



Batten the Breeze

February 2007

**Moraine Sailing
Club**

READY, SET, GO !

WHAT'S GOING ON ?

Sunday Feb 18, 2007 1:30 –5:00 p.m. Sailing on different waters. Moraine Sailing Club members will share their experiences sailing on different lakes and oceans. Perkins Restaurant on Rt 19 N. Reservations:

membership@morainesailingclub.org

Saturday, Feb 24, 2007 3-? p.m. Looking after a boat. How to keep your boat in tiptop shape. Perkins Restaurant on Rt. 19 N.

Reservations:

membership@morainsailingclub.org

March 31, 2007 4:00 p.m. FS Fleet 80 Social and Seminar "Make your FS Fly" by Pat Glazier. At 2091 Beechwood Blvd, Pgh. 15217 (Gelman's home). Food and social to follow.

BARN DATES :

**Saturday April 14 and April 21
from 10:00 till noon both days.**

It is very, very important that we have a full complement to move the boats ! We have more boats this year than we had last year and we not only have to move the boats, we have to scrub them all down and rig them for the year. This takes a LOT of people to get this done.

All boats must to be out on the last day as our lease expires at midnight. If you have a car with a hitch and can tow boats over to Watts Bay, please get in

in touch with Chris Neuwirth at cmn@cmu.edu to let her know of your availability and what dates you can be there with us to help make this happen.

April 28, 2007, 3-7 p.m. SPRING FLING Three Rivers Rowing Club. Please bring a side dish if your house number ends in an odd digit, and a dessert if you house number ends in an even digit.

Pirates of Penzance Performances

The Pittsburgh Savoyards is performing the Pirates of Penzance Feb 16-18, 23-25, Mar 2-4 (Fri & Sat @ 8pm and Su @ 2:30) **Our very own Sheila Bridges is playing in the orchestra for this Play !** Given the sailing theme, it might be fun to get a group from MSC together to attend a performance. For your consideration, we would like to attend the performance on Saturday, March 3, 2007 at 8:00 p.m. If you can attend then (or any other time), please get your ticket by contacting

<http://www.pittsburghsavoyards.org/ticket.html>

General Admission is \$15 (\$14 in advance)--10 or more tickets are \$10. Contact Jackie Stevens if you want to go on Sat. March 3, 2007 and group tickets will be purchased by her and be waiting for you at the play. Jackie can be reached at junebugpgh@comcast.net and the last day ticket orders can be given to her is February 26, 2007. You can also call her at 412 795-0623 and leave a message with your name and phone number included in it.

MSC Community Sailing Program[□] (CSP) News

First off, a big thanks to all the Community Sailing Program members and friends of CSP (who volunteered from the goodness of their hearts) who helped our Community Sailing Program remain strong last season by pitching in to:

Take boats out of winter storage and put them all away for the winter

Maintain and make repairs on the boats

Maintain our trailers in roadworthy and safe condition

Many hands make light work and it's what Community Sailing is all about! A special thank you to Carl Suppo, last season's Commodore, who spearheaded the acquisition of new boats for the fleet. And to John Bridges, who led the effort to get our trailers in shape.

Our 2007 Fleet

The following boats will be in the 2007 Fleet and available for CSP members to enjoy:

SIX (6) FLYING SCOTS. I'm happy to announce that the Club has purchased another Flying Scot, so that will bring our 2007 Flying Scot fleet to six. We'll still need to be—as always—considerate in making reservations and sharing the use of these boats, but the new addition to the fleet should reduce the pressures we experienced last season, when two of our boats were declared, “do not resuscitate,” and we had the misfortune of a couple major repairs needing to be done on boats that remained in the fleet. The Flying Scots have a balsa core that turns to mush once water leaks in, so it's vital that you keep an eye on these boats and report any damage Mother Nature or you inadvertently cause immediately. As usual, one of the Scots will be kept in the Davis Hollow marina. We will need to apply bottom paint to the Davis Hollow boat this season to prevent water osmosis into the balsa core. To skipper these boats requires a Flying Scot qualification.

