BIG SURPRISE AT CANADIAN CHAMPIONSHIP

MICHIGAN HOT SCOT

THE MONKEY AND ME!

MICHIGAN-ONTARIO DISTRICT CHAMPIONSHIPS

2006 CRYSTAL BALL

MICHIGAN-ONTARIO District Highlight
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All About One Design Sailing
Photo Sue Bodycomb
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A Winter of Opportunity

With our sailing season rapidly winding down, I found myself struggling aloud for a topic of interest for my next president’s letter when my daughter, Emily, said, “Why don’t you write about what sailors do in the winter?” At first I was doubtful about how interesting that would be. For most of us, the late fall and winter represent the “off-season”—a time to rest up and catch up. It is usually a time for other activities away from sailing or a time just to hibernate and recharge our batteries. These quieter winter months also provide ample opportunity for us to maintain our boats and improve our sailing skills. There is a lot of new “go-fast” equipment to consider. There are boat shows and seminars to attend, along with countless sailing books and magazines to read. But then I thought about how the late fall and winter “off-season” provides us with the greatest opportunity to maintain and build our fleets. There is much that we can do, and should do, during the winter months to cultivate the growth and development of our fleets for the coming sailing season.

I recently heard a story about a handicapped child named Kyle, who was about to run in the race of his life at the Special Olympics. As the runners gathered on the track, they were quite nervous and fidgety. Kyle stood at the starting line trying to relax with his head tilted back for several minutes, staring blankly into the sky. The other competitors on the track and spectators in the stands eventually took notice of Kyle, and they, too, looked up into the sky searching for what Kyle saw. Kyle was the first to look down, and he immediately made eye contact with the starter, who simultaneously pulled the trigger of his gun to start the race. Kyle sprang forward in his uneven gait, concentrating only on breathing and making his legs move faster. But just before reaching the finish line, Kyle realized that he was way out in front, all alone. He hit the brakes and turned back towards the other runners, who were now in full stride. “Come on, you guys,” Kyle yelled, waving to his friends and cheering them on as each one passed him and then crossed the finish line. After a spectacular start, Kyle finally jumped over the finish line dead last but more excited than ever. For Kyle, it was not winning but just being in the race and running with friends that mattered.

What would Flying Scot sailing be without our fleets of friends, family, and competitors? It probably wouldn’t exist. We need each other, and we count on each other, to sustain the enjoyment and fulfillment that we derive from sailing. So what are some of the things we can do during the “off-season” to build and develop our fleets?

- Some smart people say that, if you want to build your racing fleet, you should have more social functions. A fleet party with good food and drink during the winter months will do much to bring the members of the fleet and their families together, particularly new or prospective members. Don’t forget to invite your crew.
- Personal contact is key. New fleet members do not just appear; you have to invite them to become part of your fleet, often several times.
- Fall and winter frostbiting. On some beautiful cooler days, lots of short-course races and warm soup afterwards add much to the sailing season for current and prospective fleet members. Tell your absent fleet members about what they are missing.
- Take care of fleet business. Hold elections, assign duties, discuss the upcoming season, collect dues, communicate and publish a schedule well in advance. Establish a plan to maintain and build fleet membership. Utilize the FSSA Web site to promote events. Stay in regular contact with your district governor.
- Update and distribute your fleet roster. Keep track of all of the boats in your area.
- Get together as a fleet to attend a boat show, a racing seminar, or a rules seminar. Sponsor a rigging and tuning day at the beginning of the sailing season. Try to include lunch or dinner together.
- Consider traveling together to regattas in warmer locations.

None of these are new or original ideas, but why wait until next June or July to think about building your fleet. Now is the time to ramp up, not to slow down! A
Dear Kay,

Please publish this article on the life jacket. I do not want any of my fellow Scot sailors made hamburger by a powerboat driver who does not see them in the water….

Maj. Joseph Gerrity, USAF (ret)
Fleet 83
Lake Carlyle, IL

The Life Jacket
The life jacket is designed to save your life. With 22 years of service in the Navy and Air Force as a pilot, I am very familiar with the life jacket. It was a required item in all aircraft, and pilots wore it under the parachute. When a Navy pilot on an aircraft carrier bailed out, as his feet hit the water he slipped out of his parachute harness and inflated his life jacket. A helicopter then picked him up. He was easy to find in the water because of the color of the life jacket. It was always bright yellow.

Consider the following situations:
1. You have capsized and are in the water, or
2. You have fallen overboard and are in the water. A powerboat is approaching you. Will the person operating the powerboat see you more easily if you are wearing a bright yellow, orange, or red life jacket, or will he see you better in a dark-colored life jacket that blends in with the color of the water? Also, if you have capsized and are in the water with a storm blowing and a search boat is looking for you, which color jacket would be seen more easily? During four years in the Air Rescue Service, I have searched for people in the water in both life jackets and life rafts. Flying at 500 feet, it is difficult to see a yellow life jacket, but it would be impossible to see a dark-colored life jacket.

If you care about your life and the lives of your family, please do not buy a dark-colored life jacket.

I would like to leave you with an old Irish blessing: “As you slide down the banister of life, may all the splinters be in the right direction!”

– Maj. Joseph Gerrity, USAF (ret)
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In Southeastern Michigan Since 1965

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- Social activities, swimming beach, shaded picnicking and dining services.

