



Tsyhanka's Trip to the Big Apple

- Oleh Bobak

The trip started with a crew of three: Dave Sembrot, Nataalka (my wife), and myself on August 5th, 2006, leaving Haven Harbor in Rock Hall Md. There was no super big rush to leave as we had two weeks to do the round trip. It was a typical day at the bay, a nice breeze in the morning which quit at 12 noon, so we motored and motored and motored all the way to Chesapeake City on the C & D canal, arriving at the Chesapeake City anchorage before dark.

To catch the tide through the canal we needed to leave at 2:30AM. This thrilled Nataalka to no end, as she knew how quick I am to wake up on the weekend (yeah, right). I surprised her because when the band stopped playing at the restaurant on the shore and the quiet became deafening, I was up.

The trip through the canal was interesting. As we left the anchorage, we met a barge being pushed by a fairly large tug. This was the first of two barges and a container ship that really made us really feel small.

By the time the sun decided to rise we were next to the Salem, NJ nuclear plant. The trip down the Delaware Bay was uneventful and unfortunately for us no wind, so we motored and motored and motored. Finally we arrived at the Cape May Canal in late afternoon, and docked by 4:30PM. This made for along day, but on schedule.

SPECIAL POINTS OF INTEREST:

>Ready to go sailing?
Check out some packing tips! (pages 3 and 4)

>Meet us at the Philly Boat Show (see page 5)

>Keep those articles and comments coming!
UANAI Burgees available.
See back cover.

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I personally enjoy Cape May and for any one that hasn't been there, I would recommend spending at least one weekend there. This is also where Nataalka drove home with Lisa and left Dave and myself to fend for ourselves.

We managed to get the boat out of the slip and out into the Atlantic. For me this was a milestone since this is the first time I had Tsyhanka in the ocean. She performed the way she should, and neither Dave nor I made any big mistakes (little ones don't count – you can ask us about those the next time you see either of us!).



The Boat: "Tsyhanka"
Photo Credit: O. Bobak

The trip to our next anchorage was wonderful. We had a bit of a breeze from the southwest and we were going north, the dolphins were plentiful, and the weather clear. We had originally planned on making it to Atlantic City, but due to weather predictions we opted for Longport, which is just south of Atlantic City. Good thing we did. The weather turned ugly shortly after we anchored, but the light show we were treated to was worth the change in location.

After this, the trip to NYC was calm and peaceful. We anchored every night along the way. After Longport we stopped in Barnegat Bay then Manasquan Inlet, then on to New York Harbor. The only other event we had was in NY Harbor where another storm almost got us. We had plenty of time to drop sails but being even close to lightning does not leave

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President's Corner

- David Sembrot

U.A.N.A.I. President

Christ Is Born!... Glorify Him!

Happy New Year to everyone!

Winter is now fully upon us and we are all enjoying the fruits of Christmas gift giving. Having spent a joyous holiday season with our friends and family I wanted to start directing everyone's attention to the coming sailing season and remind you of our upcoming events by relating a brief account of one of my earliest sailing experiences.

I discovered sailing while at Penn State. They actually offered a one credit course that would fulfill the first third of my physical education requirements. We were taught the Red Cross course for Sailing I and Sailing II on 10' to 12' boats at the Stone Valley Recreational Lake.

Looking back at my sailing experience this was really an excellent introduction to sailing. We quickly learned how the boat would respond to the variable winds found on this man-made lake. Completion of this course enabled me to rent sunfish and other small sailing boats.

So way back then while still in school I decided this would be a great date for, my then girlfriend and now wife, Lisa where I could show her my new talent on the familiar little lake. I quickly realized that the sunfish was different from the 10'-12' boats on which we had trained. The sailing rig was different, the rudder / dagger board was the same. **(Lesson 1: every boat is different.)**

No matter, I thought, I wasn't going to let this slow us down. I also discovered that the launching area at the boat rental location was quite a bit shallower then the dock off which we sailed at the deeper end of the lake, and we got stuck in the mud multiple times. **(Lesson 2: water depths and bottom contours vary.)**

Finally, I thought I had maneuvered around all of the obstacles that had come my way when we were sailing on a nice run down the lake towards the more familiar area where our class had been held. I decided that I wanted to try to adjust the sailing rig since it was sitting a little lower than it should. I handed the tiller to Lisa, or so I thought. I didn't confirm that she had control and the sunfish jibed as soon as I let go and the small aluminum boom came across and taught me yet another lesson, knocking me into the lake. Unhurt, except for my pride, I watched as Lisa and the sunfish now on a new course were heading straight down lake without me. Lisa was looking as surprised as I was, this being her

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a warm fuzzy feeling inside, at least not for me. We were able to make it to the slip in Jersey City on Thursday evening before the sky really opened up. Dave and I were sipping coffee at Starbucks when that happened.