NINE (9) SUNFISH. The Sunfish is “the most popular boat ever produced” (Vanguard Sailboats) and, like the Scots, is in the American Sailboat Hall of Fame (<http://www.sailamerica.com/halloffame/>). Many of you saw me out there last season on one of these fun boats, as I enjoyed both the simple pleasures of a light wind day as well as the excitement of planing along in heavier winds. Reserve one as soon as the water warms up. If you have a wet suit, you could get out there even earlier than that. It's important that you drain these boats after use. They are supposed to weigh 130 lbs, but can end up weighing 250 (personal estimate based the frequency and loudness of lifting groans). Directions for draining them will be posted on the racks. The boat can carry up to three small people. To skipper these boats requires a Sunfish qualification.

THE ESCAPE. This easy to rig, easy to launch boat will again be kept in the shed at Watts Bay. Rigging directions are in the shed. Maximum capacity: 250 lbs. To skipper this boat requires a Sunfish qualification.

TWO (2) OPTIMISTS. These boats are well suited for beginning and intermediate sailors between the ages of 8 and 15. Maximum capacity: 100 lbs. These will be in the boat reservation system this year. Another Optimist is available on request (stored for the present in John

Bridges' Barn). Did you know that Optimists are the main training ground for future Olympic sailors? According to my sources, "70% of sailboat medal winners at the Olympics get started off in Optimists." To skipper these boats requires a Sunfish qualification.

HANNAH SNELL This is slightly larger than an Optimist with a similar Sprit Rig. An enthusiastic member of the Club built it and donated it when she left the area. It proved very popular with kids at the last sail camp. It will also be in the reservation system and requires a Sunfish qualification.

470. The Club owns one 470 and another was donated to John Bridges for use by Club members. They will be stored this season at John Bridges' in Gibsonia on roadworthy trailers, and we plan to have them up at Youth Sail Camp this summer. They have the potential for a thrilling ride, with the crew able to suspend from a trapeze harness to keep the boat flat when it's blowing. Interested in the 470s? Contact John (brimor@aol.com). To skipper a Club 470 requires a 470 training session(s) and 470 qualification.

Families that Sail Together, Stay Together

Are you a CSP family with more than one member having a Sunfish qualification? You will be able to reserve more than one of our small boats (Sunfish, Escape, Optimist, the Red Menace, the Hannah Snell). This policy is experimental for this season. See also "Sailing Opportunities for MSC Club Kids" in this issue of the newsletter for more information about kids' sailing opportunities.

Boat Reservations

To support our new program of multiple reservations per CSP family for our small boats, you must make a boat reservation to use any of the boats this season.

Need a Refresher on Rigging Procedures?

We will have laminated rigging guides in the baskets on the Flying Scots this season. Rigging guides for the Sunfish and the Escape are available in the see through plastic boxes on the Community Sailing Program shelving in the shed.

Questions about the CSP Program? Ideas?

Contact Chris Neuwirth, 2007 Community Sailing Program Director.

cmn@cmu.edu



The 2007 Season

Looking forward to April and the start of the 2007 season? Me too.

Fair Winds and Happy Sailing (and, in the meantime, Stay Warm), —Chris

KIDZPAGE

by John Bridges

These days I'm so glad to be wrapped up warmly in the Longboat and since no one knows I am here, I don't have to climb the mast in the freezing rain and snow to reef the sails. Yes! I do feel sorry for all those poor sailors, but I won't get to go where I want to if I give myself up now, so I'll continue hiding as the waves break over the bow and the water comes swishing down the decks, at least we are able to keep some sails aloft so that the boat does not roll too much. I managed to lay in quite a store of food whilst we were in Cleveland so I don't have any worries on that score.

Are you afraid of Mice?

If not we could do with some help when we get the Club boats out of winter storage. They need to be scrubbed clean, masts rigged and gear checked. The sails must be unrolled and examined carefully to make sure that the mice have not been nesting in them over the winter months.