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Gus Sails On Top!

2006 GYA Lipton Regatta 1st & 2nd
2006 Wife/Husband 1st
2006 MidWinter’s 2nd & 3rd
2006 Florida Circuit 1st Overall
2005 NAC’s 7 of the first 10!!!
2005 Midwinter’s 1st Challenger
2004/2003 Wife Husband 1st
2003/2002 NAC’s 1st

Congratulations to:
Bay Waveland Yacht Club, Bucaneer Yacht Club
Amy & Jeff Linton, Fred & Fred Stammer, Harry Carpenter, Richard Wade, Larry Taggart, John Dane, Schaeffer Dane, Ron Pletsch, Tom Miller, Dan Baird, Natalie & Scott Mauney...and more!

Gus Sails was glad to be on board.

Venue - Portage Yacht Club
- Located adjacent to Midwest Sailing.
- Home to Fleet 20 racing Thursday and Sunday from May through September.
- Convenient dry storage moorings on the water for quick and easy access to your boat.
- Learn to sail - Learn to race programs
- Social activities, swimming beach, shaded picnicking and dining services.

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Phone 972-998-5313
e-mail gussails@sbcglobal.net
Contact: Bill Draheim
Do you know what the National Championship Committee does? Do they just surface at the NAC each year, only to fade away until the next NAC? Well, here’s some insight into what we do to make your sailing experience more enjoyable at FSSA-sanctioned events.

Under the constitution and bylaws, the National Championship Committee (NCC) has jurisdiction over all sanctioned events in FSSA. That includes the NAC, Wife-Husband, Junior Championship, Women’s Championship, Seniors Championship, Atlantic Coast Championship, and soon-to-be Masters Championship. It oversees the maintenance and updating of FSSA standard sailing instructions and the standard notice of race. It recommends to regatta organizers potential judges and race officers who are certified by US SAILING. It requires that at least one judge and the principal race officer (PRO) be certified, and it reviews resumes from each prior to confirming an appointment.

Your committee is made up of knowledgeable people who have taken an interest in helping regatta organizers plan an event that will be successful and within the bounds of the rules. It pays particular attention to sailing instructions and race notices, and it sets the stage for eligibility and ground rules of competition. It attempts to keep the rules of competition from conflicting with the Racing Rules of Sailing.

The committee has brought a number of issues before the board of governors that it thinks will make the FSSA events better and safer for the sailors. Recently the NCC brought to the forefront once again that conducting regattas in areas where there are overhead power lines that pose a threat is unacceptable. The executive committee and board have reaffirmed the existing policy of not running events in those areas where this could be a problem. This policy will be inserted into our bylaws where it won’t be forgotten in the future.

It is the committee’s commitment that has brought much-improved racing and race administration to the FSSA. Those who have participated are to be congratulated and thanked for their interest, time, and hard work to make your sailing/racing experience a positive one. The members of your National Championship Committee are Barbara Griffin, Dan Goldberg, Larry Taggart, Tom Lawton, Randy Williams, and Hans Noordanus. Among them are two certified regional race officers, two certified judges, and one retired judge. All of these people are fully engaged in our effort to bring quality racing to the FSSA.

The NCC has another proposal before the measurement committee for refinement and endorsement. This proposal comes about as a result of rescue difficulties people have in retrieving capsized boats. We are proposing that all boats be required to have bow flotation and drain ports in order to compete in sanctioned events. This policy will be phased in over a few years until all boats racing in any Flying Scot event are so equipped. It will first have to be voted upon by your board. The first event in which this will be mandatory will be the Midwinters in 2007, followed by the NAC next summer. It makes sense.

Safety is something we should always think about and be concerned with. Recently the NCC brought to the forefront that provides this guidance. The NCC, upon searching other class policies, found that many classes do have such a guideline in place. We do now. It can be read on the FSSA Web site in the race management section.

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1. **Rules:** The regatta will be governed by the current rules as defined in The Racing Rules of Sailing (RRS).

2. **Eligibility:** The regatta is open to Active, Life, Junior, Club, and Family Members. The FSSA Constitution defines each category. Entrants may select either the Championship or Challenger Division, except that any past North American or Midwinter Championship Division or Challenger Division winner shall sail in the Championship Division.

3. **Registration:** Eligible boats may enter by mail using the form available on www.spyc.org, or at the regatta site beginning Sunday, March 4 at 1600. Registration, including selecting either the Championship or Challenger Division, must be completed by Monday, March 5 at 1200. Sailing Instructions will be available at registration.

4. **Measurement:** Sails may be selectively measured and all boats may be checked for required safety equipment. Other measurements may be made at the discretion of the Measurement Committee.

5. **Bow Bags and Transom Ports:** The FSSA and the SPYC strongly recommend that boats participating in this event be equipped with bow bags and transom ports. At the midwinter meeting of the FSSA Board of Governors, an amendment to the Class Rules will be proposed to make this equipment mandatory (for future events).

6. **VHF Policy:** The FSSA rules permit carrying a VHF radio aboard at all times. Competitors may monitor the Race Committee working channel. However, VHF radios shall not be used while racing.