The Crew:

From left: Oleh, Lisa, Dave, Nataalka, Deanna, Richie, and Bohdan.

Photo Credit: O. Bobak

the cockpit of my boat. Good day!

On Sunday morning Bohdan and I left for our return to Rock Hall MD. Wonderful day for power boating but we were on a sailboat with little or no wind until late in the afternoon after we rounded Sandy Hook, NJ. We stayed in the same anchorages (only in reverse) since there are not many choices on the Jersey coast that are easy, and easy is what I like.

The following morning after leaving Manasquan Inlet with the wind blowing a nice 10 to 15 knots, we started sailing south, same place the wind was blowing from. It was wonderful, until the wind got stronger, then stronger, then stronger, and the waves got bigger and bigger. We took the jib in when the wind exceeded 20 knots and reefed the main when it got above 25 knots, leaving the staysail and a reefed main. The boat and crew actually enjoyed this type of sailing, but it did get trying after about four hours of beating into the wind. After eight hours, the crew had enough. We made it through Barnegat Inlet, anchored and died. Bohdan and I were just beat.

The morning's weather predictions were bad: more of the same- high winds plus thunderstorms all day. So we went the Intercoastal between Barnegat Bay and Atlantic City. I will never do this again. The trip was twice as long, the Green Heads (BITING FLIES) were terrible, the water depth is minimal, and you can't sail. UGLY, UGLY, UGLY. But we did make it to Atlantic City. A word of advice: when in Atlantic City, don't try to anchor in the harbor that Donald Trump owns. He doesn't like it and will have the police make you move. We know from experience. (Ask us about that when you see us too!)

We continued on to Cape May where we re-fueled (18 gal.), filled our water tanks, had dinner out, and I got Nataalka a bauble at one of Cape May's many shops. At least Bohdan and I call it a bauble, Nataalka does not. The definition of bauble is subject to interpretation. (Editor's Note: American Heritage Dictionary defines "bauble" as a "showy trinket". Nataalka defines it as "something that comes in a jeweler's clamshell box, preferably with an appraisal document reflecting a substantial value." Keep in mind that the female of a sailing couple is always right.)

The following morning we were off to the Delaware Bay. The tide was with us the complete trip. We were doing 8.5 knots over ground going by the Salem power plant and through the C&D canal. This cut five hours from the trip going to Cape May from Chesapeake City. If you go with the flow you will not be slow, (I sound like Johnny Cochran, OJ's lawyer).

The following day we made Rock Hall. All in all it was a fun trip and I will be more then willing to do it again. But the next one I would really like to do is Maine. This will take some time and a crew of three since we will be traveling day and night. Sound good, anyone willing to crew?

On Friday, Nataalka, Lisa, and Bohdan showed up and were able to save Dave and myself from our fate of being alone and forgotten on the raging sea. Ok, maybe not raging, or forgotten, but they did drive up.

Saturday was a fun day. There were seven of us - Nataalka, Lisa, Deanna, Bohdan, Ritchie (Dave's friend from Joisey), and myself took a trip up the Hudson River to the George Washington Bridge and back down to the Statue of Liberty, where I did what I wanted to do most and the reason for the trip, to take pictures of the Statue of Liberty from



The reason:

Oleh and Nataalka with "The Lady".

Photo Credit: O. Bobak

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first time on sailboat, and her "gallant" captain now treading water farther and farther behind her and the vessel.

Fortunately, the wind wasn't that strong and I also had taken two other water oriented Phys. Ed courses, Swim Conditioning and Water Safety Instructor. I was able to gear up into a brisk crawl stroke right back onto the low-lying sunfish and save myself from further embarrassment. (**Lesson 3: communication on a boat, just as in marriage, is essential.**) Now after more than 12 years of marriage and 5 seasons of sailing our 30' foot Lancer sloop on the Chesapeake Bay, she still trusts me enough to come out on the water every chance we get.

Gaining experience on small boats with family and friends is an essential part of getting a deeper understanding of sailing. It specifically helps us learn in the more relaxed atmosphere of calm waters and simpler boats. People new to sailing who come on trips with us are often a little intimidated by the size of the boat or the body of water on which we are sailing. Also, many of our members have started families and taking a long weekend on a 36' boat with their family is a difficult proposition. So that we can encourage their continued participation and give more people with little or no sailing experience a chance to get more comfortable with the sport, we are in the process of organizing small boat sailing events.

