Flying Scot 115 during the Summer Racing Session

MSC Members Crew in Erie Yacht Race

by Allen Murphy

Dan Gelman and Allen Murphy crewed for Kevin Lemonds in the recent Trans Erie race. The race started at the Erie Yacht Club and finished at the Gross Isle Yacht Club, north of Detroit, Michigan. They sailed a fast Henderson 30 sport boat named Say Uncle and covered the 140 miles in 23 hrs, 42 min. That's an AVERAGE of 5.91 knots and that was tacking upwind for all but the last 20 miles which were covered on a close reach.

Dan was the mainsail trimmer for several hours overnight while other crew were sleeping. Upwind speed was usually over 7 knots and when we cracked off on the close reach we were just under 10 knots! It was a rough, wet race since the breeze was 15 - 20 knots for all but about 20 minutes on Saturday morning. The crew spent the entire race on the rail in foul weather gear as the helmsman would steer over and around the 2 - 4 foot waves. Of course, we'd all get splashed with heavy spray about every 10th or 20th wave! There was an occasional big wave of 5 to 6 feet but only a few and they were mostly big rollers so they weren't as bad as they might have been. The waves through the middle of the day on the eastern lake were more jumbled with 2 series of waves crossing each other, which made the helming even more difficult.

To tie up to the dock, we had to use the bow tack point for the jib, the turning blocks at the stern, and the jib car for the spring lines - no horned cleats "they catch lines and toes and are excess weight while on the water".

"Say Uncle" came in 4th in a class of 5 boats, but the rating was the 2nd lowest in the entire fleet of almost 40 boats. The only boat with a lower rating was a large catamaran with a negative rating! More details about the race can be found on the Web Site at www.provide.net/~transerie/

Support Our Advertisers

Wind and Water Boatworks has its line of Hunter Sailboats on sale for the month of September. This includes the 140, 212, and 240 models in stock. In addition, all merchandise and accessories are discounted through the end of the month. They are located 11 miles north of the Pa Turnpike on Route 8.

Bradys Bend Corporation offers indoor, secure boat storage for the Winter. In addition to sailboats they also store RVs, campers, automobiles, and even business records. They have a great Web Site at www.bradysbend.com that includes pictures, maps, and fees.

Flying Scot Inc. has a terrific recently redesigned Web Site at www.flyingscot.com They have lots of information on Flying Scots including buying a new or used boat. They also have complete lists of parts and accessories.

Checkout **Unclecharleyssausage.com** for a real treat. The graphics are so good you will need to have one of Uncle Charleys terrific sausage products for your next meal. They also have lots of great recipes as well as information about the firm. Our newest advertiser is Donald Ansman who is principal of **Ansman and Associates, Architects**. His web page is at www.Ansman.com and includes details on his firm, services offered, and a summary of their projects.

MSC Youth Sailing Camp

by Rich Marcus

This year, Dan and Donna Hedrick organized an optional week of overnight camping during sailing camp. About 10 families camped at the beautiful group site along the bike path a couple of miles from Watts Bay and less than one mile from the swimming beach. The site sits adjacent to the biking trail and has a large flat field, with lots of spots for games and tents, along with a number of picnic tables and a fire ring.

We all enjoyed being able to swim, bike or hike along the trail, and relax with fellow sailors each night, without needing to pack up and dash home for dinner. Meals ranged from simple hot dogs cooked on sticks over the fire to elaborate stuffed peppers and chicken and vegetable casseroles cooked in foil pouches on fire coals. The kids spent the daylight hours collecting and sawing firewood for the evenings for lots of roasted marshmallows and the requisite treat of s'mores (graham crackers, chocolate, and toasted marshmallows melted together).

Parents shared tales of "stormy nights at sea" around the fire each evening, while the kids stayed up late each night playing games. The younger kids would dash off for squealing games of group wrestling, flashlight tags, or "chase the girls," while the teenagers giggled at card games by the fire. We all felt like we'd found an old-fashioned neighborhood for an ideal week of summer play. Although the first night was hot, the rest of the week blessed us with clear, cool, star-filled skies, just the perfect temperature for sleeping in tents. The casual hours spent at camp lead to fast and firm friendships among both adults and kids within the sailing club and camp.

