

JANUARY
FEBRUARY
2+0+1+4



IN THIS ISSUE

**COMPLETE
REGATTA
SCHEDULE**

**READY TO PRINT
PAGE 12**

Sadly Missed



**MEMORIES OF
CRAIG & DONNA**

Obituary and other memories on page 3



Ahh-ite, Craig.
You are gone, but not at all forgotten.

A•Y•F•Y•R•A

AMERICAN Y-FLYER YACHT RACING ASSOCIATION

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Membership
\$35.00 per year



FROM THE PRESIDENT

by Mark Barton, Y-2688

Winter is here and 2013 has come to an end. I am happy to report that the boat renewal committee has already purchased a boat and Doug Kinzer made some upgrades and sold it to hopefully have another boat racing at Lake Lemon. The boat renewal committee members are Terry Fraser, Kevin Black, and Drew Daugherty. The goal is to find and acquire used Y-Flyers that are inactive, or utilize boats that have been donated to the class and perform any necessary repairs or upgrades to get those boats sailing. The program will seek new sailors who would enjoy sailing Y-Flyers, and allow them to use these boats and encourage them to join the Y-Flyer class.

Last summer at The Whale of Sail which changed name to Sailing for Veterans, we had the opportunity to challenge the MC scows which are rated equal. The MC scows were nice enough to let us race against them. We had 4 Y-flyers and 8 MC scows, and the Y-flyers took all the silver with skipper and crew as follows:

1st Place:

Mark Barton with Lisa Parker

2nd Place:

Drew Daugherty with Sherri Jo McLemore

3rd Place:

Walter Bryde with Andrew Daugherty

It was great beating the MC scows! We need to challenge the MC scows again to open regatta for MC scows and Y-Flyers in 2014.

I am looking forward to 2014 and hope to see you on the start line racing my favorite boat, the Y- Flyer.

Mark Barton



The Point, at Atlanta Yacht Club, is blanketed in a coating of that cold, frozen flaky stuff, seldom seen at this southern racing venue. The 420s were very stoic during those three days of frigid conditions.

Photo credit Bruno Mello



My Favorite CW Memory? Capsizing at 88 nats in Indy. Boat turtled, Craig was bobbin' up and down in the water in his life jacket, and smokin' a cigarette. Everything got soaked except for that cigarette, which stayed bone dry. Serious talent! He will be missed.

– *Scott Kingan*

Always a pleasure to see Craig. He remembered who I was after not seeing me for at least 30 years!

– *Neydie Kingan*

Hey, Good Lookin'! Hey, Blondie! How ya' doin? Ahh-ite, andjou? I'm gonna' miss that.

– *Lavon Hatcher*

So sorry to hear. He will definitely be missed.

– *Andrea Bright*

At an Indy Outty, the entertainment was a Jeopardy game about Y's and sailors. Craig was such an interesting person, he was his own category! I will miss you, Big Guy!

– *Wanda Black*

I can't remember why we started calling Craig and Donna, respectively, Uncle Wiggly and Nurse Jane (after the old children's book characters). It stuck. And bless him, Craig let us, and most of the Y Fleet, call him that forever! As Craig's crew for two sailing seasons, I watched his calm, quiet stealth on the water and appreciated his dry sense of humor. He was a humble man, and generous with our family. For several summers he gave Manda and I use of his cool ski boat whenever we asked. He also showed up one Christmas day with a piglet in a poke for Manda - her gift for crewing for him that year. Craig is an example of what made AYC a family for me. I will miss him, but for me, he will always be at the point, watching the water before ambling down the first dock to head out for the races — wind or not.

– *Tara Smith Whitworth*

AHH-ITE. THE FAMOUS CATCH PHRASE AND ALL-AROUND ANSWER TO MOST THINGS, FROM "HOW YA' DOIN" TO "CAN YOU COME HELP?"

Craig Wagner, 71, of Acworth passed away at his residence on January 8, 2014. A native of New Hope, PA, he was born November 9, 1942 in Doylestown, PA and was the son of Harry and Janet Large Wagner.

Craig graduated from New Hope-Solebury High School and went on to attend Penn State University. He transferred to the University of Georgia his sophomore year on a Forestry scholarship where he joined the Pi Kapp Phi fraternity and changed his major to Accounting.

One fateful night he met the love of his life, the late Donna Lanham Wagner, and the two were married December 20, 1963. Craig graduated from the University of Georgia with a degree in Accounting and worked for Atlantic Steel before joining Lanham Machinery for 25 years. He went on to run a utility contracting company.

Craig was a member of the Classic Chevy Club and enjoyed restoring Corvettes. He was also an active member of the Atlanta Yacht Club and the Y-Flyer Fleet #1. Craig was elected Commodore of AYC in 1977 and served as Treasurer from 1979-2000.

Later in life, in addition to sailing, he participated in antique tractor pulling competitions. Craig had no use for chicken or sub sandwiches. He could fix anything, build anything, and drive anything that had a motor. If he didn't already know how to fix it, he would sit a spell, come up with an idea, and it almost always worked.

