

# SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 58 | NUMBER 5 | 2014

## SOUTHWEST DISTRICT HIGHLIGHTS





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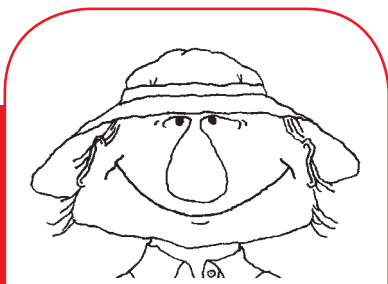
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## Flying Scot® Sailing Association

VOLUME 58 | NUMBER 5 | 2014

One Windsor Cove, Suite 305, Columbia, S.C. 29223

Email: [info@fssa.com](mailto:info@fssa.com)

803-252-5646 • 1-800-445-8629

FAX (803) 765-0860

Courtney LC Waldrup, Executive Secretary

### PRESIDENT

Frank Gerry\*  
37 Briargate Circle  
Sugar Grove, IL 60554  
630-466-1161 • [f.gerry@mchsi.com](mailto:f.gerry@mchsi.com)

### FIRST VICE-PRESIDENT

John Domagala\*  
6119 9th Avenue Circle NE  
Bradenton, FL 34212  
941-748-3577 • [limerun@gmail.com](mailto:limerun@gmail.com)

### SECOND VICE-PRESIDENT

Bill Vogler\*  
9535 US Highway 51 North  
Cobden, IL 62920  
618-977-5890 • [wvogler@siu.edu](mailto:wvogler@siu.edu)

### SECRETARY/TREASURER

Bill Dunham\*  
700 Route 22, Trinity-Pawling School  
Pawling, NY 12564  
845-855-0619  
[bdunham@trinitypawling.org](mailto:bdunham@trinitypawling.org)

### COMMODORE

Diane Kampf\*  
185 Union Street  
Whitinsville, MA 01588  
508-234-8047 • [dianekampf@charter.net](mailto:dianekampf@charter.net)

### IMMEDIATE PAST COMMODORE

Charles Buffington\*  
490 Broadmoor Avenue  
Pittsburgh, PA 15228  
412-388-1666 • [buffingtoncw@anes.upmc.edu](mailto:buffingtoncw@anes.upmc.edu)

### FSSA MEASURER

Robert J. Neff\*  
PO Box 681747  
Charlotte, NC 28216  
443-994-1932 • [neffenterprise@yahoo.com](mailto:neffenterprise@yahoo.com)

### EDITOR, SCOTS n' WATER

Deb Aronson\*  
409 W. California Avenue  
Urbana, IL 61801  
217-344-8508 • [editor@fssa.com](mailto:editor@fssa.com)

### AMENDMENT COMMITTEE

Dan Goldberg\*  
342 Middlegate Dr.  
Bethel Park, PA 15102  
412-831-1042 • [samoyed4@verizon.net](mailto:samoyed4@verizon.net)

### WEBPAGE EDITOR

Diane Kampf\*  
185 Union Street  
Whitinsville, MA 01588  
508-234-8047 • [dianekampf@charter.net](mailto:dianekampf@charter.net)

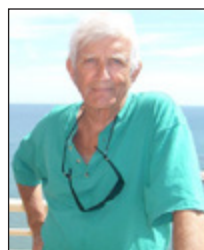
### PARLIAMENTARIAN

Larry Taggart\*  
5809 Memphis Street  
New Orleans, LA 70124  
504-482-7358 • [taggline@usa.net](mailto:taggline@usa.net)

### DESIGNER (1904-1992)

Gordon K. Douglass

\*Denotes Executive Committee Members



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### Attention Web Surfers / E-mail Users:

The FSSA Flying Scot Website has the latest information.

Visit it at <http://www.fssa.com> with your favorite browser.

The Email address for regatta notices and regatta results to be published in *Scots n' Water* is [info@fssa.com](mailto: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.



The FSSA is on Facebook and 530 people have joined so far. Visit Facebook and search "Flying Scot Sailing Association" and join the group for the latest sailing news.

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**STAFF EDITOR/PROOFREADER:** Nancy H. Cooper (800) 445-8629.

**ADVERTISING:** Christina Hicks (800) 445-8629.

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## From the President

Frank Gerry, FS #6060, Midwest District



**A**s members of the Flying Scot Sailing Association, we have a unique advantage that other classes don't enjoy: We have Flying Scot, Inc. and Harry Carpenter. In other words, we have a first-rate builder, we have a great relationship with him and he is visible at most all of our main events. What more can you ask for?!

I took a few minutes of Harry's time recently and did a quick interview – Hope you enjoy.