One of our goals is to make sailing accessible to an increased number of people in our community. It is our hope that we can grow these events to occur in multiple locations across the country so as to involve as many of our members as possible. We are expecting an excellent response to this new initiative. If you own a small boat or kayak that would be appropriate for lake sailing or are interested in helping to plan of these events, please email me at president@uanai.com.

As always, I encourage everyone to drop me an email to discuss the UANAI. I'm sure that all of you will enjoy this edition of the newsletter. Please review the activities that we have planned for the coming year and contact us ASAP to sign up!



At the Crab Claw, St. Michael's

Photo Credit: P. Choma

LL Bean or Louis Vuitton?

- Walter Wdowychyn

Katia and Boris are getting eager and excited. The workday is done and vacation is about to start. They are both going on their first UANAI sailing trip. They heard about the organization and thought it would be a wonderful idea to spend a week with fellow Ukies sailing the Caribbean waters. Neither of them has ever sailed on a live-aboard yacht before but they were reassured that after a week they too would have knowledge of what happens on a sailing vacation.

With their flight only hours away it was time to pack for the trip. What do I bring? What will I wear? What will I be doing? These and other questions raced through their heads.

Then they remembered: Space, Surroundings and Adventure.

Space – They knew from the information that seven people will be sharing the living area on a 43-foot boat. There are very few large storage areas that can accommodate the new 29" silver-wheeled, chrome-handle Pullman suitcase that Katia had in the closet. She remembers that her brother left some sort of duffle bag last Christmas. Mama and Tato filled it up with kobasa, bread and varenyky and he had no ambition to take an empty bag back home. This could be the answer. Boris too was ahead of the game. All he had to do was find the old soccer bag. Somewhere in the back of the closet it would be hiding. With the soccer ball rolling down the hallway and the cleats tossed back into the darkness, a quick shake out of the sand and dried mud, and he, too, had solved this problem.

**"Space,
Surroundings
and
Adventure."**

Surroundings – Katia has read that the islands are very casual in dress. Laid back and easy going. The weather will be hot so that will limit the type of clothing she needs to take along. She heard that dining out is getting in the dingy and going to shore to enjoy a meal at one of the many beach restaurants. Shorts, tees and tops, she decided, would do well for these outings. She also heard that while on the "land" portion of the trip a little fancier dinner could come about, so she added a sundress to the bag. The new pair of boat shoes was ready to be placed in the bag along with some sandals. She figured it would be difficult to walk in the sand with spike heels so those too stayed in the closet. The days would be filled with swimming and snorkeling so she added the swimsuits. She finished off with her personal items and make-up and she was ready to go. Boris, too, was packing well. Some tee shirts, polo shirts and that wild-flowered print shirt he had been saving for "that special occasion" are packed. He heard that shorts are worn practically all of the time. His boat shoes, too, are ready and he added another pair of tennis shoes/beach shoes to the bag. Just in case one gets wet. He heard from a friend on the last trip that the dingy floor was always wet and it took his friend two days to figure out to hold his shoes in his hand during the ride from the boat to the dock. His trunks and his personal items are thrown in and he, too, is set.

Adventure – Before Katia and Boris zipped their bags closed they had to add one more item to their bags---the feeling of the upcoming adventure! They have been told that it is similar to camping, but only on a boat in the ocean. They would be meeting some old friends and making new ones. They would be doing things for the first time and may be uncomfortable with the small spaces and different people. They are confident that the others will always be helpful to make the trip fun, educational and memorable. They have heard that it is something special when fellow Ukrainians get together, joke and laugh as they enjoy their drinks and watch the sun set off in the distant horizon, while gentling swaying at anchor. As darkness falls and the stars come out, someone puts in a Ukrainian CD and the group talks about where and how they grew up. Food and drink comes out and, yes, it does feel like "tabir".

All the packing has now been completed. The only thing to do now is to get to the boat and experience what so many others have done over the past years.

Fair winds,
Walter Wdowychyn

Regatta: Itinerary Updates

- Walter Wdowychyn

On Saturday March 10, 2007, 22 U.A.N.A.I. members old and new will gather in the sunny Caribbean for our 2007 Regatta. The destinations for the 3 boats will include St. Martin and the other islands of the French West Indies.

The departure point for the trip will be the Sunsail base at Captain Oliver's Marina on the east end of St. Martin at Oyster Pond. After the Saturday night sleep-aboard, the boats will head out to explore the island and anchorages on the north and west side of the island. Stopping points could be Tintamarre (has a reef in a protected marine preserve), Anse Marcel (a peaceful area surrounded by high hills overlooking the Caribbean Sea), Grand Case (a historic fishing village where lovely West Indian buildings house art galleries and gourmet restaurants), and Marigot harbor (a small town reminiscent of the south of France).