He gave time to AYC and the Y-Flyer class, drug his boat far and wide to compete, and was always willing to help out another sailor with a boat or trailer question. Salt of the earth, and a man's man, Craig Wagner will be sorely missed.



So many Wagner stories come to mind. Being part of class "politics and governance" over the years, my favorite moments were as part of the M&R committee when Craig was chairman. I'd get a call on some random evening: "Hello?" "Mr. Kinzer." "Mr Wagner... how are you?" "Ahh-ight. How 'bout you?" "bout the same. What's up?" "Well...wanted to deal with this bull!!@\$# about [insert M&R issue here]." That was always the lead-in. Craig would also be among the first to jump in to help with a problem. I broke a trailer spring at the Midwinters. Being short of wrenches the right size, Wagner dug into his tool box and came back with wrenches. Naturally, the bolts/nuts were extremely difficult to get loose (hey...who breaks a trailer SPRING?). Wagner says, "Ya know how to get that off?" I struggled a bit more, then said, "I'll bite...what should I do?" He says nothing, but grabs the wrenches and demonstrates how to put two wrenches together for more leverage. I take the wrenches and proceed to treat them like a Rubik's Cube. This goes on for a few minutes. Wagner stands there with a wry smile on his face. I finally concede: "You were gonna just stand there and let me continue to look like an idiot, weren't you?" "Yeah..." and then he demonstrates again. Then he stooped down and got the bolts loose for me. He played the teacher in a very honest way: made me the fool....then helped me learn from it.

– *Doug Kinzer*

I think we should dedicate the nationals practice race to him by all wearing blue jeans. He was a great man who did a lot of behind the scenes work to build our class. I don't think people realize how much he accomplished because his help, while extremely substantial, was done quietly.

– *Evan Daugherty*

Ahh-ite, Craig. You are gone, but not at all forgotten.

2014 NATIONALS

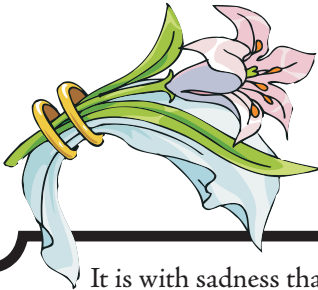
by Dan Haile

Just want to remind everyone that the 2014 Y-Flyer Nationals are to be held at Carlyle next year, June 16 – 20, We are busy making plans to have a great Nationals; mark your calendars and talk to your fellow fleet members to convince them that this is an event they do not want to miss.

To help your planning, here are places to stay—either a cabin, a room in a motel or camping, Take your pick, Some of these you need reservations a good while in advance.

- Twenty lakefront cottages are available for rent offer spectacular views of the lake and the 780 square foot units contain a kitchenette, bar, living area, bedroom, loft and deck. The kitchenette is equipped with stove, refrigerator, microwave, coffee maker and sink. Other amenities include cable TV, linens and cookware. Twelve complimentary boat docks are available to cottage renters upon request. For more information on prices and availability, call (877) 342-8862 or (618) 594-3386.
- Hazlet Park Campgrounds 618-594-3900
- Mariner's Village Resort 618-594-7666 Mention you are attending the 2014 Y-Flyer Nationals and they have a discount available.
- Super 8 Motel 618-594-8888 Mention CSA for a discount
- Sunset Motel 618-594-4838
- Dam West Corp of Engineers Campground 618-594-4410 National Parks Senior Pass gets reduced price.

We will be putting out the NOR in the near future with more details of the event.



It is with sadness that I report that Tony Wishart, Y-2749, died in a plane crash in the Bahamas in November. As I understand, the plane developed engine difficulty soon after take-off and was enroute back to the airfield. It crashed in the water. Pilot Tony and the 3 others all perished. You may remember that Tony's Y was purple and pink and had large spots on it. We affectionately called the boat, and Tony, Spots.

Paul White

It is with great regret and sadness that I relate the passing of Dr. James Hater, O.D., long time member of the Hueston Sailing Association (Y Flyer Fleet 25). Jim passed away on Saturday, September 21, 2013. Besides being active in the Y-Flyer, Snipe and Sunfish fleets, he helped with the Jr Sailing Program, loaning his Sunfish to participants so they could learn the sport he so dearly loved. Jim and his wife, Carolyn, sailed Y-2592, Miz Hepzibah. Jim had received a lung transplant 2 years ago and was able to return to most of his usual and normal life.

Carolyn asks that in lieu of flowers, a donation be sent to St. Vincent De Paul Society, c/o St Dominic Church, 4551 Delhi Rd., Cincinnati, OH 45238 or St. Dominic Educational Fund.