**FSSA:** Harry, thanks for taking time with us today. Can I get started with the basic question — how is business going?

**HC:** These past few years have been rough but we are doing well with the parts replacement and repair segments of the business.

**FSSA:** I hear there is a shortage of used boats in the market; do you see that from your side? Maybe this is a good problem!

**HC:** In a down economy, it seems like the number of used boats on the market always increases. Good used boats are available if you do a diligent search. We like to help in the process, even if there isn't much or any money in it for us. We need to keep the fleets going and I strongly believe that good customer service will pay off in the long run.

**FSSA:** We agree and your big picture view fits with FSSA long-term interests as well. What are the best parts of being President of Flying Scot Inc.?

**HC:** It has always been about the sailing for me. The sailing marine industry is not a place to make a fortune, but it is very rewarding to get out and sail all over Flying Scot country on a regular basis.

You meet such great people and make friends everywhere.

**FSSA:** Whenever I call for parts or information on something I am always pleasantly greeted by your wife, Karen, and this equally pleasant person, Dee. What are Karen and Dee's roles?

**HC:** Without these two angels, the company would be lost. They do the heavy lifting of running the office and answering the phone. On Mondays after a windy weekend, the phone rings non-stop. I am amazed at their multitasking abilities and their ability to always provide service with a smile.

**FSSA:** It's awesome you can find time to go to regional as well as national regattas. How do you do it?

**HC:** As I said before, it is what makes all of this worthwhile for me. I have been blessed to have sailed a lot with my wife and kids. It is great fun to head off for a regatta and spend a whole weekend with family and friends. It is easy for me to find time for sailing!

**FSSA:** To change directions a bit can you tell us about boat construction. What's going on in boat building techniques that you are assessing, adopting?

**HC:** In building a one-design, you must be very careful with changes. We are using better materials than what was available in the beginning, but for the most part, we still do it the same way Sandy and Eric did it back in 1957. We pay close attention to the weight and rework the molds as needed to be sure it remains as Sandy intended.

**FSSA:** How long does it take to make a Scot?

**HC:** If we push it, we can do a boat in as little as two weeks. We are currently in the three- to four-week time frame, depending on how the boat is rigged and what options are involved.

**FSSA:** What's new that you are doing in terms of manufacturing, repairs or in part and service?

**HC:** We do see a lot of repair work from storms like Sandy. With fiberglass, it can always be fixed. It is just a matter of how much you want to spend on the boat. Our repair guys are good at shooting gelcoat on the surface instead of paint. I think it is more durable and easier to care for than paint.

**FSSA:** Our boats last forever it seems, what do you do that make the Scot so durable as compared to other one designs?

**HC:** Sandy Douglass had the advantage of putting as much glass into the hull as he felt necessary to make a durable boat and then setting the minimum weight. Many other classes, which were made with wood to start, had to make fiberglass boats that were as light as the wood boats and therefore not as durable as the Scot.

**FSSA:** Do you watch what certain competitors are doing? Do you "benchmark" against any particular competitors?

**HC:** No, not really, because the Flying Scot is really unique in its blend of performance/racing and comfort/day-sailing. It seems like other sailboats fall more squarely on one side or the other and are not as well rounded as the Scot. It is always interesting to talk with other builders at the boat shows to compare

*Continued On Page 13*



## Greetings From the Editor

Deb Aronson, FS #5897, Midwest District

**G**reetings Flying Scot Sailors! I just want to say how happy I am to help with *Scots n' Water*. For those of you who don't know me, I sail FS #5897 (*Sophie*) with my husband, Ben Williams. We love to travel to regattas and, although we live in central Illinois, manage to get to at least two away regattas per month in the height of racing

season. Of course, one thing sailors love to do is tell stories and I really hope many of you will share your stories — and photos!!— with us at *Scots n' Water*. I hope to continue to include a wide range of stories, about regattas, cruising adventures, boat improvements and more. This issue you'll see some reminiscences provided by Marcel Boulanger, who lives in Montreal.

If you enjoy his stories and would like to share your own, please feel free to send them to me at [editor@fssa.com](mailto:editor@fssa.com).

Thank you for this opportunity to carry on a magnificent tradition, and keep those stories coming!