7. **Fees:** The entry fee is $225 per boat. This includes: the Sunday “Cheeseburgers in Paradise” party (hosted by FSSA), dinners for two people on Tuesday and Thursday, all racing, trophies and the Florida sales tax. Current US SAILING members may deduct $25 from the entry fee (include your US SAILING membership number on the entry form). Entries received and paid by February 16 may deduct $25 from the entry fee. Thus the early entry fee for a US SAILING member is $175. Additional dinner tickets and regatta shirts may be ordered on the entry form, and will also be available for purchase at registration (at higher cost). Shirts ordered on site will be shipped to the purchaser after the event.

8. **Schedule:** The SPYC is closed on Monday. “SPSC” is the St. Petersburg Sailing Center.

---

**NOTICE OF RACE**

**2007 FLYING SCOT® MIDWINTER CHAMPIONSHIP**

**March 4-8, 2007**

**Host:** St. Petersburg Yacht Club
11 Central Avenue, St. Petersburg, FL 33701, USA

**Organizing Authority:** Flying Scot Sailing Association (“FSSA”) in conjunction with the St. Petersburg Yacht Club (“SPYC”)

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**Mon., March 5**

<table>
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<tr>
<th>Time</th>
<th>Activity</th>
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<tbody>
<tr>
<td>0800-0930</td>
<td>FSSA Board of Governors at SPYC Regatta Room (1st floor, NE corner)</td>
</tr>
<tr>
<td>0900-1200</td>
<td>Registration at SPSC (2nd floor)</td>
</tr>
<tr>
<td>1000-1200</td>
<td>Clinic at SPSC classroom (1st floor)</td>
</tr>
<tr>
<td>1300</td>
<td>Competitors’ Meeting at SPSC</td>
</tr>
<tr>
<td>1430</td>
<td>Warning signal for first race; one race scheduled</td>
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**Tues., March 6**

<table>
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<tr>
<th>Time</th>
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<tbody>
<tr>
<td>1100</td>
<td>First Warning signal; two races scheduled</td>
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<tr>
<td>1330</td>
<td>Reception at SPYC Ballroom</td>
</tr>
<tr>
<td>1930</td>
<td>Seafood buffet dinner at SPYC Ballroom</td>
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**Wed., March 7**

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<tr>
<td>1100</td>
<td>First Warning signal; two races scheduled</td>
</tr>
<tr>
<td>1500</td>
<td>No warning signal after this time</td>
</tr>
<tr>
<td>1830</td>
<td>Reception at SPYC Ballroom</td>
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**Thurs., March 8**

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<tbody>
<tr>
<td>1100</td>
<td>First Warning signal; one race scheduled</td>
</tr>
<tr>
<td>1930</td>
<td>Awards dinner (roast beef) at SPYC Ballroom</td>
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**Fri., March 9**

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<th>Time</th>
<th>Activity</th>
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<tbody>
<tr>
<td>0800</td>
<td>SPSC gate unlocked Up to three races a day may be run on Tuesday, Wednesday, and Thursday, to a maximum of six races.</td>
</tr>
</tbody>
</table>

9. **Venue:** Launching and hauling will be at the SPSC on Demens Landing, one block SE of the SPYC. No vehicle parking is permitted at the SPSC. Racing will be in Tampa Bay, East of the St. Petersburg Municipal Pier.

10. **Courses:** Courses are illustrated on pages 117-119 of the US SAILING RRS.

11. **Scoring:** No race scores will be excluded from a boat’s series score. Six races are scheduled, of which one is required to be completed to constitute a championship.

12. **Trophies:** Trophies will be awarded to the skippers and crew of the first seven boats in the Championship division and the first five boats in the Challenger division. Additional trophies provided by FSSA include:

- **Championship Division 1st:** Mary Meno Perpetual Trophy
- **Challenger Division 1st:** Brenda Pollack Perpetual Trophy
- Allan M. Douglas Trophy

13. **Disclaimer of Liability:** Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. Neither the organizing authority nor the host organization will accept any liability for material damage or personal injury or death sustained in conjunction with or prior or to, during, or after the regatta.
This year’s edition of the Michigan Hot Scot, the last event for the season in the Michigan-Ontario District, saw 17 skippers and their crews give it one more try before putting their boats away for the winter. Things got started on Friday afternoon, thanks to the persistence (actually nagging) of Forest Rogers, who was able to convince Toledo native and former Devils Yacht Club member Bill Draheim of Gus Sails to come up from Dallas and the Corinthian Yacht Club to put on a tuning seminar. Bill’s first-ever off-lake regatta was a Sears Cup event at our club when he was a youngster. He was genuinely excited to be back up north and at our club.

The seminar was quite enlightening to all who participated. About 40 minutes were spent on shore going over the rigging; the remainder of the time, about two hours, was spent on the water in our boats with Bill riding up and coaching each of us while we ran through a series of practice races. Everyone was able to take away very valuable advice and apply it right away.

Having time to reflect about all the information that was presented, I think we could easily have called this seminar “Dispelling the Myth of the Boom Vang and Cross-Sheeting.” What we learned was this: lay off both. As you can imagine, this was quite shocking to a vangaholic like myself who loves to strap her on at the first sniff of wind. And who doesn’t want to pull on that windward sheet to get the boat pointing? What was the reasoning for all of this?

