

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 50 NUMBER 6 2006

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The Email address for regatta notices and regatta results to be published in Scots n' Water is info@fssa.com. Visit the site frequently to view updated information! Please save all articles submitted for publication in ASCII Text, Word or WordPerfect format.

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From The President

by Glenn Shaffer, FS 5213



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! ▲

From the Editor

Kay Summerfield



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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2006 MidWinter's 2nd & 3rd

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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")

NOTICE OF RACE

- Rules:** The regatta will be governed by the current rules as defined in The Racing Rules of Sailing (RRS).
 - 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.
 - 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.
 - 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.
 - 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).
 - 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*.
 - 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.
 - Schedule:** The SPYC is closed on Monday. "SPSC" is the St. Petersburg Sailing Center.
- | | | |
|------------------------|-----------|--|
| Sun., March 4 | 1500-1700 | FSSA Executive Committee meeting at SPYC Men's Card Room (2nd floor) |
| | 1600-1930 | Registration at SPYC Waterfront Room (2nd floor) |
| | 1800-1930 | Cheeseburgers in Paradise Party at SPYC Tiki Hut and Waterfront Room (2nd floor) |
| Mon., March 5 | 0800-0930 | FSSA Board of Governors at SPYC Regatta Room (1st floor, NE corner) |
| | 0900-1200 | Registration at SPSC (2nd floor) |
| | 1000-1200 | Clinic at SPSC classroom (1st floor) |
| | 1300 | Competitors' Meeting at SPSC |
| | 1430 | Warning signal for first race; one race scheduled |
| Tues., March 6 | 1100 | First Warning signal; two races scheduled |
| | 1830 | Reception at SPYC Ballroom |
| | 1930 | Seafood buffet dinner at SPYC Ballroom |
| Wed., March 7 | 1100 | First Warning signal; two races scheduled |
| Thurs., March 8 | 1100 | First Warning signal; one race scheduled |
| | 1500 | No warning signal after this time |
| | 1830 | Reception at SPYC Ballroom |
| | 1930 | Awards dinner (roast beef) at SPYC Ballroom |
| Fri., March 9 | 0800 | SPSC gate unlocked |
| | | Up to three races a day may be run on Tuesday, Wednesday, and Thursday, to a maximum of six races. |
- 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.
 - Courses:** Courses are illustrated on pages 117-119 of the US SAILING RRS.
 - 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.
 - 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
 - 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 to, during, or after the regatta.

Portage Yacht Club, September 23–24, 2006

Michigan Hot Scot

by Michael Ehnis, FS 4336

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 fly-

ing 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

August 19–20, 2006

Big Surprise At Canadian Championship

by Dan Goldberg, FS 4991

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

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.

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

Continued On Next Page



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.



Team USA, with Captain Dan Gelman closest to the bow on the starboard side, leads Team Canada nearing the finish line. Photo by Ela Sliwerska (FS 4336).

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. ▲

	Sail#	Skipper		Crew		Race 1	Race 2	Race 3	Race 4	Total
1	4249	Matthews	Tam	Handler	Scott	1	4	2	1	8
2	5626	Danilek	Chris	Danilek	Linda	2	3	4	3	12
3	4999	Collins	Robin	Kinnear	Colin	6	5	3	5	19
4	4991	Goldberg	Dan	Gelman	Dan	5	14	1	4	24
5	4937	Jacobsen	David	Jacobsen	David	13	1	5	10	29
6	4945	Hall	Whitney	Arancio	Moppy	8	7	9	6	30
7	2259	Griffen	Don	Griffen	Barbara	4	10	11	7	32
8	3288	Hawkins	Brian	Hawkins	Suzy	9	6	6	15	36
9	5318	Penfield	Jeff	Bergan	Drew	3	9	10	14	36
10	4147	Smith	Doug	Smith	Sandford	16	2	8	11	37
11	5347	Buffington	Charles	Buffington	Sarah	12	11	7	9	39
12	5565	VanDenburg	Joseph	VanDenburg	Janice	11	12	14	8	45
13	784	Davis	Jim	Davis	Marie	10	16	12	12	50
14	5601	Dunham	Melanie	Dunham	Bill	7	23	23	2	55
15	3211	Hamlin	Bob	Hamlin	Barb	15	13	13	19	60
16	5001	Welsh	Gordon	Clark	Graeme	14	8	23	16	61
17	5349	Wulff	Warren	Bruenning	Craig	18	18	18	13	67
18	4336	Ehnis	Michael	Sliwerska	Ela	17	15	19	17	68
19	4320	McTavish	Doug	Greenining	Didi	19	17	16	21	73
20	1898	McCallum	Peggy	Hauth	Susie	21	20	15	18	74
21	2397	Moore	Todd	Moore	Suzanne	20	23	17	20	80
22	5217	Osler	Dave	Osler	Jamie	22	19	23	22	86