*Sincerely*

Deb Aronson ▲

## Southwest District Flourishes Year Round

Heidi Gough, FS #5454, Corinthian Sailing Club, Southwest District

**T**he Southwest District continues to flourish, even with our scorching summers and windy winters. On any given Sunday in Dallas, Texas, Flying Scot Fleet 23 averages over 12 boats on the line. The Corinthian Sailing Club holds Sunday races every weekend but one. For you northerners, that's FIFTY-ONE weekends of racing. In the

last year, we've had over 35 different participants in the Flying Scots. Our District Championship was held during the Wursthfest Regatta in Canyon Lake down by San Antonio. This year's champions are Tommy and Melissa Miller of the Corinthian Sailing Club. There were 8 races for the 18 boats that came from as far away as Oklahoma and Houston to compete.

Every October, the Corinthian Sailing Club holds the Open House Regatta, a two-day Flying Scot-only race. This past Open House hosted 27 boats. "Team Next Year" skippered by Bill Draheim and crew Jeff Perna took home first place in the Championship Fleet while Phil and Theresa Morris clinched the Challenger division. We'd love to see you in Dallas this year October 18-19, 2014. ▲

# Back to Basics

Al Terhune, FS #4765, Capitol District

**W**e have all been there before, going up the beat and things are just not going well. You have missed some shifts and are starting to fall behind. The trick is how to get back into making gains and sailing smart. This scenario happened to us quite a few times at Midwinters and how we rebounded was the key to our success. When this happens, the best thing to do is to get back to the basics. When I say this, I ask myself four simple questions, not necessarily in any order, to get myself back on track.

1. **Where is there more pressure?**
2. **Which tack aims us closer to the mark?**
3. **Are we in a clean lane?**
4. **Is the boat going fast?**

While these seem too simplistic, this is the beauty of it and will get you back on track. Let's take a look at each one.

**Where is there more pressure?** While you may have analyzed this and made a determination at the start, things may have changed, or they are exactly the same, but this needs to be reinforced. This is something to think about often and keep tabs of. One thing I always try to remind our team of, is to make sure we are looking from our present location towards the mark and at locations along the way. It is futile and frustrating to look at areas on the course that you can no longer sail in or get to!

**Which tack is closer to the mark?** I know you are reading this now and saying "no kidding, I already know this!",

but the reality is, this will also help in sailing the shortest distance until you get your "feeling" back. Keep it simple. If you look at the boat and the bow is closer to the mark, then you are on the right tack, conversely, if the thwart is aiming towards the mark, you probably should tack as you are aiming almost 90 degrees away from the mark. Note, this has nothing to do with your compass heading or being lifted or headed. One prime example is

**He told me to remember, "Sail from where you are, not from where you think you should be!" This is great advice and something to always keep in mind. It is very easy to chase shifts and puffs and just keep getting burned. Let go of past decisions and keep moving forward from where you are!**

being off in a corner and being on a "lift" but actually sailing away from the mark because you are getting off the course.

**Are we in a clean lane?** While this also seems basic, you have to have clear air to do well. Even if you are in the most pressure, and going towards the mark, if you are in bad air, you have to clear yourself. The difference in boat speed will take your team out of it. Look for the shortest clearing tack or the quickest way to clear air.


**Is the boat going fast?** Sometimes we

get bogged down in tactics and the best thing to do to get back on track is to focus on speed. Speed can bail you out of a lot of tough spots. When things are going rough for me and I get frustrated, sometimes I just need to take 30 seconds to look at trim and focus on steering. This helps get us going well and sometimes is just a good way to clear my head and get back into the shifts. It's amazing how many times you see teams looking around the course and the main and jib are not trimmed right because they are consumed with the next shift.

My last word of advice is something that a friend of mine told me one time while he was crewing for me, which really helped me out on those confusing days. He told me to remember, "Sail from where you are, not from where you think you should be!" This is great advice and something to always keep in mind. It is very easy to chase shifts and puffs and just keep getting burned. Let go of past decisions and keep moving forward from where you are!

Next time you are out racing and things are going tough, I urge you to "get back to the basics." While it seems simplistic, generally it will help get you on the right track again and jump start your upwind strategy.

*Regards, Allan Terhune*

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# A Day of Sun and Fun

Heidi Gough, FS #5454, Southwest District

**T**he Corinthian Sailing Club is an all-volunteer club on White Rock Lake in Dallas, Texas. As a way of giving back to the community, we recently hosted 33 kids from the Harry Stone Rec Center for a day of learning

about sailing and sailboats. The day was topped off with a cookout. We had 11 boats treating the kids to a day of fun and laughter. The only smiles bigger than the ones on the faces of these kids were the smiles on the faces of the volunteers. Each of the kids received a cap

and t-shirt, courtesy of Coral Reef Sailing Apparel and Rick Tears. We are especially proud of Flying Scot fleet 23, including Jim O'Connor, De McCombs and Renee Comen for organizing this event and Red Dog Jones, Rick Tears, Norm Grail, Bob Gough and Kelly Gough for their help. 🚢



From Top, clockwise:

Participants from Harry Stone Recreation Center get ready for a day of sailing.