From there, the boats will head to the British island of Anguilla and experience the unspoiled Caribbean at its best. The port of entry will be Road Bay, where customs will be cleared. This harbor will provide the group a starting place for its explorations of the islands and Cays that make up Anguilla. The members will have the chance to do land tours, sail off to the Prickly Pear Cays, or relax at a secluded anchorage along the sand-covered beaches of the western shore of this island.

On Wednesday, the group will hoist anchors and beat into the wind toward the island of French island of St. Barthelemy (St Barts). Depending on wind and weather, the group will either layover on the south shore of St. Martin at Simpson Bay, or continue on to Gustavia, the main port on St. Barts. On past trips, the sailors enjoyed renting scooters and Jeeps to explore the island and swim in the beautiful bays on the north shore of St. Barts. A walk through town will give you the feel of a true French town while still having the chance to get your Cheeseburger in Paradise at the Le Select Bar. Who knows, St. Barts **IS** the island of the jet set, maybe we will come across Jimmy Buffet or Dave Letterman!

On Friday, we may overnight at Colombier Bay and on Saturday morning make our final reach back to Oyster Pond and the Sunsail Base.

This proposed itinerary is always subject to change due to weather conditions and sailing restrictions that could be in effect. Further information can be obtained from Wally at regatta@uanai.com.

Editor's note: Here are some website for more info on this area: <http://www.noonsite.com/Countries>, http://www.sunsail.com/yachts/destinations/caribbean/st_martin/oyster_pond/itinerary_m (has an interactive map), or <http://www.st-maarten-info.com/St-Maarten-Islandtour/IslandTour.html> for island info.

Marine Medical Checklist

- Marusia Antoniw

You are all packed to go. Suntan lotion, towel, swimsuit? CHECK! T-shirts? CHECK! Shorts? CHECK! Toiletries? CHECK! Something in which to go out on the town (if there is a town)? CHECK! CHECK! CHECK!

So what did you forget? Probably the single most important item—your medical kit. My husband, Myron, and I have done a fair amount of traveling to both remote locations and to well traveled areas. Before we go on trips, we check the website of the Center for Disease Control (CDC) for vaccination requirements, make an appointment with the travel clinic or doctor if our destination area warrants such action, and get our medical kit in order. Our kit has come in handy on numerous occasions—like the time a giant hermit crab snipped off the end of Myron's finger (I am not making this up, you can ask him). Or the time when our snorkeling group wandered into a school of pika-pika off a deserted island in Belize and our guide was stung so many times that he broke out in hives with shortness of breath. Or the jellyfish stings in the Chesapeake. Or the time I touched a really beautiful flower in Joshua Tree and got something like poison oak. The list can go on and on.

Even if you will be near "civilization", it pays to be prepared for medical emergencies and this holds true for boating as well. Remember, onshore, you can run to a pharmacy or to an emergency room. On a boat, you may be hours from medical services. Some boats come with a medical kit of sorts. But don't rely on their existence or contents. Check with your boat captain to see what additional items may be required. When assembling your own kit, you don't have to go overboard (get it?). Just put in a few items that you may need.

After you get your physical kit together (or buy it), there is one more component—medical knowledge. The kit won't be much use if you don't know how to use it to care for an illness or injury. Take an American Red Cross course on First Aid and CPR and include a small reference book in your kit (space allowing).

One more thing: a medical kit is useful only if it is available. It should be carried with the traveler at all times, in carry-on baggage and on excursions. All medications, especially prescription medications, should be stored in carry-on baggage, in their original containers with clear labels. With heightened airline security, sharp objects will have to remain in checked luggage. Security requirements change all of the time. For Up-to-date information go to the Transportation Security Administration's Website: <http://www.tsa.gov/index.shtm>.

"On shore, you can run to the pharmacy or the emergency room. On a boat, you may be hours from medical services."

Places to buy a medicinal kit (reprinted from CDC website: <http://www2.ncid.cdc.gov/travel/yb/utis/ybGet.asp?section=recs&obj=travelers-health-kit.htm>)

Commercial medical kits are available for a wide range of circumstances, from basic first aid to advanced emergency life support. Many outdoor sporting goods stores sell their own basic first aid kits. For more adventurous travelers, a number of companies produce advanced medical kits and will even customize kits based on specific travel needs. In addition, specialty kits are available for managing diabetes, dealing with dental emergencies, and handling aquatic environments. If travelers choose to purchase a health kit rather than assemble their own, they should be certain to review the contents of the kit carefully to ensure that it has everything needed; supplementation with additional items for comfort may be necessary.

