



Moraine Sailing  
Club

# Batten the Breeze

October 2008

## Wrapping Up the Sailing Season (awwwwww...)

### WHAT'S HAPPENING

**WORK DAY: Oct. 5th !** Watts Bay, 9:30 AM to 2 PM. We will be prepping the boats and trailers for winter storage, and organizing the shed.

**BARN DATES: Barn dates are only on Saturday Oct 11 and 18** We will plan to meet at Watts Bay at 10 AM each day in order to have the boats ready for the barn between 2 and 4 PM. The more we can get done on the 11th, the less we will need to do on the 18th.

**FALL BANQUET: Sat, Nov 1** MSC Fall Banquet at the Four Points Sheraton, Cranberry. Time to be determined and announced on the website ! Please make it a point to visit the website for this event. *Don't forget to start collecting items for the sailors' auction ! This is always a lot of excitement and the best items draw a lot of attention and tickets.*

### NOTICE

If there is anyone who wants to store his/her boat with us over the winter, he/she should contact Tom Hohler at 412-279-8572 or [thomas.hohler@verizon.net](mailto:thomas.hohler@verizon.net).

Dr. Thomas P. Hohler  
356 Vanadium Road  
Pittsburgh, PA 15243



### Sailing 2008

Never before has sailing at the point been more evident than in the past two years. With the renewed interest in sailing, support from the Moraine Sailing Club members and Joe Kirk setting the course of sailing and action, we are being seen and heard.

With the cost of fuel bordering on the impossible, sailing has emerged from the underdog status to a viable form of water sport/ transportation and entertainment once again. The record number of candidates for sailing certificates and in the Learn to Sail classes at the park attest to the fact that we are alive, well and growing by leaps and bounds. While the LTS is done for the season, it would be wise to sign up early for LTS next year. It promised to be packed and even more fun than ever before.



Sailing at the Point was glorious (abait pretty interesting with the wind, other boats and barges all in the mix !) Everyone had a great time and John Bridges got to show off the newest addition to his Fleet !



Racing on the lake brings out splendid moments of flying spinnakers and tight starts. “Rounding the mark” carries with it the thrill of testing your every skill against the wind and fellow sailors.

***Summer 2008***  
***Sailing Memories***



## ***2008 Cruising Seminar***

***This was a day for learning all sorts of new skills, like navigation (thanks Joe Shields !), and heaving to (thanks Ken Andrews) amidst the meeting a lot of new and renewed sailors who were there for the sheer joy of sailing.***



***We had the opportunity to try our hands at rafting up. As boat after boat sidled in alongside the raft, lines were thrown, calls for “tie ‘er up” were heard and lunch and learning began in earnest. There is little that can compare to lunch on the water with brownies and other snacks going from boat to boat, enabling us to not just share in the sailing experience, but share of ourselves with each other.***



***Joe Shields began his navigation training on land and carried it onto the committee boat. A lot of sailors’ attention was caught by the clarity of the training. The “aha” moments were punctuated by laughter and learning.***

***Ken.. Who would have thought that heaving to would be such a useful skill to learn ! Thank you !***

## REGATTA 2008 !

What a perfect weekend for Regatta ! The sailing was awesome as shown in these pictures taken by Ken Andrews. If you missed it this year, don't miss it in 2009.



## SAIL FOR THE GRAIL

Normally, Sail for the Grail weekend brings out lots of avid Flying Scot sailors and their families who anxiously await the start of the races. This year was no different but for one missing element.. The WIND ! Those who could catch the slightest bit of air were somewhat sailing while the remainder of those sat waiting for just a wee puff.

Adventurous and creative as Scot sailors are, they dipped into the well of knowledge shared by Harry Carpenter who gave a talk on the Flying Scots and introduced the newest of the members of the proud Flying Scot family. This shining example of design and craftsmanship was admired (and coveted ) by all who were able to be at the Sail for the Grail. Thanks sailors and Harry !



Ed. Note: as of publication time, no scores, official or unofficial, had been received. Look for further information on this in the next issue. Thanks to the Armitages for providing the above picture !