The success of the camp was demonstrated by the increasing numbers of families who joined the camp each night and the plans made by all of us to meet for sailing the rest of this season. Reservations are in for overnight camping during sailing camp in 2003! A special thanks to Dan and Donna for their hard work in organizing a fantastic week that we all plan to make a yearly tradition.



John Bridges sails his 16' Lapstrake Varnished Dory on a lazy sunny day at Lake Arthur. His boat was recently used on location near Gibsonburg, Ohio during the production of a documentary recreating the Shipwreck of the General Slocum when 1500 lives were lost in 1904.

HELPFUL HINTS

By Dan Goldberg

We all want to do a little bit better when we sail our boats. Here are some tips that I've found useful through my own experience and those of others:

Don't let the mast fall down. I hate when that happens! At our lake this year, two boats had to drop out of a race when the mast fell down. The most common cause is the cotter pin between the chain plate and the shroud letting go. The simplest fix is to tape over the cotter pins. It is also a good idea to check all your standing rigging at least once a year. I usually do this before I put up the mast the first time each year. On a Flying Scot, check the fittings at the top and bottom of the shrouds. Those are the points of highest stress. Also, another wire that seems to break more frequently than others is the forestay extension that goes below the deck to the toggle. The problem is that, being under the deck, it is not readily visible so it may be too late when you discover it needs to be replaced. So crawl under the deck every so often and inspect it for broken strands.

Don't rip your sails. Again, the usual solution is to put tape over all places where a sail could rip on something. On a Scot, this includes all cotter pins and ring-dings, the forestay (or adjuster) attachment to the extender, and the fitting between the shrouds and forestay to the mast. I like to use white rigging tape without adhesive. It sticks to itself, not to the rigging.

Also, consider getting a spinnaker "turtle" so that you can launch the spinnaker from the seat instead of the floor of the boat. This will avoid the spinnaker getting caught between the coaming and boom vang when launching. I have ripped at least one spinnaker that way!

Get rid of the dead weight. No, I don't mean the person holding the tiller. Extra weight is slow. I am amazed when I look into some other boats and see all the gear and things that some people take for a ride. One boat had two full laundry baskets of stuff! You are not going camping for a weekend, you are just going sailing! Only take what is legally required and what you really need: Life jackets, throwable, anchor, fenders,

tape, SMALL tool kit or multi-tool instrument (like a Swiss army knife), and foul weather gear if appropriate. Leave the 50-gallon cooler in your car.

Check your centerboard. Assuming your hull is in pretty good shape, the biggest effect on your upwind performance is your centerboard. Lower it onto your trailer and crawl underneath the trailer to look at the leading surface and bottom surface. Patch any dings. I use Marine-Tex. It cures in a few hours and is easy to sand. If you're really serious, you can remove the board and inspect the whole thing. But as a minimum check the leading edge.

Tighten your outhaul. From looking around at other boats, the most obvious problem I see is loose outhauls. We sail on a flat lake so we don't need power in the mainsail. Tighten your outhaul before you leave the dock. How tight? Look at the boats at the top of the fleet and copy what they do! If you can't get it tight enough, get the right rigging on your boom to get at least a 4:1 purchase. Again, look at the boats at the top of the fleet to see how to do this.

Keep your rig tight when the boat is moored. Most Flying Scots use the loose rig, which put a lot of stress on the rigging (especially metallurgical fatigue) if the rigging is free to shake around. When you put your boat away for the day, attach the jib halyard to the bowhandle (not the shackle) and tighten it until the shrouds are taut and not free to shake around. The forestay will go slack. To prevent it from shaking around, attach the topping lift to it and raise the topping lift until there is a little tension in the forestay and it is no longer free to move. Your rig will last a lot longer this way!

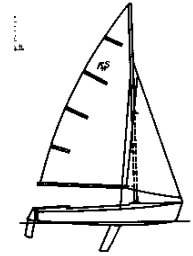
Tilt your boat backwards when you leave it on the trailer. And pull out the drain plug. This will allow the water to run out the back instead of collecting in the boat and rotting out the wood. Even if your boat is covered, tilt it back.