Below is a list of websites supplying a wide range of medical kits. There are many suppliers, and this list is not meant to be all inclusive. Adventure Medical Kits: www.adventuremedicalkits.com

- ◆ Chinook Medical Gear: www.chinookmed.com
- ◆ Harris International Health Care: www.safetravel.com
- ◆ Travel Medicine, Inc.: www.travmed.com
- ◆ Wilderness Medicine Outfitters: www.wildernessmedicine.com
- ◆ Adventure Medical Kits: www.amkdealer.com/default.asp

Editor's note: the list provided is informational only. It is not an endorsement. Of the products provided.

You may also choose to assemble your own kit. The medical kits should be personalized to contain what is best for you. A very good comprehensive list of items can be obtained on Coastal Boating.net: www.coastalboating.net/Resources/Safety/medicalkit.html. Some items to consider are listed in the box to the right.

Items to consider for your own kit:

- ◆ Prescription medication—for a few days longer than your planned trip
- ◆ Allergy medication: (Benadryl capsules, gel for on-the-spot relief)
- ◆ Epi pen (if you are very allergic—your doctor can prescribe one)
- ◆ Instant cold packs
- ◆ Variety of band-aids (a few large, a few small, some finger ones)
- ◆ Alcohol wipes
- ◆ Triple antibiotic ointment
- ◆ Gauze pads and bandage (the wrap around kind -- Kerlix)
- ◆ 1" waterproof tape—good for LOTS of things
- ◆ Saline solution
- ◆ 2 - burn gel relief packets
- ◆ Anti diarrheal medication (like Imodium)
- ◆ Oral antibiotic like Cipro (by prescription)
- ◆ Penlight
- ◆ Ibuprofen / Acetaminophen
- ◆ Cotton swabs Cotton tip applicator (i.e. sterile q-tips)
- ◆ Gas-X, Tums, Maalox and/or Mylanta
- ◆ Dramamine
- ◆ Pair of tweezers
- ◆ Eye antibiotic drops
- ◆ Bandage scissors
- ◆ Disposable gloves (non-latex)
- ◆ Iodine wipes
- ◆ Ace bandage
- ◆ After Bite/Sting gel

Some of these might be more appropriate for a general kit than a personal one. You should also check with your boating partners—you may be able to avoid some duplication.



TEST YOUR FLAG KNOWLEDGE - Answer to last issue puzzle.

QUESTION: If your neighboring boat gives you this signal, what should you do?

ANSWER: PASS THE KOBASA. If you did not get this, you need more practice.

Go to <http://www.marine waypoints.com/learn/flagtrans/flags.shtml>.



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For further information, check: www.strictlysailphiladelphia.com

Admission: Adult Weekend Ticket \$15 ; Any Two Days \$24

Itinerary For UANAI Members

Saturday Morning at 10 am – Meet and greet, view Boat Show

Group lunch at 2pm

Saturday Afternoon - View Boat Show

Saturday 6:30 pm - Cocktail reception

Saturday 9 pm - New Year's Malanka

New Year's Malanka

\$35.00 adults in advance (by 1/10/07) \$40.00 at the door
\$25.00 students/seniors

Admission includes a complimentary delicious hot buffet dinner and a complimentary midnight champagne toast

For information and advance tickets:

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*For more information,
please contact
Lida Mykytyn at
activities@uanai.com.*

Flying - A More Precise Form of Sailing

- Yuri Mykolayevych

I've sailed many different kinds of sailboats since I was a teenager. Since 1993, thanks to the UANAI, I experienced cruising sailboats, and met some very interesting people. Two years ago I took up flying - receiving a private pilot certificate in June 2006. Most of my piloting experience is in a Cessna 4-seater high wing single engine aircraft. As far as I know, I'm the third UANAI'er to take up flying. One UANAI member has been flying for over 10 years; another has student-soloed.

"I've dreamt of flying ever since I was a child in New Haven, CT."

I've dreamt of flying ever since I was a child in New Haven, CT. I recall two things in particular: 1) hearing the droning of airplanes on a nice pleasant sunny day at Edgewood Park and 2) visiting New Haven Airport and watching full (life) size airplanes become toy-like in

the sky and vice versa. Later, I flew on small planes as a passenger: at Stillwater N.Y. with Slavko Luchkan (a Plast Chornomoretz who ran a nautical-flight camp "morsko-letunsky tabir" and with Certified Flight Instructor Olga Cehelska who also flew for Plast, at Turners Falls MA, Squamish near Vancouver Canada, and near Soyuzivka Ukrainian Estate, Kerhonkson, N.Y. Two years ago seemed as good a time as any to pick up flying. Since getting my certificate, I have flown to Block Island, RI, and several places in NY and southern New England. There are interesting comparisons to be made between sailing and flying and in the following article I will explore some of these attributes.