When I was a student one of the boys was bigger than the rest of us and somewhat of a bully. One Saturday morning during the Engineering Drawing Class he picked up rolled up cover for his Drawing Board and a mouse popped out right beside his face. He screamed and fled out of the room much to our amusement; and we never had problems with him again.



Please volunteer to help, after all you will want to use the boats during the season and we all have to lend a hand if they are to be kept in good shape.

What do you do when a gust hits ?

Your first reaction should be to lean out; and this should be an automatic reaction. Secondly what to do with the tiller? The safest thing to do is to turn the boat upwind, but not enough to lose all way. You may be tempted to let the main sheet and jib sheets fly, but in a race this will allow you boat to slow down and let others pass you. Uffa Fox was a famous dinghy sailor who designed the first "Planing boats. He used to play a game of "Chicken" with his crew in a 14 foot dinghy; he had the helm and main sheet whilst his crew had the jib sheet, when a gust hit them the first one to let a sheet fly was a chicken. (Note! They used to sail across the English Channel to France and back in their 14 foot International Dinghy when the winds were over 40 miles per hour).

Once you have mastered the art of sailing in Sunfish, Flying Scots and similar boats you may

want to try your hand at a racing dinghy such as a Flying Dutchman, 505 or 470. Then you will be looking out for any opportunity to get it up on a plane and discover the excitement of traveling at up to 20 mph just a few inches above the water. In that case, when a gust comes you will bear off, making sure that you and the crew are getting your weights well to windward to avoid a capsize.

Capsizing is nothing to be afraid of or ashamed off. When you are racing in one of these high performance boats you will be teetering on the edge of a capsize whenever the wind blows and you are sailing at maximum speed. Just remember to fall out on the windward side, climb on to the Centerboard, right the boat and get back on board without getting more than you ankles wet. Make every effort not to fall down wind into the sails. That is just a good way to lose a race. *(Contributed by the Stowaway)*



Getting the Jump on the Season

You went to sail camp last year. You either have your certificate to sail a small boat or you are almost there.. And you want to SAIL !

Each year, John Bridges and friends bring Optimists down to North Park's lake and sails them for everyone to see what you already know how to do ! You can be a part of this and this is how: First, let your folks know that you can sail an optimist and you want other kids to sail with you. Second, have your parents call John Bridges at 724 625-9348 and find out what you can do to participate in the OptiSAIL at the North Park Lake this year.



The date for this year's OptiSAIL Is May 20, 2007 from 2:00 p.m. to 5:00 p.m. If your Mom or Dad can help bring down some optis from Watt's Bay, please let John Bridges know this so he will have some help on that too.

QUIZ TIME.

- 1 Which has the broader transom a Sunfish or an Optimist?
- 2 Which seagull would be higher? One sitting on top of a Flying Scot mast at the dock or one sitting on the roof of the Toilet Block at Watts Bay?
- 3 Which is closer to North? ESE by South or SSE by North?
- 4 Which is used to hoist a sail? A MSORANT or a TINSHWACM
- 5 At the last sailcamp there was a sign to the parking lot painted on part of an Optimist. Which part was it?
- 6 What is the difference between a Ketch and a Yawl?
- 7 When is a sailor not a sailor?
- 8 Where can you find a rose on a cruising boat?
- 9 At which end of a boat could you find the Poop Deck?
- 10 Which is nearer the bow of a boat, the Tack or the Leach of a sail ?

Please send your answers in to John Bridges at brimor@aol.com or mail them to him at 1743 Old State Road, Gibsonia, PA 15044. We need to have all answers in by March 15, 2007 !

It can happen to any of us...

In the January edition of the BTB, there was an article about hypothermia which apparently was noticed by some of our members. There is a wonderful website out there which you would do well to click on and read. The subject matter may appear a bit dry initially, and then you read the stories of hypothermia victims. See

<http://www.enter.net/~skimmer/coldwater.html>

While we all imagine ourselves “ten feet tall and bullet-proof” when we are sailing, the reality of the matter is that Lake Arthur has claimed more of her share of boaters and it seems that there is at least one drowning a year there. The cause is everything from drinking and boating to walking out on unstable ice. Many of the drownings may have been preventable if common sense and understand hypothermia were in play.