## Cruising Fundamentals Class Draws Sailors to On the Water Classroom

MSC members Ken Andrews, Joe Shields, Carl Suppo and Wolf Goethert put together a day long seminar of sailing topics in August which drew about sixteen sailors to Watts Bay for on the water classes. Joe Shields introduced navigation techniques, the use of compass and sextant in a sailing environment and provided us with charts of Lake Arthur to use in exercising our new skills.



Sailors from Davis Hollow, as well as Watts Bay rafted up at the MSC Pontoon Boat as a base for the day. The keel boats were provided by Ken Andrews, Victor and Jill Colonna, Leif Hammer, and Jackie Stevens. Two club Flying Scots came out, crewed by Mike Vukelja, Fred Frank, Joe Shields and Susan Mucha. Steve Domville and Deb Hagstrom operated the pontoon boat, while Carl Suppo and Wolf Goethert staffed the safety boat. John, Katy and Matt Vernacchia and Nils Hammer and Jim Miller and Christiane Majewski and Vicki Provenzali came out on the keel boats, demonstrating such basic sailing skills as tacking, sailing close hauled and on a close reach and the use of safety position and crew overboard recovery techniques on the way to the pontoon boat.



When the wind died off in the afternoon, we took the opportunity to test actual recovery of crew from the water from an anchored Flying Scot. It wasn't as easy as we hoped it would be. The Scots have a line attached to the stern behind the rudder for sailors who are in the water to use as a step to help them reenter the boat. We found this very difficult; and agreed that the best way to come back aboard is via a lifeline (cleated off jib sheet or main sheet, run through one of the guides on the side of the boat) and to climb on over the beam of the boat, with the assistance of those remaining on board.

Over the non-sailing months, we'll put together some additional seminars on such cruising topics as VHF Radios and Rescue 21, anchoring fundamentals, docking and mooring techniques, spinnaker deployment, the care and operation of outboard motors and such other topics as members may request. In May and June, we will plan to do another day of on the water cruising classrooms where we will discuss the subject from the pontoon boat and demonstrate the skills from assorted sailboats, returning to the pontoon boat from time to time for discussion and food and drink.

*Ed. Note: Ken plans to continue this series of Cruising Fundamentals in the 2009 sailing season. This was a very, very popular session and as soon as it Appears next year, be sure to sign up early !*



## From the Galley....

For those of you who have tasted it.. And those who really need to try this one, Jason Harrison makes a mean Bruschetta.. And here's how he does it:

### Bruchetta

1 loaf Chibatta bread

1 small container ricotta cheese

½ dozen roma tomato's

1 package shredded 4 cheese (Romano, Mozzarella, Parmesan, Asigiao)

2 Bell peppers (your choice of color)

1 head garlic

Olive Oil (as needed)

### Prep:

Cut top and bottom off head of garlic place in small oven safe bowl, drizzle generously with Olive Oil and roast in 375 oven for 1 hour.

Slice chibatta bread in thin ~1/4" thick slices and place on cookie sheet. Toast in oven until lightly browned. (Approximately 15 min. turning over ½ way)

Core and dice bell peppers and set aside

Dice roma tomatos and set aside.

After garlic has cooled slightly, squeeze cloves into bowl and mix with small amount of olive oil to make a paste.

### Assembly:

Spread thin layer of garlic past on toasted chibatta bread, followed by a layer of ricotta cheese. Sprinkle peppers and tomato's onto ricotta cheese and follow with a sprinkling of 4 cheese mix. Place on foil covered cookie sheet and place into 350 oven for 10 minutes, or until cheese is melted.

Serve immediately.

(thanks Jas.. !)

A fast tip on keeping food and drinks cold for extended periods.. Use block ice instead of the bagged cubes ! It melts a lot slower giving more "chill time" and it is usually cheaper to buy too ! If your block of ice starts melting, don't drain off the ice water as this, too, keeps your food and beverages cold and inhibits the melting of the ice.

## MSC Members Cruise to the Dam at Lake Arthur

On Sunday, September 7, MSC members in club boats and their own boats met at Watts Bay and sailed past Lakeview Beach to the dam and spillway west of the 422 Bridge.