Yuri holding short at New Haven, CT. Runway 32 August 2006.

Photo Credit: Lyudmila Mykolayevych, Yuri's wife

Sails and Wings. An

aircraft's wings and a sailboat's sails are both airfoils and behave similarly to each other. They both experience a pull as air moves over them. Wind fills the sail, which pulls the sailboat through the water. In an airplane, the propeller shoves air to the back, which pulls the airplane forward. As the airplane gains speed, its wings feel more and more wind. With enough wind, the wings pull the aircraft upward, keeping it off the ground.

When the sail is luffing (spilling wind) or overly trimmed (preventing smooth airflow around both sides) the sail will still pull the boat forward, however with less force. So nothing catastrophic will happen by having wrinkled or improperly trimmed sails. In contrast, aircraft wings precisely support the weight of the airplane in flight. The formation of ice on the wings (equivalent to torn or wrinkled sails) effectively changes the wing shape and can result in an aircraft falling out of the sky. Also, if you cause the airflow to hit the wings at an angle that will break up the smooth airflow, you may experience a roller-coaster type descent. A considerable amount of flight training is devoted to keeping the smooth airflow around the wings and to avoiding areas of freezing rain. For more information you can search "aerodynamic stall" and "aircraft icing" in the

"There are interesting comparisons to be made between sailing and flying."

Internet.

Sailing is dependent on weather created wind. Sailing optimally means trimming the sails to make the most use of the wind you have to travel in the direction you want. In flying, the natural wind is a factor. However, you have to generate the proper wind for lift and control.

This involves having just the right pitch, engine rpm, elevator trim, etc, to achieve a certain stability in which the airplane will self correct in minor air pockets. On the other hand, if you do not select just the right pitch, engine rpm, elevator trim, the airplane will alternate between descent and climb as you correct one then the other.

In sailing, you can linger in a given spot, either by sailing inefficiently, by heaving to (making one sail work against the other), by circling around, by dropping anchor. Unfortunately, you cannot do that flying. Airplane depends on speed to stay up, so the best you can do is fly circles at 90-110 miles an hour.

Docking/Landing. A sailboat can be slowed down and stopped by turning the boat into the wind and letting the sails spill wind. When motoring a large cruising sailboat to a slip, you want to approach into the wind if possible so that it helps you slow down, instead of blowing you in and speeding you up. Ideally, you touch the slip with near zero movement. An airplane ideally takes off and lands into the wind in order to use the wind to increase lift and use less runway. So while the airplane's speed through the air is fairly constant, when landing its speed over the ground and on the ground is reduced in a headwind but still has lift.

Like sailing, wind does not often blow perfectly in front of you when docking/landing. There is usually a crosswind component that carries the plane sideways as it is trying to line up on the runway. In order to track the centerline of the runway, the pilot crabs the airplane, pointing it more toward the wind. However, when crabbing, the plane's landing gear is not aligned with the runway. Landing like so would cause terrific side strains on the landing gear. Just before touchdown, the pilot points the plane along the centerline of the runway AND rolls the plane so that the windward wing is lower than the leeward wing AND turns the rudder away from the wind AND points the nose up. These combined actions cause the plane to keep on moving down the centerline of the runway with its landing gear properly aligned and for the windward side main wheel to contact the ground first, followed by the leeward side wheel, and finally followed by the nose wheel. There is no close parallel to this in sailing. For more information, you can search "sideslip" on the Internet.

"In sailing, you can linger in a given spot... [in an airplane,] the best you can do is fly in circles at 90-110 miles an hour."

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Communications. Sailboats use line of sight VHF radios to communicate among each other and with the Coast Guard. Frequencies are limited and laconic speech is desired. With airplanes, this is even more so. Speeds are much higher and much communication is devoted to announcing positions, courses, and altitudes, to keep separation between aircraft. There are standard altitudes, depending on the direction of your flight. Because misunderstood communications can lead to high speed, fatal collisions, it is important for communication to be standardized and clear. Because the letters B and D sound alike, D is pronounced Delta and B is pronounced Bravo. Similarly for M and N: Mike and November. F is Foxtrot and S is Sierra. Each letter and each number has a standard word or way to pronounce it. The military and the Coast Guard also use the same alphabetical pronunciation.