Last spring, (mid April) a fisherman capsized his boat over by Watts Bay. A call to the marina brought out the several staffers who found the fisherman in the water by his capsized boat. He was clearly hypothermic and refused to leave his boat until he was physically dragged into the rescue boat. Had no help come, he would have been another statistic. This can happen to any of us. Please look at this article and refresh your understanding of hypothermia, how to prevent it, how to recognize it, and what to do in case you or someone with you becomes hypothermic. Keep in mind that hypothermia can happen on shore in 50 degree weather ! It is worth repeating and looking over again. Protect yourself and your loved ones from this danger we often face as sailors.

Naming our new boats

We have a competition to name our new boats. We had a number of suggestions at Fall Banquet and have had two additions to that list. They are: fpr boats obtained from Harry Carpenter and the other from Elmer McCall (Suggested names to date have included "Awl Wright" and "Call Girl") The contest is still on and you may submit your entry to John Bridges at propertymanager@morainesailingclub.org. The final winning names will be announced at the Spring Fling and awards will be given for the best entries. Keep thinking.. We need some good names here.

SPIDER SHIP



The strangest vessel made its formal premiere recently on San Francisco Bay. It was a sight to see: It looked like a spider, wiggled over the waves like a porpoise, and was fast as the wind. It is named the Proteus, after a Greek god of the sea, and is the first of what might be a long line of wave adaptive modular vessels -- WAM-V for short.



It has twin hulls, like a catamaran, connected to each other and a control cabin by four metal legs. The legs ride on titanium springs -- like shock absorbers -- that allow the WAM-V to adjust to the surface of the water -- to flex like knees.

The Proteus is 100 feet long, 50 feet between the outsides of the twin hulls and displaces 12 fully loaded and has a range of thousands of miles. It can carry 2 tons of cargo and can be operated by a crew of two. The cabin, which sleeps four, can be lowered into the water – like a helicopter landing – and sail off on its own. (San Francisco Chronicle, full story with Photo gallery: <http://tinyurl.com/2e6wbf>)



The Regatta at Lake Arthyr will be held on the 4th and 5th August this year and promises to be bigger and more exciting than ever.

The SAIL FOR THE GRAIL will be held on these two days instead of later in the season with many Flying Scots arriving for the 50th Anniversary of the class. Make a note in your diary NOW. Increase your knowledge of the racing rules this winter. Practice on the water as soon as the Ice melts. Plan to watch the Fireworks over the water after rafting up for a picnic with fellow sailors. Persuade your friends to support the event and join in the events on shore or on the water; there will be plenty of activities to choose from for adults or children. Watch out for further details as they become available.

Start of Canoe-Kayak Race



Sailing on Lake Arthur

Launching a "Float Your Boat" entry



Something to make us all proud...

The pictures shows the schooner **America** leading the **USS Ronald Reagan** into San Diego Bay. The flag you see in the picture was made by hand to honor those who serve us in the Navy. The flag is 35 feet high and over 60 feet long. This tradition of leading navy ships into San Diego Bay was started two years ago so that the sailors knew they were returning to a grateful city. (* Troy Sears, Next Level Sailing)



Sailing Opportunities for MSC Club Kids

Do you have a child under 18 who would like to sail, but you do not own a suitable boat for them? We will be offering the following sailing opportunities with Community Sailing Program Club boats in the 2007 season:

Little or No Prior Experience Skippering a Sailboat

If your child has little or no prior experience skippering a sailboat, plan on enrolling your child in our *Youth Sail Camp*, which will be held July 16-21. Details will be forthcoming in the next newsletter.

Some Skippering Experience

We will be offering sailing opportunities several days this summer for all MSC Kids who have attended Youth Sailing Camp in previous seasons or otherwise have some basic experience skippering a sailboat. One of the Club's US Sailing Instructors will be on hand with the Club motorized "Safety Boat" to help you watch over them and keep them safe. John Bridges proposed some possible dates for these sessions in the last newsletter. Please get in touch with him (brimor@aol.com) to let him know if you are interested, since we will have to organize these sessions in advance. Kids love to sail together, so please try to make these events—the kids will have more fun if we have a good turn out!