More info can be found at <http://www.vittstermeranderson.com/obituaries/James-Hater/#!/Obituary>

Paul White



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AMERICAN Y-FLYER SAILING ASSOCIATION EXECUTIVE MEETING

August 22, 2013
Conference Call 8:05 EDST

Executive Members Present:

Kevin Black	Charles Murphy
Drew Daugherty	John Smith
Mark Barton	Paul White
Shelby Hatcher	

The purpose of this Executive Meeting is to discuss the Y-Flyer Renewal Program that was formed under the direction of Y-Flyer Class President Terry Fraser and consists of Terry Fraser, Drew Daugherty, and Kevin Black. Kevin created a Renewal Program document that contains a Mission Statement of the program, Class members of the program, and other related information.

Kevin Discussed the program mission - To obtain Y-Flyer sailboats, repair/fix as necessary, and provide them to a using sailor who will sail the boat and continue to support the Y-Flyer Class. Funds to support this program are to be the funds received as donations to the Y-Flyer Class. Specifically, Y-2736 can be purchased for \$2,500. It is desired that Y-2736 be purchased and be the first sailboat of this program due to the relatively inexpensive cost and the lesser age of the boat.

Secretary Paul White related that the Class has \$5,647 of donated funds and moved that the Y-Flyer Class spend donated funds to purchase Y-2736, obtain it, repair/fix it, and make it available to this Renewal Program. Motion seconded by Kevin Black and passed unanimously.

Kevin Black then motioned that the Renewal Program be managed by Drew Daugherty, Kevin Black, and Terry Fraser, the original members chosen by President Fraser, and be added by the residing Class President and the Class Secretary. This, now expanded, committee be able to spend Class Donated funds to support this Renewal Program with the concurrence of the full committee. Motion seconded by Mark Barton and passed unanimously.

The Y-Flyer Renewal Program document created by Kevin Black is included with these minutes

Paul White
Secretary

Y-Flyer Renewal Program

Mission Statement

The goal of the Y-Flyer Renewal Program is to find and acquire used Y-Flyers that are inactive, or utilize boats that have been donated to the class and perform any necessary repairs or upgrades to get those boats sailing. Upon completion, the program will seek new sailors who would enjoy sailing Y-Flyers, allow them to use these boats and encourage them to join the Y-Flyer class.

Committee

The Renewal Program Committee is to be made up of three people. The only eligibility requirement for membership on this committee is that any member must be a past class president. Membership is for an unlimited term as determined by the current president who will have the responsibility of appointing a replacement should such need arise.

Money

The Y-Flyer Renewal Program is intended to be financially self-sustaining. Funding for this effort will be provided by money which has been donated to the Y-Flyer class. If additional funds become necessary, the program committee will make such recommendation to the Executive Committee in order to seek executive approval to access funds from the Y-Flyer class general fund.

Boat Purchase and Retrieval

The Class will consider any Y-Flyer, regardless of age, builder or condition at the committee's discretion. Experts will be consulted to determine the viability of any boat and its potential for renewal to sailing and/or racing condition. The class will gratefully accept from the membership, any and all donations of monetary funds, hardware and rigging, sails, boats or trailers for this program. All donations will be acknowledged with the appropriate documentation for a legal tax deduction based on the end value of the donation.

Boats found and selected will be purchased by a designated agent of the committee. It will be the agent's responsibility to deliver payment to, and receive any necessary documentation from the seller and arrange transport of the boat.

The Committee will utilize volunteer efforts to retrieve boats and/or trailers and transport them to a chosen site for refurbishing and renewal. The committee will reimburse the volunteer for expenses incurred as part of this acquisition process.

Boat and Trailer Repair

The expertise utilized for repair and renewal will be determined by the committee and will include but not be limited to Turner Marine, Neoga IL, Even Keel Marine, Bloomington IN, and Northeast Marine, Indianapolis IN. The final vendor(s) will be selected by the committee. The Vendor(s) will provide the committee with a detailed estimate and a schedule for the repair. It will be the

committee's sole responsibility to make all business arrangements with the selected vendor(s).

Y-Flyer Grant Program

It is the intent of this committee to develop a grant system modeled on the Lightning Class Boat Grant Program. At this time, the committee does not have detailed criteria for the ultimate disposition of the boats or the potential applicants entering a grant program. The renewal program outline is intended to be a starting point for the creation of the eventual grant program and the ultimate usage of the boats involved. The members of the Y-Flyer class are strongly encouraged to provide discussion, input and any suggestions as this effort is developed.

The committee shall seek deserving individuals or families who would benefit from having a quality Y-Flyer available to them for sailing and/or racing. We will make the program boat available at as many regattas as possible, then offer it to a local sailor and sponsor their entry fee for the regatta as a means of introducing them to the Y-Flyer.

The boats in the program will be available for general sale if the right opportunity presents itself. It is NOT the goal of this program to rejuvenate boats and sell them at a profit. The goal is to try to get a boat into the hands of those who might appreciate the benefits from owning and sailing a Y-Flyer.