After enjoying the view, [and avoiding the shallow water near the dam (buoys warn boaters of less than two feet of depth) but some of us found too little water under the boat at greater depths than that!], we sailed to Bear Run and then returned to Watts Bay and ultimately to Davis Hollow for the eating portion of the activity. Winds gusted above 10 miles per hour during the day.



Participants included John Bridges, Jim Miller, Christiane Majewski, Allen Murphy, Patrick Jiang, Mike & Lori Vukelja, Victor & Jill Colonna, Mike & Diane McCauley, Carol Walker and Chris Neuwirth.

MSC Sailors approaching Ken and Patrick on the MFG-19 near the dam.

Ken Andrews

## **OPTIMISTS: ALIVE AND WELL**

From Sally Burnett, Secretary, International Optimist Dinghy Association: With reference to Andrew Hurst's article in Butt 2686 may I make the following points:

1. A way HAS been found to "introduce more emerging nations into our great . The International Optimist is currently sailed in 110-120 countries, double the number of 15 years ago. For example in Africa it is sailed in 14 countries of which 10 were represented at the recent Optimist African championship.
2. It is possible to "produce an exciting and attractive small boat for under \$1,500 using local labor". In the past 12 months four separate manufacturers have supplied or quoted "emerging countries" for "top-level" Optimists at under USD 1,600 (USD 1,100-1,200 with entry level sails and spars).
3. Andrew draws the comparison with "a perfectly workable small car". The Optimist is more than a perfectly workable small boat: it survives in the bumpiest conditions, lasts for at least ten years due to virtually indestructible spars and "old-fashioned" Dacron sails, and is built in 20 countries. Last year more than 4,300 Optimists were sold which suggests that the real market finds them sufficiently "exciting and attractive".

Optimist Class success in introducing more emerging nations into our great sport is fully documented at <http://www.optiworld.org/07-08activity.pdf>

• Bill Tingle

## M.S.C. To The Rescue!

I was waiting on the dock with Deb Hagstrom and Wayne for one last sail after a strenuous Learn To Sail Day, when we heard a lady crying for help. We saw that a sail boat heading for the Public dock had capsized. John also heard the cries and came rushing down to start the Safety Boat motor which, after an agonizing number of pulls on the starter, roared into life: Deb and I jumped aboard and we set off to the rescue. Debbie wanted to tie a line on to the Life Ring, but for some reason I talked her out of it. Two fishing boats were also on the way.

The skipper was milling around, his head was just above water, since he had secured only one of the three clips of his Life Jacket. He was calling to his wife to swim ashore, as he was apparently trying to do. Since he had lost, or did not wear, his hearing aid when afloat, he could not be verbally contacted.

As we approached I remember being reluctant to enter the water and tried to right the boat by pressing down on the Centreboard. ( I had been trained to attempt a rescue from the safest spot; “better one than two kind of thinking”),but, decided that the wife was getting really panicky and needed some one to calm her down. She was floating between the boom and the Centreboard case. As soon as I was in the water, next to her and holding her tightly and talking to her, she calmed down somewhat.

One of the fishing boats was holding the top of the mast and the boat was righted without hitting me or the rescued wife on the head, after she had been extricated from the boat. The other fishing boat kept an eye on the skipper whilst we were rescuing the crew. Getting her into the safety boat proved an almost impossible task since the boarding ladder had not been put on board when the safety boat was launched, earlier in the day. With me holding her head and getting her legs on the gunwale we were just able to roll her up into the boat with combined efforts of pushing from the water and pulling from the boat. The skipper was rescued the same way; one leg at a time.

Deb had managed to get into the sailboat and I then tried to follow her example but had a heck of a lot of trouble; I was trying to use the Safety boat for leverage with my instep over the gunwale, but I never communicated that idea to anyone, so no one knew how to help me. Eventually Deb was able to hand me a Jib Sheet and I hauled myself aboard and we were able to sail the boat back to the dock.

Once the skipper had joined his shivering wife, the Safety Boat headed for their dock and they were told to get into dry clothes fast. Then we were told that somehow their car keys were on one of the fishing boats. So once again the MSC Safety boat came to the rescue and recovered the car keys.