The vang on the Scot is different from other boats in that it does not run to the bottom of the mast. Instead, as we all know, it runs to the tabernacle, which makes it function more in a backstay capacity and have more of an effect on the jib luff and forestay. Bill emphasized that the mainsail will naturally twist in most conditions, so little to no vang is needed when sailing on a beat unless the wind conditions get very unruly. He pointed out that downwind is the time to use more vang to keep the top batten parallel to the boom, especially in a real blow. In talking about jib trim, Bill recommended not cross-sheeting at all, especially on our lake with all the wind shifts. Bill also pointed out that very often when flying the spinnaker the pole is too high, which makes it harder to keep the boat driving and sailing deep to the mark.

What struck me and others who partici-

Continued On Page 19
In a huge upset, Team USA beat Team Canada in the traditional “Paddle a Scot” race at the biennial Canadian Championship held August 19–20, 2006, at Stony Lake, Ontario. Each crew consisted of eight paddlers, one coxswain, and one person on the tiller on a Flying Scot. This race has been held every year since the inception of the Canadian Championship regatta in 1986, and Team Canada had won almost every previous race by exhibiting superior skill, experience, and teamwork.

Team USA captain Dan Gelman from Pittsburgh, PA, an experienced Dragon Boat paddler, was determined to turn the tide this year. He recruited a team of eager paddlers and coached them on proper technique and team unity. After an even start, Team USA gradually inched ahead and won the race in a thrilling finish to a standing ovation.

Team Canada, although surprised at the outcome, showed great sportsmanship and congratulated the winners.

There was no upset in the actual sailing regatta. Previous winner Tam Matthews took first place in the 22-boat...
fleet, despite being over early in two races and having to restart. Proving again that the Flying Scot is a family boat, Chris Danilek, sailing with his wife, Linda, and their two young sons, finished second. Rounding out the top five were Robin Collins, Dan Goldberg, and Dave Jacobsen. Incidentally, Dave is the only American who has sailed in every Canadian Championship. Bill Ross (with wife, Diane) came all the way from North Carolina to serve as principal race officer and provided excellent race management throughout the five-race series. He was assisted by Forest Rogers, Diane Ross, Mike Cork, Kevin Smith, and Ron Hauth.

For many years, the Canadian Championship has been organized by Susie Hauth, brother Doug Smith, and mother, Sherrill Smith. Organizing this regatta is more difficult than most, because of the need to arrange for housing billets for all visiting sailors and crew, and to tow boats from the marina to the yacht club through rock-infested waters. At the awards ceremony, Susie announced that they will relinquish their role for the next Canadians in 2008. All the competitors expressed their appreciation to the family for a job well done with a loud and well-deserved ovation.

<table>
<thead>
<tr>
<th>Sail#</th>
<th>Skipper</th>
<th>Crew</th>
<th>Race 1</th>
<th>Race 2</th>
<th>Race 3</th>
<th>Race 4</th>
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<td>4249</td>
<td>Mathews</td>
<td>Tam</td>
<td>Handler</td>
<td>Scott</td>
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<td>Linda</td>
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**Ronstan Fixed X-10 Tiller Extension**
40” fixed length black anodized aluminum fluted tube w/black ‘Hyperlon’ grip and rubber ball end. Urethane universal joint offers unlimited movement & unique fixed or snap-on/snap-off mount system. Complete w/bolts.

**Ronstan Telescopic X-10 Tiller Extension**
29” to 48” telescopic, same as Fixed X-10 above w/twist-lock adjustment. ‘Hyperlon’ grip on outer tube & ball end on inner tube, and urethane universal joint. Complete w/bolts.

**Spinnaker Pole**
1.5” diameter pole w/heavy duty Forespar end fittings designed to snap on without pulling the continuous wire trip.

**Tapered Aluminum Spinnaker Pole**
Lightweight RWO tapered pole and end fittings with trip lines and center eye
attached.

**Motor Bracket**
Two-part bracket that bolts to the transom. Stand-off part stays with the engine so that bracket has a low profile when engine is not installed. Yoke that bolts to the transom is painted cast aluminum & stand-off part is stainless steel w/hardwood board for engine clamps. Complete w/fasteners & template.

**Bow Flotation Bag Kit**
Reserve buoyancy to help keep bow of a swamped Scot up and aid in rescue. Kit comes complete w/mounting blocks & hardware. Gelcoat and/or resin not included.

**Web Lifting Bridle**
Lightweight polyester webbing is easy on the boat and saves. Rolls up for easy storage in locker. Complete w/stainless steel ring, bolt & shackle.

**Jiffy Reefing Kit**
Hardware and line for single 36” reef reduces mainsail area by about 25%, but does not require removal of the bottom batten. (Modification to mainsail for reef grommets not incl.)

**Flying Scot® Embroidered Shirts & Caps**
- **100% Cotton Blue Denim Shirt** Long-sleeve w/button down collar & Flying Scot Logo. Sizes: S-XL
- **Classic Polo Shirt** 60% cotton/40% poly interlock knit w/pocket. Colors: White or Navy w/Flying Scot Sailboat. Sizes: S-XXL
- **Poplin Cap** The perfect summer cap. Colors: Red, Blue or Gray w/Flying Scot Sailboat. One Size Fits All
- **Brushed Cotton Cap** Khaki w/Flying Scot Sailboat. One Size Fits All
- **Cotton/Poly Visor** Blue w/Flying Scot Sailboat. One Size Fits All

**Aquameter Sailor II Compass & Mount**
Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation.

**Plastimo Contest Tactical Compass & Mount**
3 1/2” card – read the horizontal surface for bearings. Read the vertical surface at the 45 degree lubber line, tack through 90 degrees and you will read the same number on the opposite tack’s lubber line. Mahogany mount is held in place by shock cord for easy installation.