2013 FINANCE REPORT - FY 01-13

EXPENSES	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	Ave Last 5	Ave 01 - 13
BANK									84			9		46	31
DUES-PUBS	100	87	100	100	100	100	100	100	150	125	125	150	135	135	112
FLYER	1,535	1,116	941	923	753	1,265	1,217	1,412	1,376	1,926	1,376	749	750	1,235	1,180
OFFICE EQPT	317	1,071	111	536		783	168	21	32				37	35	342
OFFICE RENT	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
OFFICE SUPP	729	91	155	249	159	260	55	741	154	110	251	194	201	182	258
OTHER	407	689	217	71	229	450	581	84	220	3,730	573	428	3,212	1,633	838
PHONE	315	263		114			218			225	246	125	212	161	143
POSTAGE-SHIPING	333	470	425	444	370	405	449	228	178	494	317	201	278	294	353
PRINTING	274	312	335	211	262	259	127	85	132	497	155	21	212	203	222
PROMOTION													150	50	15
REGATTA FEES			425		850	-125	570	10	200	400	425	525	1,275	565	456
TRAVEL			47		465	553	719				84	372		152	280
TROPHY MAINT	20	40	10	1,973	190	152	95	268	998	55		163	60	319	335
WAGES-LABOR	1,350	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	925	1,025	1,198	899	1,169	1,523
MW NAT INT REGATTA	500	200						350				8,440		8,440	2,373
TOTAL EXPENSES	7,081	7,339	5,765	7,621	6,377	7,102	7,301	6,300	6,524	9,688	5,776	13,750	8,636	8,875	7,635
INCOME	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	Ave Last 5	Ave 01 - 13
ADVERTISING	490		392			1,248		639	568	189	308		710	444	505
BANK INTEREST	489	161	94	92	183	284	431	262	100	11	4	3	2	24	163
BOAT NUMBERS	40	50	10	40	50	10		40							24
DONATIONS		5						975	1,190	1,090	790	945	1,212	1,045	887
DUES-ACTIVE	5,130	4,650	4,470	4,350	4,060	4,110	3,750	4,100	4,200	4,165	4,095	3,645	3,745	3,970	4,190
DUES-ASSOCIATE	575	500	400	400	475	325	325	300	425	350	400	275	275	345	387
DUES-JUNIOR	190	140	160	240	230	200	140	175	210	285	90	105	165	171	179
DUES-CREW	1,065	820	740	660	710	740	570	785	705	975	780	720	960	828	787
NOTE BOOKS	40	20	50	30	80	170	60	60			20			7	48
MAILING LABELS	30	60			30			100	100	100	100	100	100	100	80
OTHER		695	114	247	328	110	75	390	85		5,220	95		1,800	736
BOAT PLANS	255	245	200	160	280	80	100	140		60	120	60	60	60	135
POSTER SAILS	45	36	30	25	40	30	40	20			30	20		17	29
REQ FOR INFO	3														1
SAIL TAGS	170	480	50	295	205	430	175	305	120	600	380	340	1,740	636	407
MW NAT INT REGATTA												5,441		5,441	5,441
TOTAL INCOME	8,522	7,862	6,710	6,539	6,671	7,737	5,666	8,291	7,703	7,825	12,337	11,748	8,969	9,717	8,199
INCOME-EXPENSES	1,442	518	946	-1,082	294	635	-1,634	1,991	1,179	-1,862	6,561	-2,002	333	842	563
NATIONAL REGATTA												-3,000		-3,000	-3,000
BOAT MEMBERS	165	155	149	145	136	137	125	136	120	119	117	105	107	114	132
ASSOC MEMBERS	21	20	16	16	19	13	13	11	17	14	16	11	11	14	15
JUNIOR MEMBERS	19	14	16	24	23	20	14	15	14	19	6	7	11	11	16
CREW MEMBERS	80	82	74	66	71	74	57	71	47	65	52	48	64	55	65
LIFE MEMBERS	6	6	5	5	5	6	6	7	7	7	6	6	6	6	6
TOTAL MEMBERS	291	277	260	256	254	250	215	240	205	224	197	177	199	200	234
FREE MEMBERS	12	11	11	7	4	14	4	5	4	10	5	3	6	6	7
BOAT MBRS NOT RETURN	32	23	25	24	26	23	29	20	24	26	25	30	25	26	26
TOTAL MBRS NOT RETURN	74	51	47	55	65	56	66	60	50	49	57	52	43	50	56
Total Funds	15,113	13,981	13,642	11,898	12,533	12,687	10,446	13,269	12,947	11,024	17,085	16,235	16,721	14,802	13,660
Funds Change	1,995	-1,132	-339	-1,744	635	154	-2,241	2,823	-322	-1,923	6,061	-850	486	690	277
Mbrs Join After MW	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	Ave Last 5	Ave 01 - 13
Boat	49	40	39	30	39	50	38	39	43	32	32	23	42	35	38
Assoc	8	8	4	6	8	5	6	5	7	3	2	2	2	4	5
Junior	14	9	10	10	11	9	5	5	8	10	5	5	11	7	9
Crew	26	25	24	14	25	33	22	34	20	25	14	11	34	23	24
Total	97	82	77	60	83	97	71	83	78	70	53	41	89	69	75

Here is the spread of FY-13 and the 12 years before, all in 1 spread. As you can see, we ended FY-13 in the black by \$333, after having spent \$2,700 to get Y-2736.