A lot of lessons can be learnt from this, such as the need for a fully equipped safety boat each time it is launched (what a difference the ladder would have made!); plus some practice sessions so that in an emergency every one knows just what to do. Whether the equipment on the boat should include a spare hearing aid is debatable.

Contributed by Steve Domville

*Ed. Note: John Bridges was involved in this rescue ! After much discussion, it was determined that we all could use a refresher course on MOB rescues and on equipping the safety boats each time they are brought to the water's edge. And to Steve, Deb and John go our thanks and kudos for the rescue... GREAT JOB !*

## WEDNESDAY SAILS

The Wednesday sails have proved to be very popular this season with our new sailors who wanted extra practice and "Tiller Time". Some weeks have seen up to four Flying Scots exploring far corners of the lake, and with the Scots out with experienced skippers aboard a watchful eye could also be kept on Sunfish.

The original idea was for boat owners to join the mid week flotilla either during the afternoon or after work in the evening to enjoy rafting up and enjoying a picnic afloat before returning under a watchful moon; but this has not yet occurred. Several members said that they were afraid of the wind dropping in the evening, but, in fact as the evening air cools there is enough air movement produced along the shore to coast home without recourse to the paddle. But I agree that the middle of the lake should usually be avoided!

Now, the evenings are getting shorter, but the afternoon sails continue. Think about it for next year. Get to know the lake, relax after a day at the office, or rest those muscles after a day at work. Two hours attending a downtown concert might set you back at least \$25. That is a lot more than the cost of gas to get an evening of relaxation at the lake. Car pool with your crew.!. The wind is free! The fall colours are beautiful! When did you last peacefully practice flying a spinnaker instead of anxiously trying to set it during a race? From Duck Point to Bunker Cove or Muskrat Cove makes for a long sail; Do you even know where these places are?

Get to know the lake and if winter arrives before you have made up your mind get to know the park, get those muscles in trim, walk the trails, find trees felled by Beavers. If we can't sail on a Wednesday how about joining a hike along one of the many trails?

John Bridges

## HELP NEEDED !

Moraine Sailing Club is a volunteer organization. It runs on the efforts of those volunteers, and we need you! There are several vacancies on the board of Directors, and more coming at the end of this year. Openings for Secretary, Social Director, Director-at-large have been unfilled all year. Others that will open this year are

FS fleet liaison

Equipment Director

Newsletter

*Clearly, we need help here !*

I know we are all terribly busy with our lives, but without your support of this volunteer organization, we will either not be able to provide all that we have in years past, or we will cease to exist. We need our members to help out in any way they can. These positions can be shared by two or more people to lighten the load on anyone helping.. Consider teaming up to take over one of the 6 open positions.

The workload is made lighter when everyone helps out.. So.. Won't you please help ?  
If you have an interest in serving, please contact me at:[jake\\_159@yahoo.com](mailto:jake_159@yahoo.com)

# Flying Scot RACING RESULTS

Sail #	Avg Finish	# Races	25-May			7-Jun			28-Jun			12-Jul			19-Jul			26-Jul				
			#1	#2	#3	#1	#2	#3	#1	#2	#3	#1	#2	#3	#1	#2	#3	#1	#2	#3		
1	5350	Star	1.0	2									1	1								
2	3883	Hohler	1.2	9				1	1	1	1	1	1						RC	RC	RC	
3	3700	Bishop	1.4	8	2	1		3											1	1	1	
4	5071	Gelman	2.0	2				RC	RC	RC												
5	4269	Uehling	2.3	14				5	3	2				2	2	1	1	2	2			
6	4233	Goethert	2.6	7							RC	RC	RC				3	1				
7	4991	Benner	3.0	26	4	2	1	6	4	4	2	2	2	5	3	2	5	4	3	3	2	2
8	4601	Zavos	3.3	19	3	3	5	2	2	3				RC	RC	RC	4	6	4			
9	2148	Ingersoll	3.5	11	1	4	2							3	7	4	2	5	1			
10	3637	Marlin	4.4	5																		
11	200	Cullen	4.4	12	5	2	3	4	5					4	4	5	RC	RC	RC			
12	4114	Suppo	4.8	10										6	5	3	6	3	5			
13	5090	Armitage	5.3	14	6	5	4	7	6								7			2	3	3
14		Bridges	6.3	3										7	6	6						
15	3388	Tingle	9.0	1																		