**"F is Foxtrot
and S is
Sierra."**

Sailboats only communicate with the Coast Guard in emergencies. Pilots are expected to communicate as appropriate and with control towers. It is interesting that while radio conversation is discouraged or prohibited for drivers, it is not so for piloting. In fact some of the "What I am doing where" communications are desired in the middle of turns. A plane making a turn is easier to spot than an airplane flying straight and level. Pilots however get drummed into their heads during training to "always fly the airplane first".

Navigation. In both sailing and flying, knowledge/planning prior to trip are important. In sailing, you want to take into account shallow areas, lee shores, wind, currents, speed of boat, compass. In flying, where the speed is greater and you want to take into account, winds aloft, range, compass, effect of hills on winds, restricted air spaces. Usually air spaces around controlled airports are restricted and belong to the air traffic controllers and airport towers to arrange aircraft for departures approaches, landings. Aeronautical charts show these areas. Navigation can range from employing sight recognition to relying on GPS moving map displays, which can cost more than the rest of the airplane put together.

Learning. An airplane has more controls to operate than a comparable sailboat or car. (There is the throttle (power), carburetor heat, flaps, ailerons (roll), elevator (pitch), and rudder (yaw) to name a few. Sometimes to get through a lesson successfully you need to be 100 percent alert and to have had plenty of sleep. Both sailing and flying offer opportunities to learn about weather and other things of which you would otherwise not even be aware. There are multiple levels of skill possible in both sailing and flying.

There is camaraderie within both sailing and flying. Flying is like sailing a very strange sailboat. If you have the opportunity to do both sailing and flying, go right on ahead!



View of downtown New Haven from plane.

Photo Credit: Lyudmila Mykolayevych, Yuri's wife

Yuri Mykolayevych is a long time member of the UANAI. He has shared his varied interests with us in the past- expanding our horizons. His interest in astronomy, for example, helped plan the "SAIL INTO THE DARKNESS" regatta in 1998 to view the total eclipse of the sun off the coast of Guadeloupe.



Book Review: "My Old Man and the Sea: A Father and Son Sail Around Cape Horn" by David Hays and Daniel Hays

- Lisa Sembrot

317 days. 15000+ miles. A father, a son, two cats, briefly - a monkey, and a 25 foot sailboat circumnavigating South America via Cape Horn. These are the key ingredients of the story of father and son sailing team David and Daniel Hays. "My Old Man and the Sea" tells the tale from the perspective of both David (the father) and Daniel (the son), the two years of planning and building their boat for the conditions she would face and the 10 months of the sail. Passing the story back and forth, each tells the tale from his own perspective. In addition to a great sailing story in which they face doldrums, roiling seas, outrageous winds, stolen wallets and cooking on-board disasters, they also share their story of a coming of age. David recognizes that his son should be Captain for the trip as he has surpassed his father in sailing skill. Dan comes to terms with the fact that his father is getting older and is not as nimble and sure-footed as he once was. Both recognize each other as their hero.

The story is fast paced and pulls the reader into the story. This shared tale of this trip in the mid-1980's will have you laughing, crying and wanting to read the story faster and faster to learn more about their next adventure. Did I mention that in addition to the size of the boat (25 feet) they also accomplished this sail without benefit of motor?

SAILING SCENE

- ◆ Daria and Mickey Komichak were joined by Marusia and Myron Antoniow for 16 days in South Africa. In addition to their many hiking, biking, and safari adventures, they sailed in False Bay near the Cape of Good Hope where they saw whales at VERY close range! And learned to stay upwind of seals on rocks! See next issue for chronicle of their adventures!
- ◆ Dave and Lisa Sembrot met up with Talia and Oleh Bobak at the Annapolis Boat Show in October where they had the chance to fantasize about their next purchases of sailing yachts!
- ◆ Stefan Norton and his fiancée, Melanie, were seen sailing a hobie cat off the beach of St. John's USVI during their recent winter get-a-way.

We would love to include your information on where you have been sailing and classes that you have taken recently. Please submit information, including full names of members, sailing dates and locations to EDITOR@UANAI.COM

CALENDAR OF EVENTS

Caribbean Regatta – St. Martin/St. Maarten – March 10th to 17th 2007 *See ad in newsletter*

Philadelphia Boat Show – January 20, 2007. Pennsylvania Convention Center, Philadelphia, PA
www.strictlysailphiladelphia.com *See ad in newsletter*

Family Day – Summer 2007

San Diego – October 2007

Annapolis Parade of Lights – 2nd week December 2007

Mediterranean Regatta – Tentative Location: Corsica Spring 2008

San Juan Islands – Timeframe under review.

SAILING RESOURCES

Favorite Resources Submitted by UANAI Members – Check It Out!