Even though the expense funds spent to get Y-2736 will be earmarked from funds received as donations, the IRS treats ALL income as income, and ALL expenses as expenses.

The 2 lines at the bottom of the spread are the numbers the IRS looks at to see if we continue to qualify to be a 501c3 exempt organization. The 99.98 number has to be 75 or larger. We will continue to be qualified.

Paul

Send pictures and local fleet stories to the.flyer.editor@gmail.com

This space could have been a picture of you! Or your boat! Or your fleet awards dinner! Or a great story about who fell off the dock! But I have to receive the info in order to print it!

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LAKE LEMON

RANK	BOAT	SKIPPER & CREW	FLEET	CLASS	R 1	R 2	R 3	R 4	R 5	TOTAL	RANK	BOAT
1	2802	Dave & Jan Irons	39	G	4	1	2	1	1	8.25	1	2802
2	2788	Doug & Lauren Kinzer	13	G	1	3	4	2	4	13.75	2	2788
3	2752	Kevin & Wanda Black	8	G	5	2	3	5	2	17	3	2752
4	2664	Steve Roeschlein & Nicole Coleman	8	G	2	4	1	4	DNC	18.75	4	2664
5	2782	Paul White & Carol Gebhardt	8	G	7	7	7	3	3	27	5	2782
6	2623	Mike Stewart & Robin Waterbury	8	G	3	6	6	7	DNC	30	6	2623
7	2762	Nile Hatcher & Michele Carruthers	1		8	5	5	6	DNC	32	7	2762
8	2379	Victor Goodman & Jackie Burke	13	G	6	8	8	8	5	35	8	2379



PLACE	Boat	Name	First	Fleet	GSB	Harbor Island			Hawg Wild			Riviera		
1	2798	Daugherty	Drew	30	G	1	1	1	1	3	1			
2	2688	Barton	Mark	30	G	3	2	1	3	1	2			
3	2788	Kinzer	Doug	13	G	1	3	2				4	4	4
4	2752	Black	Kevin	8	G	2	2	4				3	5	3
5	2664	Roeschlein	Steve	8	G									
6	2623	Stewart	Mike	8	G				9	7	10			
7	2764	Shearlock	Dave	39	G	3	3	5	8	9	6	5	2	4
8	2755	Miller	Dave	39	G				3	11	12	7	1	2
9	2782	White	Paul	8	G									
10	2784	Haile	Dan	56	G	7	8	8				10	10	11
	2787	Guise	Ben	30	G				2	2	2			
	2757	Passafiume	Anthony	62	G	10	6	9						
	2792	Totten	Bill	39	G							5	2	8
	2658	Lowell	Chuck	39	B							11	9	10
	2765	Gebhardt	Carol	8	G									



PLACE	Boat	Name	First	Fleet	GSB	Beer & Boats			Indy Outty			Lake Lemon			TOTAL ALL RACES	Races	Best 9	IF NYQ TOTAL
1	2798	Daugherty	Drew	30	G	3	1	4						14.5	9	14.5	-	
2	2688	Barton	Mark	30	G	2	1	2						17	9	17	-	
3	2788	Kinzer	Doug	13	G	6	7	7	3	1	2	1	3	50	15	18	-	
4	2752	Black	Kevin	8	G	2	6	6	3	3	3	2	3	49	15	22	-	
5	2664	Roeschlein	Steve	8	G	4	4	3	2	4	4	2	1	28	9	28	-	
6	2623	Stewart	Mike	8	G	9	6	2	2	2	4	3	6	66	12	38	-	
7	2764	Shearlock	Dave	39	G									45	9	45	-	
8	2755	Miller	Dave	39	G	8	9	8						61	9	61	-	
9	2782	White	Paul	8	G	13	10	12	9	7	9	7	3	73	9	73	-	
10	2784	Haile	Dan	56	G	14	13	11						92	9	92	-	
	2787	Guise	Ben	30	G	1	5	1						13	6	NYQ	13	
	2757	Passafiume	Anthony	62	G	12	11	13						61	6	NYQ	61	
	2792	Totten	Bill	39	G									15	3	NYQ	15	
	2658	Lowell	Chuck	39	B									30	3	NYQ	30	
	2765	Gebhardt	Carol	8	G									0	0	NYQ	0	

Fleet	Traveling Trophy						Total
8	8	8	8	2	1	1	28
30	1	1	8	1	8	8	27
56	8	8	8	8	8	8	48
1	8	8	8	8	8	8	48
12	8	8	8	8	8	8	48
13	8	8	8	8	8	8	48
25	8	8	8	8	8	8	48
39	8	8	1	8	8	8	41



LIFE ON THE BIAS, IT'S WONDERFUL

*H.I. Phillips, as printed in the AYC 25-year history booklet
(New York World-Telegram and Sun Feature Writer; date unknown)*

This is the yachting season. A yachtsman is a fellow who thinks recreation is something that has to be taken in a slanting position and that good clean fun is indelibly associated with damp clothing, windburn, poor cooking facilities and the business of shaking up a cocktail while off balance. He thinks he is getting away from it all just because he has to use charts to verify his whereabouts.