Former North American champion Kelly Gough enjoying showing children the basics of sailing.

Waterguns make everything more fun!

Photos courtesy of Jim O'Connor.



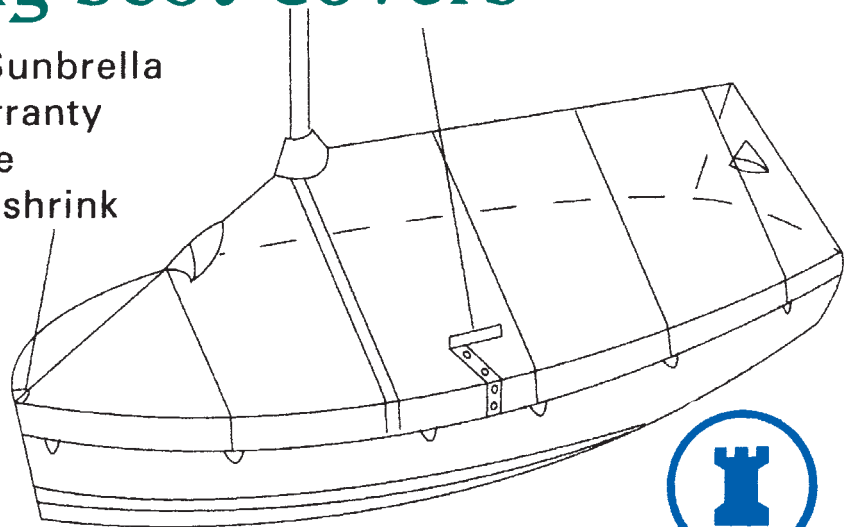


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 (985) 626-5638

Jerry Latell  
 Ullman Sails Virginia  
[jerry@ullmansails.com](mailto:jerry@ullmansails.com)  
 (804) 776-6151

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# Toms River Goes All Out to Host the NACs

Diane Kampf, FS #5857, FSSA Commodore and Website Editor, New England District

**T**oms River Yacht Club and Fleet 162, in Toms River, New Jersey, went all out to make the 2014 NAC a time to remember. If you missed out, you really missed a spectacular event at this beautiful club on Barnegat Bay. The club had sustained major damage from super storm Sandy and had spent lots of time and money getting the property back in shape. But when the work was finished, a pipe burst, requiring the club to be refurbished both upstairs and downstairs. You would never know what they had been through as we arrived at the club on Saturday. The measurement team, led by Dan Baird, was in place measuring boats on the hoist and Bruce and Jackie Cattanach and crew were measuring sails in the renovated dining room upstairs. Downstairs the welcoming committee was ready with your randomly selected measurement sheet and packets for everyone that contained all the information you needed for the week. We arrived late enough on Saturday that we decided to leave the boat covered just the way we traveled with it and come back on Sunday to set it up and get checked in and get measured.

We checked in at the campground at what was described as a waterfront site, and chuckled at the 4-foot stream at the back of the site, as we had imagined a view like we see at the yacht club. We then had dinner with friends at the Office Lounge, where we were treated to a fabulous meal for a pretty decent price – and the company was just great. After a good night's sleep on our waterfront property we headed

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to the yacht club to formally check-in. While Greg was off getting everything measured in, I was at the Executive Committee meeting, then after lunch the Board of Governor's meeting, then in the evening we had the Skippers' meeting, so most of the business end was taken care of and it was time to party. The welcome reception was fun and we always enjoy meeting up with what really seems like family at these events. The 31 teams who entered the regatta came from Florida, Illinois, Louisiana, Maryland, Massachusetts, New Jersey, New York, North Carolina and South Carolina — and the reunion began. Larry Taggart received the award for the skipper who traveled the furthest distance, driving in from Southern Yacht Club in New Orleans, LA.

With a neighboring yacht club hosting 200+ kids skippering at the Junior Olympics, we raced farther out on the

bay than usual. Our Toms River Yacht Club hosts made arrangements to tow us all out to the race course so we were ready to go at the first gun and not too tired from sailing out to the course. Day 1 of the Qualifying Series on Monday featured a fantastic sunny day in the high 70s out near Seaside, NJ. With a mostly east wind at 6-8 knots, we had two four-leg windward-leeward courses, and had a really nice leisurely spinnaker run back in to the club. After two races, the top three skippers were Jeff Linton, Mark Taylor and Larry Taggart. Several boats were close behind so the third qualifying race was going to be very interesting. Back at the dock, I dropped my waterproof camera in the water WITHOUT the floatable strap that I left in the car. Greg was nice enough to jump in after it, discovering that the water was only up to his chest where he jumped in, so he easily retrieved the camera. On shore every day was a keg just waiting for the competitors who were tired and ready for a beverage. Later in the evening, we were treated to a yummy pork and chicken dinner, courtesy of the cooks at the club. And let's not forget the awesome door prizes, many items donated by our awesome sponsors, without whom these events would not be possible.