**Tacktick Micro Compass & Mount**
Enjoy the competitive advantage of having a digital heading display and essential start timer.

**Stainless Steel Mast Sleeve**
Custom formed, welded and polished stainless steel to reinforce the base of the mast. Complete with screws.

**Rudder Lift System**
Features custom stainless bracket for lift line and shock cord to pull blade down and hold it down. Great for weed prone or shallow areas. Complete with fasteners.

**Swim Ladder**
Telescoping, stainless steel, two-step ladder that stows flat to the transom. Stainless grab rail through bolts to deck. Low profile to reduce mainsheet snags. Easiest way to get into the boat from the water. Complete with fasteners.

**Mainsail Flotation**
For added security against turtling or burping the mast in the bottom. No modification to the boat or sail is required for installation. Weight is approx. 2 lbs.

**Flying Scot® Inc.**
Visa, MasterCard or American Express accepted.
157 Cemetery Street • Deer Park, MD 21530
Phone 301-334-8484 or Toll Free 800-864-7208
FAX 301-334-8324 or Toll Free 888-442-4943
Monday-Friday, 8am-4pm and Saturday, 9am-11am

Visit our Web Site for a Complete Parts List!
www.flyingscot.com
A newly sanctioned national regatta! This regatta was officially established by the FSSA executive committee at its meeting at the Midwinter Championship in St. Petersburg in March, 2006.

The North American Masters Championship will incorporate the best of two very successful regattas, the Silver Piper Regatta and the Seniors Championship formerly held in conjunction with the North American Championship. This new championship is geared toward mature Scot sailors at all levels of experience!

After an extensive survey of senior sailors (those participating in the Silver Piper and the NACs) by Hans Noordanus, a consensus was reached that these sailors would like the opportunity to compete just against each other in a stand-alone competition. The Silver Piper Regatta, first conceived of and run by Bill Ewing and being held for the fifth time this year, has been a fun, challenging, and well-run regatta. Eligibility has been for skippers 60 years of age and over, with no age limit for the crew. The Seniors Championship required that the skipper be 60 years of age and that the combined ages of skipper and one crew equal 120 years. To be eligible for the new Masters Championship, the skipper must be 60 and the combined ages of the skipper and one crew must equal 120.

The FSSA North American Masters Championship will be conducted like all other sanctioned events. Because of the smaller, select size of the group, however, more venues should open up. In addition to continuing the camaraderie and good competition of the Silver Piper, this new format will avoid the last-minute confusion at the NACs when splitting the competitors into two divisions.

FSSA is fortunate to have so many highly competitive, experienced, and talented sailors eligible for this regatta. We look forward to the opportunity for all to compete with each other!

There are new sails in town.
They're called MAD SAILS... perhaps because they're so FAST and FURIOUS.

Mad Sails showed up a few years ago on the upper Midwest side and started making noise right away.

*06 was especially loud:
• Midwest District Championship – 1, 2, 3, 4, 5
• 101st Ephraim Regatta – 1, 3, 4, 5
• Lake Carlyle Whale of a Sail – 1

A couple Mad Sails first appeared on the East Coast part of town in ’05. A few more arrived in ’06 and people began to take notice:
• North American Championship* – 1, 2, 4, 5
• Canadian Championship – 2
• New England District Championship – 1
• Lake Norman Great 48 Regatta – 1
• Atlantic Coast Championship – 2
• 20th Saratoga Invitational (48 boats) – 1
• 57th Massapoag Regatta – 1

*truncated series due to storm
*mixed inventory

If you would like an introduction to Mad Sails — call or email Ryan Malmgren.

Chances are you’ll become fast friends.
On the last weekend in July, with almost perfect weather—almost, in that it was 90°F—the Michigan-Ontario District Championship returned to beautiful Gull Lake outside of Richland, Michigan, after an absence of 12 years (or maybe 20 years, depending on whom you talked to). Hosted by Fleet 15 based at the Gull Lake Yacht Club, a turnout of 19 Flying Scots were treated with the best wind Gull Lake has seen—the “old timers” said “ever”—during a regatta!

This District Championship was six years in the making. Forest Rogers, the past district governor, began his quest to have Fleet 15 host the Districts once again. I resisted! Finally, Michael Ehnis, the current governor, asked once again in November of 2005. I brought it to the attention of the board of the Gull Lake Yacht Club and they said, “Do it!! We’ll help!!” Letters went out to the fleet members and I threw our hat into the ring. “We’ll do it!”

I formed my committee with Bill Pfund, Max Doolittle, John Kittredge, and David and Gail Thompson, and away we went! Michael and I went back and forth on dates before settling on the last weekend in July. This would lie between the US Nationals and the Canadian Nationals and wouldn’t overwhelm Scot sailors with back-to-back championships on different coasts. It would be a challenge for the Gull Lake race committee, with this being the first of four championships being held on the lake on succeeding weekends. The 210 Mid-Westerns, 210 Nationals, and the Snipe North Americans all followed the Scot Districts.