A boat gives a man the feeling of importance and position that comes with a white cap, gold buttons, spray on his beard and the ability to wash and shave in front of a swaying mirror in a form-fit bathroom that pitches while zigging and sagging.

His life is a matter of tides, currents, changing winds, yacht club assessment notes saying, "Please remit," bad sleeping arrangements and an increasing grogginess due to forgetting to pull in his neck while going down hatchways. A yachtsman buys a boat to get away from crowds and then loads it up with a mob of friends every weekend. He takes up yachting for relaxation and spends the summer working like a galley slave to get between two given points the hard way at maximum expense.

He navigates by compass, eats by impulse, rests by chance and drinks by custom and gets lost by tradition. He will walk out of a restaurant on dry land because his table is too far from the kitchen, but rows 600 yards to and from a yacht club meal. He is sure indigestion is okay if he gets it offshore.

A yachtsman has a ship's clock but carries two watches to find out what time it is. He carries a compass and set of charts but tells directions by hunch, intuition, wild guesses and the memory of what he did the last time he was lost. He enjoys life on the bias and thinks the scenery is wonderful if it slants. He spends the fall, winter and spring recovering from the summer.

He is said to have arrived in yachting in circles when he has been named on a yacht club committee. This entitles him to participate in arguments that are more obscure and last longer than if conducted in nonyachting circles. If he is careless and forgets to keep his defenses up, he gets to be commodore. A commodore is a humorist, only wetter. Once a man is a commodore, he is in a position to dress like an admiral, look like a movie usher and be busier than an ice cream vendor.

Another important job is fleet captain. A fleet captain is in charge of cruises (or races). A cruise is said to occur when one yachtsman is observed zigzagging away from the dock, and 12 or more other yachtsmen jump in their boats to follow, to see where he is going.



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By Doug Kinzer Y-2788

FRIGGIN' IN THE RIGGIN'



Everyone thinks that we sailors are only into this sport because we love to sail. While they wouldn't be wrong about that, sailing is only the end result and sailing fast is the brass ring. Those of us in the know all realize that sailing is a process-oriented activity. There is always something going on when we're out on the water and enjoying the pastime is also about enjoying the action. But as boat owners, we know that sailing truly begins in the garage, often in the wintertime. That's the time when we have the time for some friggin' in the riggin'.



coupled with the fact that this Flyer will probably not be out until January which is when people need to be thinking about getting their boat improvements and maintenance done, I figured it would be a good time to share some nifty rigging ideas from around the class. So without further ado, let's have a little on-the-trailer fun.

Mark Barton purchased Greg Kleffner's home-built wood boat a few years ago. I had hoped to snag this boat myself because it is about the best wood Y going and is pretty fast, but I couldn't sell mine quickly enough. Greg was a good sailor and a creative thinker. Since Mark got the boat, he has made the boat fit his style of sailing, but Greg's "Clead Tree" is still the marvel of the cockpit. Mark made a few improvements and upgrades.

The cleat tree holds the main sheet cam base, of course. Mark's is a conventional style. But normalcy ends there. He has also rigged (I'm going on memory here) the traveler, boom vang, drum, outhaul and main cunningham to the "tree" or at least near it (ask Mark the next time you see him). This gives Mark the ability to tweak the sails and boat trim without asking his crew to do it. Many skippers would find this methodology very distracting, but Mark is making it work; he finished second at this year's Nationals, missing the top prize by only a point. He won the Beer and Boats and the Beers.

Mark's jib cleating system is also a little different from the norm. Instead of the crew console (the piece sticking into the cockpit that holds the jib cleats), Mark's is rigged such that the console isn't necessary. It requires two extra blocks mounted on the deck, but his crew doesn't have the normal issues with the console, resulting in more freedom of movement. The deck is a little messier in my view, but the tradeoff is a happier crew.

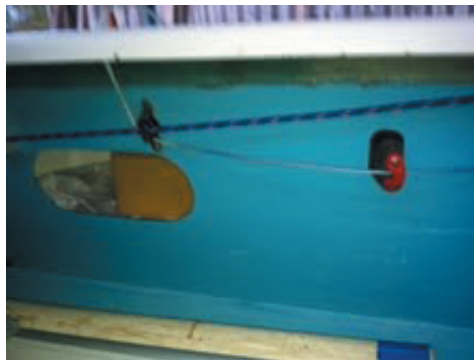
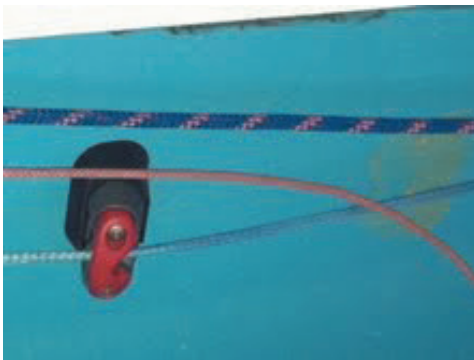
Vang sheeting/mast ramming has moved into the Y-Flyer class in recent years. When the wind blows hard, it is arguably better to tighten the boom vang in the puffs than it is to use the traveler to depower the mainsail. The vang will bend the mast, flatten the sail (thus, depowering it) and allow the skipper to keep the boat under control and maintain speed. It serves more as a mast ram and it is quite effective.

