



One-Design News – February 2010

US SAILING One-Design Awards

US SAILING is pleased to announce the 2009 winners of the National One-Design Awards in five categories:

Service	Todd Haines (Dousman, WI)
Leadership	Geoff Hurwitch (Park City, UT)
Club	Massapoag Yacht Club (Sharon, MA)
Regatta	2009 Flying Scot North American Championship, Ephraim Yacht Club (Ephraim, WI)
Creativity	William Bradford (Hull, MA)

Each month we will highlight one award winner starting with the Service Award.

US SAILING One-Design Service Award for the John H. Gardiner, Jr. Trophy - To recognize individual distinguished service and exceptional dedication in the promotion of one-design sailing and class organization.

Todd Haines was nominated for distinguished service and leadership in the promotion of the A-scow one-design and the National Class A Scow Association class organization. Haines has worked tirelessly during the past 20+ years to help make the A Scow fleet what it is today.

Haines began at a young age as an advocate for A Scows during a resurgence of the fleet, when it went from cedar planking over oak frames to FRP and carbon fiber. This transition began on Haines' home lake, Pewaukee, and spread to other large upper-Midwestern lakes that had deep A Scow history. Haines has personally guided the fleet during assaults on the scantling rules and the design changes that keep the fleet on the leading technological edge, such as the addition of asymmetrical spinnakers.

Haines compels people to become involved, and sacrifices a great deal in order to make sure that regattas are well attended and fun. During his involvement, regatta participation went from single digits in the 1980s to an unprecedented 29 A Scows at the Nationals in 2007. Growing the A scow class has been Todd's passion and success.

2010 Dues are Due

Your US SAILING membership dues for 2010 are due – invoices have been mailed. If your class does not appear below, please renew your class membership now.

Online: <http://www1.ussailing.org/membership/SelectMemberType.aspx>

By mail: Print this invoice and mail it with a check -

<http://membership.ussailing.org/Assets/Membership/2010+Affiliated+Organization+Form.pdf>

By phone: Call the Membership Department at 1-800-US SAIL-1.

2010 US SAILING Members as of 2/17/10

110	E Scow	Hobie Wave	Nat'l One Design
210	El Toro	Interlake	Open 5.70

470	Ensign	Intl 14	Optimist
505	Europe	Intl 420	RSK6
2.4 Meter	F-18	J/105	Shields
29er	Flying Scot	J/109	Soverel 33
A Class	Folkboat	J/22	Star
Albacore	Force 5	Jet 14	Sweet 16
Atlantic	Geary 18	Laser 4.7	T-10
Bullseye	Governor's Cup	Laser	Town Class
Byte	Harbor 20	Laser Radial	Viper 640
C Scow (ILYA)	Hobie 14	Lido 14	Wayfarer
Catalina 22	Hobie 16	M Scow	Wianno Senior
Catalina 30	Hobie 17	Megabyte	Windmill
CFJ	Hobie 18	Moore 24	X Boat
Comet	Hobie 20	Mutineer	Y-Flyer
Corsair 24	Hobie Island	Naples Sabot	
Day Sailer	Hobie Tiger	Narrasketuck	

US SAILING Spring Meeting

The Spring Meeting, which is open to everyone, will be held in Providence, RI on March 19-20, 2010. The One-Design Class Council (ODCC) does not have a meeting scheduled but classes are invited to attend the other meetings which are open to observers. A special town hall forum and US SAILING home office tour are planned. Check the web for a schedule of meetings and registration information.

Meeting info: http://about.ussailing.org/US_SAILING_Meetings.htm



Meet the Crew

Each month we have introduced you to a member of the One-Design Class Council. Now we will introduce the US SAILING Board members. Bill Stump (Venice, CA) is a Star sailor and former member of the ODCC. Bill is the CFO and General Manager of a contracting business in public sector construction. A five-time Congressional Cup participant, Bill has refocused his talents as a certified race officer at California Yacht Club and throughout Southern California. As a PRO, he is a two-time winner of the St. Petersburg YC Trophy for race management excellence. It's great to have this one-design sailor representing us on the Board of Directors since 2003.

More about Bill - http://about.ussailing.org/Directory/BOD/Bill_Stump.htm

Does your One-Design Class Association have the insurance protection it needs?

Do you have the general liability and property (computers, boats, etc.) insurance needed for everything you do such as borrowing boats, hosting social events, serving liquor, holding awards ceremonies, having class meetings, preserving your perpetual trophies, and protecting the race management team from errors and omissions. The Burgee Program by Gowrie Group offers customized insurance solutions designed specifically for the unique and complex needs of class associations and yacht clubs. The Burgee Program is the only program endorsed by US SAILING and more than 50% of yacht clubs and over a 100 class associations in the US are currently in The Burgee Program.