Now, it’s Friday night, 7/28. The planning meetings and e-mails are over and “crisis management” takes over. How well did we plan? The first boats arrive and with Judy Maier, Gail Thompson, and my wife, Nancy, at the registration desk, the process flows pretty well. We...

Continued On Next Page
are ready for Saturday! I sleep for the first
time in three nights!

Saturday morning. Sun is up. Already
pushing 70° F and not a whole lotta wind!
Oh, well, race committee problem now!
Now a steady stream of people arrive.
Registration is going well. The welcome
committee is directing traffic in the yard,
and the hoist boss is plopping them in the
water without too many problems. There
is so much going on that it’s hard to
know where to be, but it seems to be going
well…except for the wind and temperature!

My crew, Jim Klein, has the boat at the
dock, so it’s time to switch gears and do
some sailing! We have a short skippers’
meeting where Alec Borden, the PRO,
go over some details: two fleets, 14 in
the Championship and 5 in the
Challenger, grab your lunches and water,
we will be doing three races, first start at
11 a.m., hope to be done by 6 p.m., go get
‘em! As the RC boat pulls away from the
dock, Alec commands “Let there be
wind!” and the wind fills in!! Course is
set and PROMPTLY at 1055 the first warn-
ing shot is fired. Wind is 10 to 12
mph…but that temp is now well into the
80s…but, oh, that wind! 11am, start!

It’s hard to report on how the races went
from the Challenger fleet. Besides, I’m in
my first Scot championship with the past
Gull Lake Yacht Club champion as crew;
I’ve got my work cut out for me! I was
thrilled when Jim agreed to crew with me!
We rigged the spinnaker for the first time
on this boat and spent the previous week
working out the kinks. My goal is to stay
consistent, good starts, quit going out to the
rhumb line. Now for the Challenger start…

We sailed the best races ever! We were
consistent, great starts, only occasionally
out to rhumb, and I learned a bunch about
the boat. Jim kept a feel for the boat and
made adjustments. We talked trim, tactics,
wind shifts—including the proverbial “Tack
on the headers” that kept us in the hunt.
We got frustrated with our finishes,
although consistent, but we started looking
at the little things. We were the first at the
check-in boat, first to the windward mark
(in the second race, I think), and no one
was doing a “horizon job” on us.

The Championship fleet seemed to be
keeping it close also. Forest Rogers won
the first race in a “Katrina” boat he had just
finished rebuilding. He said later, with a
big smile, “I think it’s a keeper!”

We had planned on two hour races. First
was done in 40 minutes for the Champs, 58
for Challs; second in 42 minutes; third in
1hr 17 min. Wind was still reported at 10
mph for the third race, but the temp was
now in the 90s. So we had completed
three races by 3 p.m. With this wind, I was
saying “keep going,” but with the heat,
there was enough!! Time for cold beer and
shade!! Going into the locker room this
day, Paul Lee had the lead; Frosty Rogers,
Steve Last, and Bill Pfund were tied for sec-
ond; Jim Grant and Kent Davis were still in
the hunt.

My daughter, Aimee, had spent the day
as photographer. After the races, we looked
at the pictures. Paul Lee started a discus-
sion on spinnaker pole position. We
“rewound” the pictures and reviewed
them in light of his comments. We didn’t
plan on social activities, so the evening
was going to be low-keyed… food, drink,
sleep, and cool off!

Sunday dawned with indications of

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**CHAMPIONSHIP DIVISION**

**CHALLENGER DIVISION**

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B. Korstange | 2385 | 1 | 1 | 2 | 2 | 3 | ..... | 9 | 2 |
M. Doolittle | 4755 | 3 | 2 | 3 | 4 | 2 | ..... | 14 | 3 |
T. Lechota | 2560 | 4 | 4 | 4 | 3 | 4 | ..... | 19 | 4 |
D. Thompson | 4460 | 5 | 5 | 6 | 6 | 6 | ..... | 28 | 5 |

**TOTAL SCOTS RACED IN DIVISION**

15 15 15 12 12 0
Dear Scot Sailor,

The 06 season is here and the latest version of our cordage and rigging catalog is out and available.

I have spent some focused time zeroing in on the very small lines we offer, pulling testing and graphing.

The results are spelled out in the catalog. Call or write for your copy. I invite you to get on the list for other catalogs I plan to mail this year featuring the Latest and the Best stuff for sick sailors like you and me.

Thank you for your business.
The 2006 Crystal Ball was held one month later than usual so that top-notch race manager Steve Rajkovich could once again serve in that position. What a difference one month makes! Instead of sweating like there is no tomorrow, this year we were greeted with cloudy skies, a nice northeast breeze, and cool temperatures. Thankfully the club had the fireplace going to keep everyone warm.

The cooler temperatures didn’t seem to slow down Bill Pfund from Gull Lake Yacht Club as he masterfully won the event, getting four bullets in the five-race series. Second place went to Frank Gerry, who traveled all the way from Wisconsin to participate. Third place went to Jim Davis from Portage Yacht Club.

A great time was had by all in one of the most popular regattas in the Michigan-Ontario District.

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The Monkey and Me
by Dan Goldberg, FS 4991

What does a monkey have to do with sailing? Keep reading!