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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 5/8" 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.



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A New National Regatta:

North American Masters Championship

by Barbara Griffin, 1st Vice President

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.

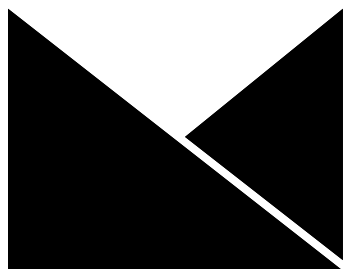
The FSSA North American Masters

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
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MAD SAILS

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.

Ryan Malmgren | ryanmalm@yahoo.com | madsails@gmail.com | 1621 Madison Street | Madison, WI 53711 | 608-225-4287

Gull Lake Yacht Club, July 29–30, 2006

Michigan-Ontario District Championship

by Tom Lechota, FS 2560

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



Photos by Aimee Lechota, Bill English, and Ela Sliwerska, FS 4336

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, goes 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 warning 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, three 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 second; 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 discussion 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

Continued On Page 20

CHAMPIONSHIP DIVISION RACER	SCOT NO.	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	RACE 6	TOTAL POINTS	CURRENT PLACE
P. Lee	3	2	1	1	2	1	.....	7	1
F. Rogers	5235	1	3	2	1	5	.....	12	2
J. Grant	5602	5	4	8	5	2	.....	24	3
S. Last	4979	6	5	4	8	3	.....	26	4
B. Pfund	5193	3	2	10	6	8	.....	29	5
K. Davis	5488	7	10	3	3	11	.....	34	6
B. Hawkins	3288	9	7	5	9	4	.....	34	6
F. Wagner	3228	4	8	6	10	10	.....	38	8
J. Davis	784	10	6	12	4	6	.....	38	8
M. Ehnis	4336	8	13	7	11	9	.....	48	10
J. VanderMolen	2239	12	11	11	7	12	.....	53	11
E. Hall	5114	13	12	13	12	7	.....	57	12
K. Hudson	5326	11	9	9	16	16	.....	61	13
D. Bridgeman	530	15	15	15	13	13	.....	71	14
TOTAL SCOTS RACED IN DIVISION		15	15	15	12	12	0		
CHALLENGER DIVISION									
J. Kittredge	4070	2	3	1	1	1	.....	8	1
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		5	5	5	5	5	0		

September 9–10 2006 Crystal Ball

by Michael Ehnis, FS 4336

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. ▲

POS	SAIL	SKIPPER	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	TOTAL POINTS
1	5193	Pfund, Bill	1	1	1	2	1	6.00
2	5015	Gerry, Frank	2	4	2	1	2	11.00
3	784	Davis, Jim	3	2	3	6	4	18.00
4	3288	Hawkins, Brian	5	8	4	7	5	29.00
5	3854	White, Jack	4	3	5	3	15/DNS	30.00
6	4979	Last, Steve	7	5	8	4	8	32.00
7	647 (4979)	Schmidt, Skip	6	6	10	8	6	36.00
8	4336	Ehnis, Michael	8	7	9	10	9	43.00
9	5488	Davis, Kent	15/DNF	15/DNS	6	5	3	44.00
10	5326	Hudson, Keith	9	12	7	11	7	46.00
11	3228	Wagner, Karl	10	9	11	9	10	49.00
12	1764 (5488)	Meyer, Mark	11	10	12	12	11	56.00
13	2397	Moore, Todd	15/DNF	11	15/DNS	13	12	66.00
14	2385	Korstange, Bruce	15/DNF	15/DNC	15/DNC	15/DNC	15/DNC	75.00



The Monkey and Me

by Dan Goldberg, FS 4991



Jeannette Dodd, Dan Goldberg, Maria and Mark Benner, and the monkey. Photo: Barbara Meredith.