Community Sail Program Members

If you are a CSP member and your child has a Sunfish qualification (if your child participated in Youth Sail Camp and earned a US Sailing Small Boat certificate, he or she has the qualification), then we are working on a policy that will allow your child to take out one of our small boats (Optimist, Escape, Sunfish, Red Menace, Hannah Snell) with your supervision (e.g., by sailing with them in another Club boat for which you are qualified). We are working out the details of this program with an eye to safety. Stay tuned to the newsletter.

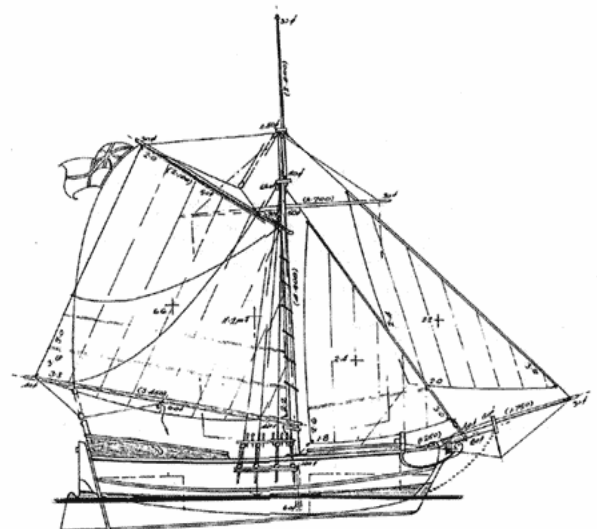
We welcome and need your help in providing quality and safe sailing experiences for our MSC youths, so please volunteer to help out with our youth sailing events.

ANOTHER BOAT BUILDING OPPORTUNITY

<http://www.duckworksbs.com/plans/jw/swiftsure/index.htm>

This email address will produce the plans for a traditional looking sail boat along the lines of an 18th Century Royal Navy Sloop. The idea of building one appeals to me for fun and display at regattas. Are there any others who would be interested to help build one?

This boat, when completed, is LOA 17' 2" and the Beam is 5'4". If you are interested, please contact:



Jetsam & Flotsam

by Wolf Goethert

This column is devoted to bringing to life those little know secrets that have been hidden from public view to enhance the quality of life of MSC members.

In the Nov-Dec06 issue, we surfaced the secrets to a teenage clean room - blackmail - with an Opti as the prize. In the Jan07 Issue, we described a sure cure for Seasickness - old age or just sit under a tree. This month we bring you one of the lesser known benefits of MSC membership guaranteed to enhance your relationship with your mate, just in time for valentine's day.

When it comes to setting the right mood for an evening of romance, would-be lovers go to all sorts of lengths to woo their mate. But a recent survey found that if you're looking for love, the best preparation might be heading out on your boat. According to a survey conducted by Discover Boating and Russell Research, boaters expressed a greater level of satisfaction with their sex life than non-boaters. While making waves in the bedroom may be reason enough for many to chart their course, the survey found boaters enjoy plenty of other lifestyle benefits over their land-based counterparts.

Being out on the water, relaxing away from stresses on land, instantly sets the right mood for making a love connection. Not only is the setting a mood- enhancer, but boaters are more active and exude confidence in their physical appearance, which is naturally going to be attractive to other active people. Boaters also expressed greater satisfaction with their marriage. Seventy- five percent of boaters agreed or strongly agreed with the statement 'My spouse and I are happy with the state of our marriage,' compared to 70 percent of non-boaters.

SAILING SISTERS

Statistically speaking, men outnumber women in sailing by a significant percentage. We all know of women who are avid sailors, such as Dame Ellen McArthur who, in February 2005, became the fastest solo sailor to circle the earth. She completed her loop in just over 71 days. Women such as her and sailing educator giant Doris Colgate, set the standard for all women to aspire to.