The Sandy Douglass Regatta is held every July at Deep Creek Lake, near the home of the Flying Scot. This regatta has an unusual tradition: the boat that finishes one place out of the actual trophies wins a special perpetual trophy, which is an anatomically correct male monkey! Therefore it must be given to the winner holding out his or her hand in the correct strategic position. The winner is then required to add something (such as an item of clothing) to the monkey and bring it back the following year. The monkey first appeared when the Sandy Douglass Regatta was held at the Rudder Club in Jacksonville, Florida, many years ago. It then made its way to Lake Norman, when the regatta was moved to North Carolina, and then to its final destination at Deep Creek in 1994 because the regatta was finally moved to Sandy's home of many years. Many notable sailors have won the monkey at Deep Creek, including John Meredith, Pat Glazier, Don Griffin, and Melanie Dunham.

I had the misfortune (excuse me, good luck) of winning the monkey back in 1997. My wife Pam found some little sailing socks to add to the monkey. I dutifully returned him the following year, hoping never to have him visit our house again. However, after the Saturday races of the 2006 regatta held July 29-30, I found myself in 8th place. Since the first seven boats would receive trophies, I had a tentative lead on the monkey! So I rounded up my crew, my good friends Mark and Maria Benner, and explained to them that we could NOT win the monkey. We needed to have a really good race on Sunday, as there were three or four boats just ahead of us, all separated by one point.

I was encouraged by Sunday morning's stiff breeze, ideal for our three-up boat. We had a good start and were near the leaders most of the race (except Dave Neff, who did a “horizon job” on the fleet). We were safely ahead of all the boats we had to beat to avoid the monkey. About 100 yards from the finish line, the wind suddenly lightened and we got a big header. So I decided to tack. Unfortunately, I never bothered to look to see if there was any traffic to windward. Just about the time we got head to wind, I noticed (to my horror) another boat, about one boatlength to windward and about one boatlength behind us! I immediately tried to un-tack, but the jib had already backed so the boat came to a dead stop! By the time we got going again, we watched helplessly as every boat in contention for the monkey went by us. Then it occurred to me -- perhaps our finish would be so bad that we would end up one position behind the monkey!

Alas, that was not to be. After the standings were posted, I finally got up the nerve to see the final outcome. Sure enough, we were solidly in 8th place -- the monkey again! So I had to come up with a new plan to avoid the monkey.

At the awards ceremony, I was presented with the monkey by Jeannette Dodd, commodore of the Deep Creek Yacht Club at Turkey Neck. So I immediately stated that winning the monkey was truly a team effort, and that I could not have done it without my great crew, Mark and Maria, and that they richly deserved the monkey, who would enjoy being prominently displayed in their house. I then proudly awarded the monkey to them! Being the great sports and great people they are, I think they will enjoy him as much as I did the first time around. At the very least, it will guarantee that they will come back to Deep Creek and sail with me next year, because they have to add something to him and bring him back!

There is a happy ending to this story. Maria told me that the monkey is very content in his new home, sitting on the piano all day (and night), and that he gets along just fine with their dog and cats. ▲
pated in the seminar was how simply everything was presented, just like the Flying Scot itself. Bill eloquently pointed out that the Scot is not like a car, where you set everything and calibrate the engine to a certain point. Things do change and we do need to tweak a bit but not to the point of being too “technical” at the expense of focusing on the more important things like boat handling and catching the right shift. Well, now, isn’t that a reality check?!

As far as the regatta, there were two very distinctly different days of competition. First there was Saturday with predicted winds of 12 to 14, but somehow the weather prognosticators were way off target; light air ruled the day. This was especially true of race 2, where the wind evaporated right before our eyes on the first upwind leg. Those who banged the left corner upwind got the last of the good stuff for some 20 minutes and made out quite well.

To my surprise, in this race I found Bill and Forest (5235) floating along with me downwind on the right side (where the wind had been going on leg 1). This could only have meant one of two things: either I really had learned a lot from the previous day’s tuning seminar, or both of us somehow had guessed wrong on where to be on the course. Actually it was the latter, and it was quite humbling watching everyone else make out as the wind went back to the other side as we fell further behind. Our entertainment during this float-athon was a plane landing just past the racing area. The race ended mercifully with the club’s own Brian and Suzy Hawkins (3288) winning the race (I’m certain their take on these events would be much different from the author’s).

It was decided to cancel race 3 (since mirror-like conditions were to no one’s liking) and head for shore and do what everyone in the district likes best: eat and drink. The social hour included a small debriefing by Bill, in which he said to forget about race 2. It was also at this time that we had the changing of the guard as Jim Davis (784) was presented as the new district governor. There also was a lot of discussion about the standings as the light air turned things topsy-turvy, with our guest from Dallas in fourth and a group of surprised skippers, including Brian Hawkins, at the top of the leader board.

After dinner at the club and watching the Ohio State – Penn State game (to the delight of Bill Pfund, 5193, OSU grad), most of the group continued their social time at the lakeside home of Todd and Suzanne Moore (2397). A bonfire and plenty of liquid refreshments made for a very fun evening. Dan O’Haver (4529) spent the time presenting rules quizzes to chief judge Clark Chapin. Another group, including Andy Ingall (4691), was watching the Detroit Tigers game, while a big contingent of Michigan State fans, including BJ and Tina Johnson (4351) and Steve Last and Steve Rajkovich (4979), were glued to a second TV watching the game against Notre Dame. Too bad all of us assumed that MSU’s 17-point halftime lead was enough to call it a day, as the Irish amazingly came back and won, much to our surprise when we heard the news the next morning.