The slickest vang rig is probably that on Drew Daugherty's boat. Others have since adopted a similar arrangement, but I'm pretty sure Drew was the first to come up with this system. When he ordered his boat from Turner Marine, he requested the customization shown in the pictures. Drew's vang is led back to his pedestal and is rigged to the lower cleat on the duo-cam (Harken). The mainsheet is through the top cleat like usual, but the vang is cleated on the lower cleat. The other end of the vang line is led to a swivel block mounted on the mast (picture). This way, if Drew can't adjust the vang himself, his crew is able to do it, allowing for more flexibility as the situation warrants.



I really like this set-up, even though I'm not a big boom vang guy. I did recently install a swivel cleat like Drew's on my crew console and it works great.. My duo-cam is used for the drum (more on this in a moment). I do use my traveler a lot and it works for me, but I always look for new, easier and better ways to do things. Drew is on to something with this. He has said he loves the system and it works very well.

Another intriguing idea that a few Y sailors have adopted is the windward sheeting traveler. There are a number of ways to rig this set-up. David Parshall came up with one that I hadn't thought of, but he tells me that it works really well and doesn't cost a fortune to install. He runs a line off of the blocks that ride on both sides of the traveler car that are separate. These lines go to a turning block on the bar, then down through the deck, across to the opposite side and then forward to fairleads and cleats mounted on the side tank walls. The line passes up through the deck for easy pulling and then you reach under to uncleat.



This system works well since you would be sitting on the low side and would want the traveler to move toward the high side. The idea behind the windward-sheeting traveler is to be able to point higher, especially in lighter air, by keeping the boom on the centerline or even to windward a little bit. This helps the boat to point in conditions that pointing is otherwise difficult.

I put the DuoCam mainsheet cleat system to use a little differently. I rigged my drum line to the lower cleat. This was an easy modification except for the removal and

re-installation of the centerboard trunk cover and centerboard in my Turner Y. But it was well worth the effort. (I made an improvement to the pedestal-fastening system while I was at it). The drum simply needs to be re-wound the opposite way and then lead through the trunk to a turning block and up through the pedestal to the cleat. I had a short adjustment period during which I accidentally uncleated the drum when grabbing for the mainsheet. I got over that really fast.

The advantage of rigging the drum this way is that you can adjust the jib sag much more easily as a skipper. It is all about the feel and I am able to play the drum as much as I want to in order to keep the boat feeling good. Plus, when a puff hits and we're hiking, I can reach the drum to pull it tight and depower a bit. The standard cleat position is in the boat at the front of the cockpit. I didn't like it because neither Lauren nor I could get to it when we were hiking by our toenails.

Others have adopted this idea and they really like it. The most difficult part of rigging the DuoCam is paying for the part. It costs roughly \$300....yikes! I would recommend sailing someone's boat that already has it and try it first.

Much of the fun of sailing is coming up with clever rigging systems. I've provided a few examples here, but the possibilities are endless. I'd be happy to hear about other ideas not mentioned here that could be included in future issues of the Flyer. For now, while you're watching basketball and staying warm indoors, let your mind wander. Then get busy on the fun of friggin' in the riggin'.

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WANT A PICTURE OF YOU ON YOUR BOAT AT NATIONALS?

Editor's Note: Send me an email at the.flyer.editor@gmail.com that includes your sail number from Nationals. I believe, thanks to Paul White and his great camera, we have a shot of each boat. I will email you back.

Thanks
a
LOT!



2013 BEER & BOATS Y-FLYER REGATTA

RANK	BOAT	SKIPPER & CREW	FLEET CLASS	R 1	R 2	R 3	R 4	TOTAL	RANK	BOAT
1	2688	Mark & Jill Barton	30 G	2	3	1	2	7.75	1	2688
2	2787	Ben Guise & Lisa Parker	30 G	1	5	5	1	11.5	2	2787
3	2798	Drew Daugherty & Chris Heinbaugh	30 G	3	1	4	5	12.75	3	2798
4	2664	Steve Roeschlein & Michelle Caruthers	8 G	4	4	3	9	20	4	2664
5	2752	Kevin & Wanda Black	8 G	10	2	6	6	24	5	2752
6	1931	JP Bordes & Steve O'Neal	56 G	5	7	11	4	27	6	1931
7	2788	Doug & Lauren Kinzer	13 G	6	8	7	7	28	7	2788
8	2623	Mike Stewart & Robin Waterbury	8 G	9	6	2	13	30	8	2623
9	2744	Ed & Ellyn Bigus	19	11	12	9	3	35	9	2744
10	2755	Dave Miller & Susan Hanfland	39 G	8	9	8	10	35	10	2755
11	2711	Walt Bryde & Andrew Daugherty	30	7	10	12	8	37	11	2711
12	2782	Paul White & Carol Gebhardt	8 G	13	14	10	12	49	12	2782
13	2757	Anthony Passafiume & Mike Osborne	12 G	12	11	13	14	50	13	2757
14	2784	Dan Haile & Monica Schyler	56 G	14	13	14	11	52	14	2784