Day 2 of the Qualifiers on Tuesday was another glorious day on the Bay, a little overcast to start but in the 70s. We were again towed out to Seaside, and we could not have asked for better conditions. With south winds at a steady 10 knots, we had a five-leg, windward-leeward race and at the end of the race, the Championship and Challenger Divisions were established. We had one general recall and 2 boats

over early in the 2 divisions, but there was very little contention, if any, on the racecourse. So far, no protests! As we prepared to start the finals, the top skippers in the Qualifiers were Jeff Linton, Larry Taggart and Mark Taylor. There were no late festivities planned at the club so our Massapoag Yacht Club contingent enjoyed dinner in Seaside along with Kay and Ed Summerfield and Herb Lindsey, then walked along the Seaside boardwalk. Those of us who had been there years ago noted the differences after the storm damage, but also noted some of the same rides and vendors were still there.

On to day one of the finals, and although we did not make the Championship Division, we looked forward to competing with our friends in the Challenger Division – could we repeat as winners of this division? With a south to southwest wind 18-20 with some gusts to 25, it was a dog eat dog world out there! There were three or four people overboard, and one boat over, and many just trying to stay upright, but it was fun and challenging! The first start seemed like a gentlemanly start for the Championship Division. However, there was lots of yelling on the start in the Challenger Division, a boat or two doing spins. And in the second race, there was one general recall for the Championship Division before the Race Committee raised the “I” flag for BOTH fleets! The decisions skippers had to make were to go left with more chop and more wind or go right with less wind but flatter water. Oh the choices! Watching two local boats, one went left and the other went right, and when they met up with each other upwind, one had to dip the other, so which way was better? After the first day, the leaders in the Championship Division were Jeff Linton, John Kreidler and Rob Whittemore. In the Challenger Division they were Roy Childers and Joe Thorpe tied for first and third was Glenn Shaffer. Later, as we enjoyed the Wednesday night sunset sail racing in front of the club, we also enjoyed a cookout with all the fixings, sponsored by the Ladies Auxiliary at the club.

**The decisions skippers had to make were to go left with more chop and more wind or go right with less wind but flatter water. Oh the choices! Watching two local boats, one went left and the other went right, and when they met up with each other upwind, one had to dip the other, so which way was better?**

And there were more awesome door prizes given out to many who had not won something on Monday.

For the 2nd day of the finals on Thursday, another day in the 70s to 80s, the wind gods were confused. We started with a northwest 6-8 knot wind, but by the windward mark for the Challenger Division, it was clear that the wind had headed just too far east so the race was abandoned. Some people were happy, some not so much —



Patriotic spinnakers. Photo by Art Petrosemolo.



Challenger fleet. Photo by Art Petrosemolo.

depending, of course, on where they were in their division. After settling down to east to northeast winds, race 1 was a 4-leg windward-leeward course run in 8 knot winds, and the wind continued to move east, but not enough to have to stop the races again. For race 2, a 5-leg windward-leeward course, the race committee moved further west and ran the race with the wind staying steadier east this time, possibly a little stronger, but not much more than 9 or 10 at any point. Heading back into the club was a nice relaxing spinnaker run, where most of the time I cleated the spinnaker and took pictures. The leaders in the Championship Division after four races were Jeff Linton, John Kreidler and Chris Morgan. In the Challenger Division, they were Greg Kampf, Joe Thorpe and Frank Gerry.

Thursday night was the annual meeting and dinner, a nice gathering of the FSSA officers and competitors with some FSSA awards being given out, and we had lots of choices at the wonderful buffet dinner. The race to the buffet line was won by my friend who I will not embarrass here but he knows who he is. President Frank Gerry called the meeting to order and got through business fast so we could enjoy the rest of the evening visiting with friends and recalling the week's adventures. Our Fleet 76 from Massapoag Yacht Club in Sharon, MA, was honored with the Fleet of the Year Award, I got the Secretary's Cup from Executive Secretary Courtney Waldrup, our fleet got the Scots n' Water Editor's fleet award from Kay Summerfield for the most contributions by a fleet to the magazine, then Kay gave me the award for giving her the most help during the year. And I had the honor of thanking Kay for her 12 years of service to our class as our magazine editor and awarded her a custom clock featuring a Scots n' Water cover with her picture on it, and a donation was made in her name to her beloved Greater Pamlico Area Red Cross, where she and her husband Ed have each been named Volunteer of the Year. Frank then read the list of fleets that were suspended, revoked or reinstated this year. Following that was the formal annual election of officers, with Deb Aronson being voted