Websites

www.sail.com www.apparent-wind.com/knots/
www.t2ptv.com www.CoastalBoating.net

Sailing Schools

www.libertysailingschool.com Philadelphia
www.crotonsailing.com New York City
www.mdschool.com Eastern Shore Maryland
www.annapolissailing.com Annapolis, Maryland
www.sdsa.com San Diego, California

GETTING INTO THE BOATING SPIRIT

How better to ignite the passion for boating than by attending a boat show. See the various boat designs and the latest boat toys at these fun-filled events. **Look for us at the Philadelphia Boat Show! (see ad in this issue.)**

San Diego Boat Show Jan 4–7, 2007
San Diego Convention Center— San Diego CA
www.sandiegoboatshow.com

Atlanta Boat Show Jan 10 - 14, 2007
Georgia World Congress Center Atlanta, Georgia
www.atlantaboatshow.com

Toronto Int'l Boat Show Jan 13 - 21, 2007
The National Trade Centre Exhibition Place
Toronto, Ontario
www.torontoboatshow.com

Strictly Sail Philadelphia Jan 18–27, 2007
Penns. Convention Center Philadelphia PA
<http://www.strictlysail.com/shows/phili.asp?show=ph>

Baltimore Boat Show Jan 20 - 28, 2007
Baltimore Convention Center Baltimore, MD
www.baltimoreboatshow.com

Minneapolis Boat Show Jan 17 - 21, 2007
Minneapolis Convention Center Minneapolis, MN
www.minneapolisboatshow.com

New Orleans Boat Show Jan 31 - Feb 4, 2007
Ernest N. Morial Convention Center New Orleans, LA
www.neworleansboatshow.com

Strictly Sail Chicago February 1-4, 2007
Navy Pier Chicago IL
<http://www.strictlysail.com/shows/chicago.asp?show=chicago>

Vancouver Int'l Boat Show Feb 7 - 11, 2007
BC Place Stadium Vancouver, British Columbia
www.vancouverboatshow.ca

Miami Int'l Boat Show Feb 15 - 19, 2007
Miami Beach Convention Center Miami Beach, FL
www.miamiboatshow.com

Engagement Congratulations!

Lida Mykytyn and Nestor Voronka

Stefan Norton and Melanie Rausche

Slavko Zawadiwsky and Nelya Tsymbala

PHOTO GALLERY



Mickey, Daria, Marusia, and Myron at Blyde River Canyon, South Africa

Photo Credit: M. Antoniwi



Spouting Southern Whale off sail boat. Flag of South Africa in foreground.

Photo Credit: M. Antoniwi



Can you guess what this is? It was right off the our port side.

Photo Credit: M. Antoniwi

Look for the South Africa sailing article in the next issue of the newsletter.

HAVE AN INTERESTING PHOTO ABOUT SAILING THAT YOU THINK IS GREAT? We would love to include it in the next newsletter! Just email the photo with a description and date to editor@uanai.com. You might just see it in the next issue!

EDITOR'S COMMENTS

ABOUT THIS NEWLETTER

This newsletter is a quarterly publication of the Ukrainian American Nautical Association Inc. It is distributed via email and posted to our web page at www.UANAI.com. The newsletter exists to inform of organizational news, trip highlights and other information of interest to our membership. Have a comment? Inspired to write about a trip or other sailing-related experience? Got a great photo you'd like to see published? Don't be a shy - forward your materials and help contribute toward a livelier, more diverse newsletter. Your contributions are not only encouraged but needed!

You can e-mail Marusia Antoniwi at editor@uanai.com. Don't have email, send in your treasures to Marusia Antoniwi, 2757 East Asplin Drive Rocky River Ohio 44116. Let me hear from you!

SPECIAL THANKS ARE EXTENDED TO:

- ◆ Oleh Bobak, Yuri Mykolayevych, Lisa Sembrot and Wally Wdowychyn for their wonderful articles and reviews.
- ◆ Stefunia Zachary for assistance with the medical checklist article.
- ◆ Lisa Sembrot and Myron Antoniwi for their meticulous proofing and editing.
- ◆ Myron Liszniansky and Mickey Komichak for distributing and posting this newsletter.

Any misrepresentation is unintentional. Please submit corrections to editor@uanai.com and they will be posted in the next newsletter issue. Note that as with all publications, the submissions will be printed and/or edited in the editor's discretion, *without prior notification*.

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U . A . N . A . I . NEWS

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Deadline for April 2007 issue submissions is March 1st, 2007

Please submit all entries to the newsletter to editor@uanai.com. As with all publications, the submissions will be printed and/or edited in the editor's discretion, *without prior notification*.

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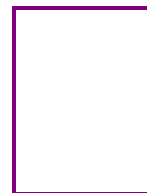
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