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REGATTA SCHEDULE 2014

March 1-2 Midwinter Championships

Columbia Sailing Club
Lake Murray, near Columbia, South Carolina
<http://www.columbiasailingclub.org/>

April 25-26 Atlanta Spring Invitational

Atlanta Yacht Club
Lake Allatoona, near Atlanta, Georgia
<http://www.atlantayachtclub.org>

April 25-36 Nashville Spring Regatta

Harbor Island Sailing Club
Old Hickory Lake, near Nashville, Tennessee
<http://www.hiyc.org/>

May 3-4 Keowee Cup Open Regatta

Keowee Sailing Club
Keowee Lake, Seneca, South Carolina
<http://www.keoweesailingclub.com/>

May 23-25 Hawg Wild Regatta

Grande Maumelle Sailing Club
Maumelle Lake, near Little Rock, Arkansas
<https://www.gmsc.org/>

May 31-June 1 Hospice Regatta

Lake Norman Yacht Club
Lake Norman, near Charlotte, North Carolina
<http://www.lakenormanyachtclub.com/>

June 14-15 Riviera Regatta

Lake Mattoon Sailing Club
Lake Mattoon, near Mattoon, Illinois
<https://www.facebook.com/LakeMattoonSailing> (Facebook)

June 16-20 National Championships

Carlyle Sailing Association
Lake Carlyle, Illinois, near St Louis, Missouri
http://www.csa-sailing.org/Welcome_to_CSA.html

June 21-22 Vale Regatta

Sudbury Yacht Club
Ramsey Lake, Sudbury, Ontario, Canada
<http://www.syclub.com/>

July 5-6 July 4th Regatta

Lake Norman Yacht Club
Lake Norman, near Charlotte, North Carolina
<http://www.lakenormanyachtclub.com/>

July 5-6 Ontario Provincials

Belwood Lake Sailing Club
Belwood Lake, near Fergus, Ontario, Canada
<http://www.blsc.on.ca/>

July 19-20 North Shore Regatta

Sudbury Yacht Club
Ramsey Lake, Sudbury, Ontario, Canada
<http://www.syclub.com/>

July 26-27 Midsummer Madness

Chippewa Yacht Club
Chippewa Lake, near Medina, Ohio
<http://www.chippewasailing.org/>

July 29-31 International Championships

Saratoga Lake Sailing Club
Saratoga Lake, near Saratoga Springs, New York
<http://www.sailsaratoga.org/>

August 1-2 Kenyon Cup Regatta

Lake Lashaway Sailing Club
Lake Lashaway, East Brookfield Massachusetts
https://www.facebook.com/LakeLashawaySailingClub?ref=br_tf
(Facebook)

August 16-17 Canadian Natl Championships

Sudbury Yacht Club
Ramsey Lake, Sudbury, Ontario, Canada
<http://www.syclub.com/>

August 31 Quebec Provincials

Norway Bay, Ottawa River (Quebec side)
Norway Bay, Quebec, Canada...near Ottawa, Ontario, Canada
<http://www.youtube.com/watch?v=FD6lDb0fZaQ>

September 6-7 Indy Outty Regatta

Indianapolis Sailing Club
Geist Reservoir, near Indianapolis, Indiana
<http://www.indianapolissailing.org/>

Sept 20-21 SYC Regatta

Sudbury Yacht Club
Ramsey Lake, Sudbury, Ontario, Canada
<http://www.syclub.com/>

September 27-28 Lake Lemon Regatta

Bloomington Yacht Club
Lake Lemon, near Bloomington, Indiana
<http://www.bloomingtonyachtclub.org/>

September Indian Summer Regatta

Saratoga Lake, near Saratoga Springs, New York
<http://www.sailsaratoga.org/>

October 11-12 Gilbert Beers Memorial Regatta

Atlanta Yacht Club
Lake Allatoona, near Atlanta, Georgia
<http://www.atlantayachtclub.org/>

October 17-19 Hospice Regatta

Western Carolina Yacht Club
Hartwell Lake, near Anderson, South Carolina
<http://www.wcsc-sailing.org/>

November 8-9 Midlands Regatta

Columbia Sailing Club
Lake Murray, near Columbia, South Carolina
<http://www.columbiasailingclub.org/>

TBA Canadian Western Championships

Falcon Yacht Club
Whiteshell Provincial Park
Falcon Lake, Manitoba, Canada
<http://www.falconyachtclub.ca/>