*Continued On Next Page*



Championship fleet at the start. Photo by Art Petrosemolo.

in as the new *Scots n' Water* Editor. And there were MORE fabulous door prizes. Every skipper had won something in these raffles by the end of the evening. To top off a fun evening, one of the most spectacular sunsets appeared out the window and several of us wandered out to the deck to take pictures to post to Facebook.


The final day of racing was another fabulous sunny day with the winds coming from the northeast to east 8-10 knots.

There were no false starts and the races were on time with the Challengers starting several minutes after the Championship Division and no one was OCS. We had a 6-leg windward-leeward course and Mark Taylor beat out all the others to win

today's race in the Championship Division, while FSSA President Frank Gerry pulled a horizon job on the Challenger fleet. At the end of the regatta, Jeff Linton and Amy Smith Linton were 1st with a 14-point margin over the second place boat in the Championship Division. In 2nd were Rob Whittemore and John Wake and 1 point behind them in 3rd were John Kreidler and Joe Brake. In the Challenger Division, Greg and Diane Kampf finished in 1st

place with a 3-point lead over Frank and Marianne Gerry in 2nd, and the Gerrys won the tie-breaker over 3rd place Joe Thorpe and Tyler Yetman.

The winners of the FSSA special awards and keepers are listed below. Many of these perpetual awards have been donated by former members and their families to honor many special people and winning these awards is truly a privilege. Of special note is that Fleet 168 from Davis Island yacht Club in Tampa, FL, was awarded the Fleet 1 Trophy for the Best Fleet in the NAC for the 3rd year in a row! Full results are on the website at <http://fssa.com>.

Many thanks to Toms River Yacht Club, especially co-chairs Glenn Shaffer and Joe Thorpe, for putting on a spectacular event with great race management by PRO Jim Walsh and team and Chief Judge Harry Foote, great shore side hospitality and great friends to share it with. Next year's NAC is scheduled at Bay Waveland Yacht Club in Mississippi – hope to see you there. 

*Perpetual and Keeper Trophy Winners Next Page*

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## 2014 Flying Scot North American Championship - Toms River Yacht Club, Toms River, NJ - Perpetual and Keeper Trophy Winners

Best-Sailed Challenger Boat with Woman on Board	Nancy Roman Trophy – Awarded to the highest finisher with a woman on board, either skipper or crew, in the Challenger Division.	Awarded to Diane Kampf from Massapoag Yacht Club
Best-Sailed Boat with only Wife/Husband on Board	Ted and Florence Glass Trophy – to honor the best sailed Scot with only a wife and husband on board.	Awarded to Jeff and Amy Linton - Davis Island Yacht Club
Best-Sailed Father-Son Boat	Father/Son Trophy – Awarded to the best sailed boat with a father and son on board, with one as a skipper.	Awarded to Mark and Stewart Taylor - Davis Island Yacht Club
Best Family Sailed Boat	Mary Douglas Trophy – Awarded to the best family sailed boat with at least one woman on board.	Awarded to Jeff and Amy Linton - Davis Island Yacht Club
Best Fleet in NAC	Fleet 1 Trophy – Awarded to the best fleet in the NAC.	Awarded to Davis Island Yacht Club for the following winners: Jeff and Amy Linton; Chris Morgan and Eric Wexford; Mark and Stewart Taylor
Best Finishing Skipper – Age 55 and Over	Master Trophy	Awarded to John Kreidler - Western Carolina Sailing Club
Senior Championship – Skipper and crew both Age 60 or Over	3rd Place	Norm Wentworth and Ed Surgan - Westhampton Yacht Squadron
	2nd Place	Ed Summerfield and Herb Lindsey
	1st Place – Silver Piper Bowl	Frank and Marianne Gerry - Clinton Lake Sailing Association
Fleet of the Year	FSSA - Awarded to the Most Active Fleet	Awarded to Massapoag Yacht Club, Sharon, MA, Fleet Captain Greg Kampf
Executive Secretary's Cup	JEE - Awarded to a person who has contributed a great deal to the association	Awarded to Diane Kampf - Massapoag Yacht Club
CHALLENGER DIVISION	3rd Place - Terry Schroeder Trophy	Joe Thorpe and Tyler Yetman - Toms River Yacht Club
	2nd Place - Sam Tellschow Memorial Trophy	Frank and Marianne Gerry - Clinton Lake Sailing Assoc.
	1st Place - Max and Mary Doolittle Trophy	Greg and Diane Kampf - Massapoag Yacht Club
CHAMPIONSHIP DIVISION	4th Place - Ratsey & Laphom Trophy	Chris Morgan and Eric Rexford from Davis Island YC
	3rd Place - GL Foster Trophy	John Kreidler and Joe Brake from Western Carolina Sailing Club
	2nd Place - Tea Party Trophy	Rob Whittemore and John Wake from Fishing Bay YC
	1st Place - Gordon K. Douglass Trophy	Jeff and Amy Linton from Davis Island Yacht Club