There is yet another more local woman sailor who has taken on a challenge of her own. Mary Ellen Mangile of Ontario, CA is more than just a grandmother and wife, she is also the first woman to solo the great loop. Her venture in her 26' boat, IndigoLady, began at her home marina on July 31, 2006 and the expected completion date is May 2007. The great loop encompasses sailing from the great lakes, down the Mississippi, around Florida, up the east coast to the Hudson River, crossing to Lake Ontario via the Erie Canal and back home again via lake Erie.

Mary Ellen's trip was cut short by the sudden onset of an early winter storm which halted any forward progress past Buffalo NY. With ice and snow cutting power to the locks for over 10 days, Mary Ellen made the decision to stop at that point, winter the boat over at a local marina and begin anew in the spring. She has completed thousands of miles of sailing to complete the great loop, all solo, since July 31, 2006. She and her husband are accomplished sailors; however, her dream to do the great loop solo was originally her dream alone. Her husband, Judge, was skeptical of his wife's stamina to endure such a rigorous course, particularly solo (you cannot have any person aboard if the boat is making forward progress or you forfeit the "solo" classification). Judge, knowing Mary Ellen's determination, has supported her wholeheartedly , often traveling days to meet her at waypoints. You can read more about this sailing sister at her home club's website:

http://www.wincom.net/lmyc/aa_mary_ellen_2005.htm

BOAT INSURANCE

Boat insurance.. To have.. Or not to have ?

We all have been inundated with insurance company offers to protect us from the perils of sailing and owning our own boats. Is it required ? Not at Moraine State Park (yet). Is it necessary ? Maybe. If you own your own boat and want to protect it from damage by others, you might want to consider the cost of the insurance vs. the value of your boat if a total loss. If you have an inexpensive boat and it would be cheaper to do the repairs yourself, it might be cheaper, over the years, to simply not insure it and do all of your own damage-related repairs.

If you frequently take non-family passengers aboard, having insurance may protect your personal assets from being at risk in the event of a boat mishap in which a passenger is injured.

You don't need to use the standard boat insurance companies. You can contact your homeowners insurance company and ask that the boat be added to your policy. If you have a trailer, it may be added to your car insurance. From first hand experience, the cost difference is significantly cheaper and the coverage is quite similar. While you aren't covered for fuel spills this way, you also don't have the questionable expense of paying

for something that you rarely use as a sailor. Look at everything that is offered and decide what best meets your needs.

Keeping in mind that insurance companies have gotten rich preying on our fears of the unknown, you might want to consider how afraid you are of being "overinsured" or "insurance poor" in an attempt to protect yourself from a real or imagined danger which, statistically, speaking, is quite negligible. You be the judge



Corporate Electric support local youth sailing

Electrical contractors Corporate Electric have sponsored the latest addition to the Cayman Islands Sailing Club's (CISC) expanding youth sailing fleet, an Optimist sailboat.

The CISC wants to build a large Optimist fleet to help young children learn to race. Commonly known as an 'Opti', the boat is sailed in more than 110 countries by over 150,000 young people and is the only dinghy approved by the International Sailing Federation exclusively for sailors under-16 years of age.

According to the CISC, a survey conducted at the sailing regatta for

the Athens Olympics in 2004 found that over 60% of the skipper and 70% of the medal-winners were former 'Opti' sailors.

The CISC are working to create a Cayman Islands Optimist team to travel to international regattas around the world. The team's first competition will be the Caribbean Optimist Championships in the British Virgin Islands this June.

Mike Auld from Corporate Electric said the company felt fortunate to be part of such a significant youth programme, especially as it is in keeping with Cayman's seafaring tradition.

Mike Weber, the CISC's Sailing Director said that Corporate Electric had helped the club realise their goal of building an Optimist fleet in the Cayman Islands. "This is a huge step in our development. We have a world-class sailing location, high-quality instruction and coaching, and now we have the proper boats," he explained.