Contact Gowrie Group to learn more about how The Burgee Program can best protect your class association: 800.262.8911, burgee@gowrie.com, www.burgeeprogram.com



**US SAILING's Golden Anchor Program:
Discounted Membership for One-Design Class Sailors**

US SAILING is focusing on strengthening our relationships with sailing organizations, nationwide. The Golden Anchor Program will help us accomplish this goal. This program provides an opportunity for you to offer members of your class reduced prices on US SAILING memberships and more.

[Learn More about Golden Anchor](#)

Good Ideas: Newsletter Article Sharing

Articles may be reprinted as long as the content is not changed and the author is given proper credit and sent a copy of the newsletter. This month's article is from US SAILING's Quarterdeck newsletter.

***Sailing Club Spotlight:
Carlyle Sailing Association***

By Jake Fish

"It was probably the best run regatta I've ever been around..." Strong words coming from US SAILING's Championship of Champions National Chair, Drew Daugherty, who is no stranger to this event and other high profile regattas. The 2009 Championship of Champions featured an interesting twist. Hosting last year's event was the Carlyle Sailing Association (CSA), an unlikely host of a national championship that determined "the best of the best" from 2009, but not from the standpoint of competence.



Carlyle, Illinois is located 50 miles east of St. Louis with a population of about 3,500. The racing was conducted on Carlyle Lake, which is 3 ½ miles wide and 15 miles long. The reservoir is flat and shallow with no current or sea breeze. "You just need to go when you have it," explained Daugherty.



It was clear that logistics would be the number one obstacle facing CSA while trying to host a championship of this magnitude. Everything from supplying boats, finding crew, housing competitors and judges, preparing meals, media reporting and race management was a huge challenge. "Hosting this event proved to be a real shot in the arm for them," mentioned Daugherty. "Volunteers had to take a week off from work. We had to be very organized and detailed."

Fortunately, the volunteers hosting the event at CSA were excited about the event. This was not just another regatta. "When the weather was bad, I don't think the sailors were as upset about it because the hospitality was so good," said event chair, Matt Burrige.

Burrige had the heavy responsibility of not only locating enough Lightning boats to use for the

championship, but he was also in charge of finding adequate crew for top notch sailors participating in the event. The long list of elite participating sailors included Paul Cayard, and class title holders, Jeff Linton, Augie Diaz, Greg Fisher, Allan Terhune, Mike Martin and 2009 C of C champion, Skip Dieball. Many of the competitors were unfamiliar with the Lightning. "I took it upon myself to try to match skippers who were looking for crew with Lightning familiar teammates. In many cases that worked and the skippers were happy about it," said Burrige. "We wanted the skippers to have a good experience. We also held a tuning seminar in the parking lot to help the teams work the boats."

"All the competitors and volunteers learned that "rock star" sailors are just like the rest of us," added Daugherty. "They take bad tacks too."

The host club could not house the sailors in homes in the area. However, they secured special rates on hotel rooms and lake front cabins. Meals were covered and the volunteers cooked up a storm. Cajun was the flavor of the week.



"The members were so anxious to meet the sailors," said Daugherty. "People traveled in from all over."

Daugherty and Burrige believe that other yacht clubs facing similar logistical challenges can learn from their experience. "Put yourself in their shoes," said Burrige. "They are sailing with people they've never crewed with. Help them acclimate to their surroundings, greet everyone and smile."

There are more great articles in US SAILING's Quarterdeck newsletter:

<http://view.exacttarget.com/?j=fe5e16727d61007c7113&m=ff051075756504&ls=fd11c787066047872117073&l=fe55157573650d787d13&s=fe3115757562027d751d73&jb=ffcf14&ju=>

From this week's e-USSAILING:

Dave Perry's Top Ten Racing Tips

Dave Perry is one of several renowned sailing experts participating in US SAILING's 2010 Speaker Series. The author of *Understanding the Racing Rules of Sailing 2009-2012*, *100 Best Racing Rules Quizzes 2009-2012*, and *Winning in One-Designs* offers up his top ten tactical tips beginning this week.



Just like buying a new home, the key to getting a good start is location, location, location. I divide the starting line into three regions. I call the quarter of the line nearest the pin end of the line - **The Pin**, the quarter of the line nearest the race committee boat - **The Boat**, and the section in between - **The Middle**. Before every start I decide which region, and what part of each region I am going to start in.

The Pin - I plan to start in The Pin when the pin end is favored (more upwind in an upwind start) or the left side of the first beat is favored (pressure, shift, current). I remind myself that starting in The Pin is the riskiest region; the most difficult to get a good start in especially if I am slow, and the hardest to find clear air after if I don't get a good start. If I choose to start in The Pin, especially early in a series, I will start at the uppermost area of The Pin, with several boats between me and the pin.

[Continue reading Dave's article](#)

[US SAILING's Speaker Series](#)

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Please forward this newsletter onto you class members and newsletter editor. Thank you.

Archived newsletters, which contain ever-fresh articles, can be found at
http://racing.ussailing.org/Categories/One_Design/One_Design_Racing/One-Design_News.htm.

Consider the environment before printing.