Continued From Page 4 **PRESIDENT'S MESSAGE**

notes on how things are going, but we do not have any one boat we use as a “benchmark” comparison.

**FSSA:** Can you find ways to improve efficiency in production process even after all these years?

**HC:** There is always room for improvement, but our fellows have been with us a long time and could probably walk through the process with their eyes closed. We have good people who are careful and efficient. Overhead items, like health care and energy costs, are our biggest challenges in recent times.

**FSSA:** What do you think of the relationship with yourself (Flying Scot

Inc.) and FSSA? It seems pretty tight to me, but do you see it that way?

**HC:** Yes, absolutely. It is important for the builder and class to support one another. We try to hold up our end and appreciate what the FSSA has done for us. In other classes, the builder often makes unilateral decisions on changes to the boat without any input from the class and it isn't long before the one-design nature is lost. Sandy did a good job of instilling the one-design concept in the formation of the FSSA and it has worked well. I do not think there is another boat out there where the boats are as even over fifty-five years of production.

**FSSA:** What things are we doing

right together? And are there things we (FSSA) can work on to do better?

**HC:** I believe strongly that the class and builder can and should work together to preserve the one-design. As far as what can be done better, I sometimes think we (Flying Scot Inc.) are doing all of the work in promoting the boat and could use some help there. When someone new comes into your club, it would help us if the local fleets would plug the new Flying Scot as a good choice, not just used Scots. If someone has the means and desire for a new boat, for heaven's sake, don't talk them out of it!

Thanks, Harry! 🍀

# The 109th Ephraim Regatta

Nancy Claypool, FS#3445/ FS #5945, Midwest District/Gulf District

The Ephraim Regatta is the oldest continuous regatta sailed in the United States and is hosted annually by the Ephraim Yacht Club (“EYC”), located in the Village of Ephraim, Wisconsin (population 289), approximately 72 miles northeast of Green Bay in Door County. Because the regatta has this unique distinction, the club uses the slogan, “There will always be an Ephraim Regatta.” This year was no exception. The 109th regatta was held on August 2 and 3 and was co-chaired by Nancy Claypool and Adam Moore.

The annual Ephraim Regatta originally included boats of all kinds. The sailboats had to race with handicaps for many years because of the mix of so many sizes, weights, and classes. It was not unusual to have a race with 16-foot boats competing against those of 40 feet or more. Handicaps were difficult to establish because standardization wasn’t very accurate and boats that should have been similar or even identical often were not. Eventually, as people showed more interest in entering the regatta, the division was “boats under 35 feet or boats over 35 feet.”

When one-design boats came along, the regatta historically would provide a trophy to any class of three or more boats. Sailors who were attracted to the Door County area would tell their fleet members, “Let’s get three boats together and go to Ephraim.” Popular one-design classes in the pre-fiber-glass days included Seagulls, Highlanders, Thistles, Lightnings and International 14s, among others. The Flying Scot class was added in the early 1960s when Scot sailors from the Milwaukee Yacht Club decided

to take their boats to the Ephraim Regatta. It wasn’t long before Sandy Douglass and Eric Amman were making Scot deliveries to EYC members, and Flying Scot Fleet 44 was started.

Since the 1960s, other fleets have participated, but in the past few years, the EYC has limited the regatta to the Flying Scot class because of the number of boats participating. This year, there were 27 boats participating. Racers came from as far as Naples, Florida, and New Orleans (in borrowed boats), and six skippers were under the age of 18.

The regatta started with the Friday night Welcome Party across the street from the club at the Olga Dana Green owned by the Ephraim Historical Foundation. Racing started on Saturday with Dan Goldberg, a past Flying Scot Sailing Association President, ably serving as the PRO. Three races were run on Saturday and two on Sunday out in Eagle Harbor between the bluffs of Ephraim and Horseshoe Island.