Expressing the club's gratitude to Corporate Electric for their support, Mr Weber said the CISC believed that young people in Cayman have a better chance of excelling in sailing at international level than in any other sport.

The CISC say that Corporate Elec-

Electric's support for youth sailing represents another boost for the club and the associated National Sailing Centre, the national authority for sailing in the Cayman Islands. Adding that, thanks largely to the support of Corporate Electric and other players in the local business community, in the last 12 months the club more than doubled the size of its fleet to comprise two rescue boats, seven Picos, seven Bytes, seven Optimists, four Fevas, four Lasers and a J22. Club membership has also increased by about 30%.

Andrew Moon, the Commodore of the CISC says the club's future growth will be from the youth of these Islands. "We are grateful to our sponsors and their good citizenship for providing funds which enable the club to meet its obligations," he added.

For further information about the CISC, including sponsorship opportunities and details on the youth sailing programme, either visit www.sailing.ky or contact Club Administrator Heather Bradley on 947 7913 or at admin@sailing.ky



What's Cookin' ?

Beer Can Chicken

1 whole fryer chicken

Mix together the following for the "Rub": 2 T salt, 2 T coarse ground pepper, 2 T paprika, 2 T brown sugar, 1 can of beer

Sprinkle 1 tablespoon of the rub inside the body and neck cavities, then rub another 1 tablespoon all over the skin of the bird. If you wish, rub another 1/2 tablespoon of the mixture between the flesh and skin.

Open a can of beer and drink off a quarter of the beer. Punch two small holes in the top. Take a teaspoon of the seasoning, and pour it into the beer, which will foam up and over. Insert the beer can all the way into the chicken cavity. Place the bird-- sitting up--directly on the grill, using the legs to complete the tripod. Then put on the grill cover, and leave them alone for an hour or so, to roast until they're done. If the breasts get too dark, cover them lightly, with a sheet of aluminum foil. Remove the bird, let it sit for a while to cool, then use tongs to remove the steaming can.

Recipe courtesy of Navy Yacht Club Everett

The Commodore's Page

Winter has finally found us! And you thought that we could escape winter's icy embrace. Ha, no such luck! With the last couple of weeks of below freezing weather, old man/women winter (have to be political correct here) is trying to make up for lost time. As you are out there, freezing while shoveling your sidewalks clear, just be thankful we are not in upstate NY, 100+ inches in some locations and still snowing. Now that is serious snow! The picture on the right was taken in the neighborhood of our former home prior to moving to Pittsburgh. In times like that, dreams of a mid-winter break to travel south (way south) to unthaw and enjoy a piña colada on a chartered boat are foremost in our minds.



For those of us who are stuck here and can't escape, the next best thing to actually abandoning the old homestead and migrating south to warmer and friendlier climates, is to lounge in front of the fireplace, sipping on hot chocolate and making plans for the upcoming sailing season. (If the truth be told, an Irish coffee would work much better to keep the chill from these old bones but my first mate is home ever on guard to ensure that I don't ignore my doctor's orders.)

As the Board makes plans for the upcoming season, ideas from our members on how to enhance the sailing experience especially for our young sailors would be highly appreciated. Sailing Camp has been a huge success based on the number of young sailors attending and the comments we receive back from the kids and their parents. After camp, very, very few of these new sailors are ever seen again at the lake until the following year at sail camp. This summer



we are planning to have a number of activities to entice these young sailors to "bug" their parents to drive them to the lake. The club is blessed with some excellent and talented sailing instructors. But the skills our young sailors are learning on how to safely drive a boat does not transfer to driving a car. Hence the kids are still dependent upon willing and enthusiastic parents to do the driving. Sorry parents, our instructions don't cover driver's ed.; you still have to drive them to the lake. Our learn-to-sail and learn-to-race activities this summer are geared to increasing skills and confidence and

should be fun for all sailors at all levels of ability. Our youth and new sailors are the future of this club. So please, I ask our more experience sailors to make a concerted effort to assist our new sailors. Give them a hand, show them some tricks of the trade, and help make them into enthusiastic, skillful sailors.