Sunday brought a totally different animal

Continued From Page 9  MichiAron Hot Scot  MICHIGAN-ONTARIO DISTRICT

Continued On Page 21
light wind and 80°. Two races to go and we will have all five races in! Competitors were getting their second cup of beverage, wondering. Once again, the RC gods commanded, “Let there be wind!” It took another hour, but the wind did come...ever so lightly! Fourth race started at 10:10 a.m. with 4 mph of wind. Forty minutes later, the Champs finished. Challengers finished 47 minutes after their start. The fifth race was started at 11:25 a.m. RC didn’t record the wind speed, but clouds became a factor. Wind was still light and the thought of finishing 2 1/2 laps – well, it might take a while! However, the RC gods, with the help of onshore weather radar, wisely shortened to 1 1/2. Paul Lee, Jim Grant, Steve Last, Keith Wagner, and Frosty Rogers led the fleet for their assistance in clearing the parking area. Soon, I’m left by myself in the Quarterdeck wondering what the heck just happened on this last weekend of July at beautiful Gull Lake near Richland, Michigan.

As a final note, I’d like to thank Aimee Lechota, Bill English, and Ela Sliwerska for their photos; Tom VanderMolen for his organizational mentorship; Tom Belco, the “Lift Master”; the GLYC Star fleet for their assistance in clearing the recovery area ahead of the storm; and the GLYC membership volunteers without whom this event couldn’t have happened! Thanks.

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**Michigan-Ontario District Championship**

Continued From Page 15

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**Michigan-Ontario District Championship**

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**Starting Line Calendar of Monthly Events**

- **Florida District**
  - Rudder Club of Jacksonville
  - Jacksonville, FL
  - Dec. 2 & 3, 2006
  - Contact Jon Hamilton: jon.hamilton@cox.net

- **2007 Mid Winter**
  - St. Petersburg Yacht Club
  - St. Petersburg, FL
  - March 4 - 9, 2007

- **2007 North American Championship Regatta**
  - Fishing Bay Yacht Club
  - Deltaville, VA
  - June 24 - 27, 2007
  - For more information visit Fishing Bay Yacht Club

- **2007 Sandy Douglass Memorial Regatta**
  - Deep Creek Yacht Racing Association
  - Deep Creek Lake, MD
  - July 28 and 29, 2007
  - For more information contact Jim Munford
  - 301-533-0292 or 301-616-2661

- **2007 Wife Husband Regatta**
  - Cedar Point Yacht Club
  - Westport, CT
  - August 25 and 26, 2007
in terms of the wind. It was time to “strap it on” as the wind continuously built from 12 to 14 and puffy to a steady 18 to 20 with gusts of 25 to 28. Of the three races held, the last one proved to be by far the most entertaining. Three boats opted not to race, and three took mercy right after the start. That left 11 competitors to take on the very challenging conditions.

The downwind legs provided plenty of fireworks, and were both downright exhilarating and scary, especially if the spinnaker was utilized. In all my years of sailing a Scot, I have never gone faster. My crew could only let out a loud hoot as the boat got up on a plane and nearly death-rolled. I determined that this was where we were to use all that vang Bill had talked about two days earlier. If you weren’t doing this, or you were sailing too deep or on too much of a reach, you were very likely to find yourself taking a late summer swim, like Dan O’Haver (4529), Jim Grant (5602), and Skip Schmidt (647). What a way to end the year!

The post-regatta social included hot pizza and many tales of the last race. Congratulations to Bill Draheim and Forest Rogers for winning this year’s Hot Scot.

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<th>Flying Scot - Michigan Hot Scot Regatta 2006 Championship Fleet</th>
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Do Not Buy ANY Boat Cover Until You Study This Comparison Chart

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<thead>
<tr>
<th>Sailors’ Tailor</th>
<th>Competitors</th>
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<tr>
<td>Typically lasting 7-10 years</td>
<td>Industry norm is 5 years</td>
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<tr>
<td>PTFE Teflon thread at NO UPCHARGE</td>
<td>Chemically stripped polyester thread lasts 2-3 years</td>
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<tr>
<td>Unique waterproof Vinalike double-coated Poly Army Duck</td>
<td>Uncoated, or laminated fabric that delaminates &amp; leaks</td>
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<tr>
<td>Flat-Felled seams double stitched through 4 layers</td>
<td>Single or chain stitched through 2 layers of cloth</td>
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<tr>
<td>Double-folded hems stitched through 3 layers</td>
<td>Turned-up hems stitched through 2 layers of cloth</td>
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<tr>
<td>Ample reinforcing over all stress points</td>
<td>Little or no reinforcing over wear spots</td>
</tr>
<tr>
<td>Stand-up flaps that snap around stays</td>
<td>Gaping cut-outs or velcro closures that are shot in a year</td>
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<tr>
<td>5/16” elastic shock cord in the hem AND tie downs</td>
<td>You secure somehow</td>
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<tr>
<td>Supplied hardware</td>
<td>A trip to the hardware store</td>
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