Ask questions. You never know until you ask! The sailing community is always glad to help and to answer any questions you may have.

Pre-Registrations



Sail-For-The-Grail 2002 Regatta



Lake Arthur, Moraine State Park, North of Pittsburgh

September 21-22, 2002

Skippers Name _____ FS# _____

Crews Name(s) _____ Fleet _____

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Entry fee will cover skipper and crew for 1 Tee shirt each and 1 steak dinner each. Additional shirts and dinners will be available. **RSVP for dinner will be required.**

Any questions contact Dean and Celia Marlin, 412-828-8595

or email at bigfish@stargate.net or send to: 222 Seventh Street, Oakmont, Pa. 15139

Pre-registration would be greatly appreciated

Beyond the Water with Barb Keiser

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.



On race days you will usually find Barb as Crew on Dave Green's Catalina 22

When I saw Barb Keiser talking to the young sailors at the Sailing Camp at Lake Arthur last summer, I knew she liked and understood kids by the way she spoke. That is a good fit for an elementary school principal, which is her position in Butler.

When Joe Shields told her about the U.S. Sailing Certification program, she saw it as a natural complement to her profession, and as good preparation for her future career, which is "to become a beach bum." That comes after she sees her two children complete their education, and her own retirement

Her son, David, is 22 and a freshman at Pitt, where he hopes to major in mechanical engineering. He just completed 4 years in the Marine Corps. Her daughter, Julie, is 19 and a sophomore at Cornell, where she is majoring in applied economics. They are not sailors, said Barb, despite her best efforts

Barb took the certification program in 2000, at Long Beach Island, N.J. where her sister lives. "The only hard part was capsizing and righting a 420. I was the only old lady, among mostly teen-age boys, who were fabulous sailors, but not strong

on teaching. The class was mostly about demonstrating your skills. Learning to use the safety boat, was hard, not my strong suit. I forced myself to do that. The week long class mostly involved a combination of lectures with demonstrations of one's ability to teach, sail, handle a safety boat, and, of course, tie the dreaded bowline knot.

Barb's first sailing experience was with her younger brother, in 70s, at Cape Cod. "He needed help sailing it out of Stage Harbor and up Pleasant Bay to my parents' cottage, and assured me that he knew how to sail. He did not. My first clue was when we couldn't make any headway against the wind and tide, both against us as we tried to sail out of the narrow mouth of the harbor. When we ran up on a sandbar yet another time, he told me to hang off the side and kick, which I did. We never did make it out of the harbor that day. We sailed it around all week, never quite figuring out what made it go, but I was hooked forever."

Barb had a Snark for years, which she could throw on top of the car. From the time she moved to western Pennsylvania, she took her kids to Lake Arthur to swim, and when she got her Snark, she started to sail there. "That boat went up and down the East Coast with me, and finally I gave it to my sister, who lives near the beach," she said.

Now she crews for Dave Green in the Saturday races. "He's a great sailor, and I've learned so much from him. There are no sailors in my family nor among my friends. For me, Moraine is the only game in town, never crowded, always pretty, and great people."

Checkout the new MSC Library

Books and Sailing Magazines are now available in the cupboard that Bill Tingle provided for the new Equipment Building at Watts Bay. All materials are now available for borrowing. To help us keep track of which book went where please make a note of your name, the title of the book and the date you took it out.

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MSC Web Sites

Primary Web Site: www.morainesailingclub.org

MSC has several Yahoo Group Accounts. You can receive late breaking news via email, read archival messages on related topics and automatically send out your own emails to other members of the same group. You need a Yahoo account and then sign up for the specific MSC related groups.

General Member Information

<http://groups.yahoo.com/group/morainesailingclub/>

Skipper/Crewing Group:

<http://groups.yahoo.com/group/MSCcrew/join>

We also have Databases to schedule activities:

Skipper/Crewing Database: <http://shieldssoft.com/crew>

Learn To Sail Appointment Book: <http://shieldssoft.com/learn>

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