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. He then made his way to Lake Norman, when the regatta was moved to North Carolina, and then to his 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 them the monkey! Being the great sports and great people they are, they willingly (I think) accepted the monkey. Hopefully 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. ▲

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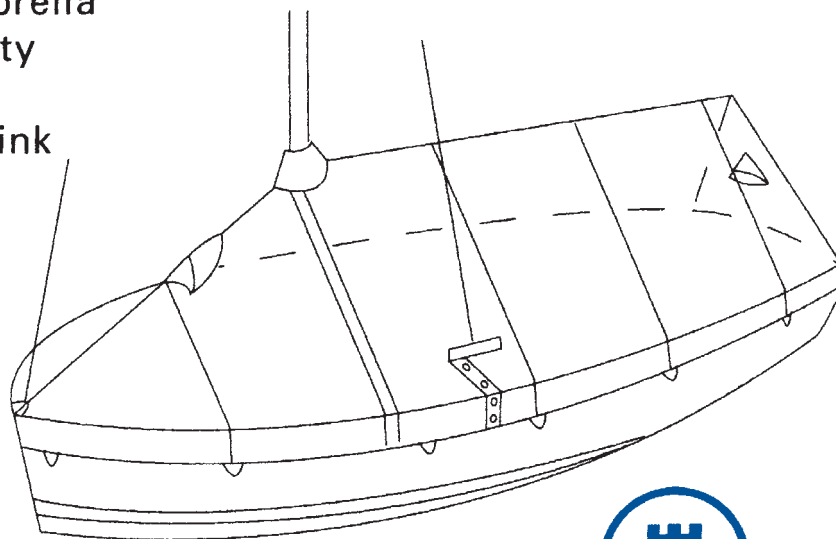
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6" skirt	\$414	\$421	\$443
Full-sided	\$532	\$548	\$575

Continued From Page 9 **Michigan Hot Scot** MICHIGAN-ONTARIO DISTRICT

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 On Page 21

NEW MEMBERS

Sorted By District, Fleet and Last Name

CAPITOL DISTRICT

FS 4049/ Fleet #0/District 4

Keith Quinton
12 Savannah Court
Stafford VA 22554

Carolinas District

FS 5689/Fleet # 0/District 8

Barry Guthrie
3038 Seven Lakes W.
West End NC 27376

FS 3801/Fleet # 126/District 8

Uwe Heine
812 Parkdale Rd
Gibsonville NC 27249

FS 5691/Fleet # 0/District 8

John C. McMenamin
2230 Westminister Place
Charlotte NC 28207

Florida District

FS 2429/ Fleet #0/District 43

Carl Geyer
142 Northside Dr S
Jacksonville FL 32218

Greater New York District

FS 1628/ Fleet #0/District 12

Robert J. Gutmann
705 Lincoln Boulevard
Long Beach NY 11561

Gulf District

Fleet #0/District 16

Jim Egan
5109 Magnolia Rond Dr.
Sarasota FL 34233

FS 1255/Fleet #0/District 16

Frank Russo
125 Mustang Dr
Cusseta GA 31805

Midwestern District

FS 3023/ Fleet #68/District 24

Colin Dykes
1717 Hidden Hill Drive
Verona WI 53593

New England District

FS 2823/ Fleet #0/District 28

Michael P Clancy
13 Mannhall St
Turners Fall MA 01376

Ohio District

FS 1468/ Fleet #0/District 32

Dennis Johnson
1449 15th NW
Canton OH 44703

FS 4278/ Fleet #1/District 32

Pat Maundrell
10093 Humprey Manor Ct.
Cincinnati OH 45242

PACIFIC DISTRICT

FS 2127/ Fleet #186/District ??