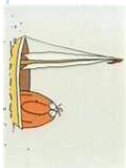
Sail #	9-Aug			23-Aug		6-Sep		27-Sep				
	#1	#2	#3	#1	#2	#1	#3	#1	#2	#3		
1	5350	Star										
2	3883	Hohler	RC	RC	RC				1	3	1	
3	3700	Bishop	1					1		RC	RC	RC
4	5071	Gelman	3	1								
5	4269	Uehling	2	3	2			4	1			
6	4233	Goethert				4	1	5		3	1	
7	4991	Benner	4	4	4	1	3			2	2	2
8	4601	Zavos	5	2	1	2	2	3	2	6	4	4
9	2148	Ingersoll				5	4					
10	3637	Marlin		5	5					4	5	3
11	200	Cullen	6	7		3	5					
12	4114	Suppo	7	8	3			2				
13	5090	Armitage	8	6				6		5	6	
14		Bridges										
15	3388	Tingle	9									

RACE RESULTS

# OPEN CLASS

	Sail Number	Skipper	Boat Type	Avg Finish	# Races	5/25			7-Jun			28-Jun			12-Jul			19-Jul			26-Jul		
						#1	#2	#3	#1	#2	#3	#1	#2	#3	#1	#2	#3	#1	#2	#3	#1	#2	#3
1	152969	Lora	Laser	1.3	8	1	2	1							1	1	2						
2	37708	G. Uehling	Laser Radial	1.6	11				2	1	1	1	1	1				3	1	2			
3	180	Harlan	Johnson 18	1.9	14	2	3		4	3	2				2	2	1						
4	918	Unger	Highlander	2.5	2																		
5	6175	Kirk	Catalina 22	2.8	18	3	1	2		2	3				4	3	4	1	2	1			
6	2902	Harrison	Buccaneer	3.0	12				1	5	7							4	3	4			
7	h170	Cambell	Hunter 170	3.2	11	4	4		5						6	5	3				1	1	1
8	80232	Keiser	Sunfish	3.8	6	RC	RC	RC	3	4	5												
9	56	Shields	SouthCoast 23	4.6	11	RC	RC	RC	7	7	4				3	4	5	2	4	3			
10	25005		Snipe	5.7	3										5	6	6						
11	25005	McBride	Snipe	6.0	1				6														
12	182721	Andrews	Sunfish	6.0	1						6												
13		Lopez (CSP)	Sunfish	7.0	1					7													
14	55	Ken Andrews	MFG-19	7.5	2										8	7							
15		Neuwirth	Sunfish	8.0	1						8												
16	225	Gustarffson	MFG-19	8.0	1										8								
17		Kaufer (CSP)	Sunfish	9.0	1						9												

	Sail Number	Skipper	Boat Type	9-Aug			23-Aug		6-Sep		27-Sep		
				#1	#2	#3	#1	#3	#1	#3	#1	#2	#3
1	152969	Lora	Laser						1	1			
2	37708	G. Uehling	Laser Radial						3	2			
3	180	Harlan	Johnson 18	1	1	1	1	1	2				
4	918	Unger	Highlander	2	3								
5	6175	Kirk	Catalina 22	4	4	4	2	3	4	3			
6	2902	Harrison	Buccaneer	5	2	2					1	1	1
7	h170	Cambell	Hunter 170				3	2					
8	80232	Keiser	Sunfish	3	5	3							
9	56	Shields	SouthCoast 23	6	6								
10	25005		Snipe										
11	25005	McBride	Snipe										
12	182721	Andrews	Sunfish										
13		Lopez (CSP)	Sunfish										
14	55	Ken Andrews	MFG-19										
15		Neuwirth	Sunfish										
16	225	Gustarffson	MFG-19										
17		Kaufer (CSP)	Sunfish										



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 447 Fielding  
 Pittsburgh, PA 15235-2021

RACE RESULTS