Richard Obst
463 Columbia Point Dr
Richland WA 99352

MICHIGAN-ONTARIO DISTRICT

Michigan-Ontario District Championship

Continued From Page 15

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 Champ fleet to the finish. John Kittredge, Max Doolittle, and Bruce Korstange led the Challengers to the fifth finish. I was bringing up the rear of the Challenger fleet, and the clouds were getting black and taking on weird straight-line forms.

Thoughts of the recent Nationals disaster were still fresh in my mind as the boats headed for the recovery area. A few boats were still waiting for the lift when the first wind hit. The lift crew and boat crews moved quickly to get those boats on their trailers and secured. When the first rain began, only a few were still securing their boats. All headed for the Quarterdeck area

of the country club to escape the rain and to wonder...how bad is this going to be?

Everyone was safe, so now how about the race results and awards. OK, OK, food and drink first!! Final tally from the computer has Paul Lee, Frosty Rogers, and Jim Grant as 1-2-3 for the Championship fleet and John Kittredge, Bruce Korstange, and Max Doolittle as 1-2-3 for the Challengers. Paul Lee and crew took home the District trophy.

Once again, as if on cue, the storm passed as the award ceremony finished. The competitors are making plans for the next event – the Canadian Nationals, Crystal Ball at Crystal Sailing Club in early September, and/or the Hot Scot at Portage Lake in late September – and saying their good-byes. People filter out of the Quarterdeck, boats disappear from 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. ▲

STARTING LINE

STARTING LINE

Calendar Of Monthly Events

**Florida District
Championship Series
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
sammjamm@earthlink.net

**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. 🏆

Flying Scot - Michigan Hot Scot Regatta 2006 Championship Fleet											
Rank	Helm	Crew	SailNo	Club	R1	R2	R3	R4	R5	Total	Nett
1st	Bill Draheim	Forest Rogers	5235	Corinthian #23	1	11	1	1	1	14	14
2nd	Jim Davis	Mari Davis	784	Portage #20	10	2	2	2	2	18	18
3rd	Steve Last	Steve Rajkovich	4979	Crystal #41	6	3	3	5	4	21	21
4th	Brian Hawkins	Suzy Hawkins	3288	Portage #20	2	1	7	7	9	25.75	25.75
5th	Dan O'Haver	Mike Etzel	4529	Portage #20	4	4	6	4	16.00	DNF	34
6th	Bill Pfund	Olivia & John Pfund	5193	Gull Lake #15	5	8	4	6	11	34	34
7th	Jim Grant	Joe Moore	5602	Clear Lake #34	7	6	5	3	16.00	DNF	37
8th	George Schenkel	Charles Schenkel	5568	Clear Lake #34	9	10	8	8	8	43	43
9th	Fritz Wagner	Andrew Davis	3228	Portage #20	3	9	9	10	16.00	DNC	47
10th	Michael Ehnis	Ela Sliwerska	4336	Portage #20	8	13	11	16.00	DNF	3	51
11th	Todd Moore	Suzanne, Andy	2397	Portage #20	13	7	13	14	6	53	53
12th	Andrew Ingall	Lisa Berg, Kirsten Petro	4691	Portage #20	12	12	12	11	10	57	57
13th	Jack White	Bruce Bongionni	3854	Portage #20	15	15	14	9	5	58	58
14th	Skip Schmidt	Chris Schmidt	497	Crystal #41	14	5	10	13	16.00	DNF	58
15th	Mark Pytell	Ann Pytell	5601	Crescent #182	11	14	15	12	7	59	59

Flying Scot - Michigan Hot Scot Regatta 2006 Challenger Fleet											
Rank	Helm	Crew	SailNo	Club	R1	R2	R3	R4	R5	Total	Nett
1st	Doug McIntosh	Jeff Joesph	5385	Portage #20	1	1	1	1	3.00	DNC	6
2nd	BJ Johnson	Tina	4351	Portage #20	2	2	2	2	3.00	DNC	11

Do Not Buy ANY Boat Cover Until You Study This Comparison Chart

Sailors' Tailor	Competitors
Typically lasting 7-10 years	Industry norm is 5 years
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