Saturday’s racing started out with northwest winds of about 10-12 knots and medium chop with temperatures in the mid-70s. Race 1 was a five-leg windward/leeward race. Everyone got off the line cleanly and most sailors were trying to figure out how to keep their boat moving through the chop. The winners of Race 1 were Mike and Jennifer Faugust of EYC, who rounded the first windward mark in third place but were able to take over the lead by working the boat through the chop and staying in the pressure. During Race 2, the wind diminished slightly, but the chop continued. The winner of the second race was Ryan Malmgren with his

wife, Stacey Rieu. Race 3 started out with similar wind; however, by the second downwind leg, the wind died and the Race Committee shortened the course at the gates. Boats did their best to drift to the finish line. Ryan and Stacey, again, won this race.

Saturday night was the 39th annual Bratfest that is held in conjunction with the regatta. This has been hosted by an EYC family since its inception. With perfect weather conditions, over 200 people attended for the “all-you-can-eat” grilled bratwurst and corn on the cob event. Racers discussed the day’s challenges and reviewed the cumulative scores. As the night wore on, many racers ended up sitting around the fire pit listening to members of another EYC family singing and playing guitars, which has also become an informal tradition.

Sunday started with very light winds. The winds picked up enough to start a race out of the south. The winning boats started on starboard near the pin and stayed on a long beat on the left side, even though the right side clearly showed more pressure on the water. The lead boats eventually tacked to port and were lifted to the first mark. That set the stage for the rest of the race, which was won by Frank Gerry, Flying Scot Class President, and his wife, Marianne. With the winds diminishing again, the PRO got off the last race before the regatta time limit. This time, although the conditions appeared somewhat similar, the boats that headed over to the right were the first to the windward mark. Ryan and Stacey won the last race.

Jay Lott noted, “On day one, the shifts

were subtle, so we paid careful attention to the compass. The chop meant it was important when sailing upwind to keep the boat moving fast and not to try to point too high. On day two, the wind seemed to be usually filling from the left so we tried to get to the left side when going upwind. Downwind, we focused on sailing as low as we could whenever we had speed, and sailing higher when necessary to generate speed to carry us through chop.” Larry Taggart stated, “On both days, competitors had to deal with chop caused by the wind and/or boat wakes that made the downwind legs challenging. We kept our centerboard lower than normal in an attempt to provide a ‘damper’ to the rocking. And on the upwind legs, Carrie was constantly playing the jib, especially easing when larger waves approached.”

Ryan Malmgren had a number of points that could be shared with racers. “The PRO set nice long lines. This gave the sailors more options so that they were not jammed at the start. Unless you’re really confident that you can get off the line at either the committee boat or the pin without others around, you may want to start more towards the middle. I was able to take advantage of the long line and did not start at an edge because the line was fairly square. When it’s a long line (or even not a long line), try to get a line sight using a point on land. Sail down the starting line towards the pin and try to spot a landmark, like a tree, a house, or something else that you can use as a point of reference to know exactly where the starting line is. Later, when you are in the middle of the line,

you’ll know exactly when you’re on the line instead of succumbing to “line sag” and hanging below the line. At between a minute and half to a minute before the start, I was able to sail on port and find a place to tack and pop in on the line. If you can protect the space to leeward, you’ll be in a position to reach down the line and immediately head up right at the start, having good speed. Also, if you are more towards the middle and moving, you’ll have 1) a lane to sail in with clearer air and 2) the speed to get out in front which allows you either to go fast to the first shift or cross the fleet if you’re trying to get to the other side of the course.”

“On the first day, we watched the compass and sailed on the shifts. We’d tack when the compass showed a heading change of about 10 degrees and held for a little. We were also watching out for the dark spots on the water to make sure we were sailing in the pressure. With the wind and chop, we were never trying to pinch; we were constantly changing our weight placement and sails. Weight placement is so critical. I wanted to keep the angle of heel the same, so both of us were moving up and down constantly when the waves would come and go. When the waves came, we heeled more; Stacey would go down low, crack off the jib a little and I’d lean in some to minimize hitting the waves. Downwind, we sailed hot angles to keep things moving. If Stacey told me that there was pressure, we’d bring the guy back and sail more downwind; if it got light, we’d heat it up and keep moving. You also have to keep your head out

of the boat going downwind and look for wind. In a couple of the races when the wind got light, we took our jib down going downwind. It’s a lot easier to carry the chute through the jibe in those conditions when the jib is down. Of course, when you raise the jib to go back upwind, you need to reset it again. We also kept the top batten more open on both sails to go fast through the waves and we did a lot of playing the board going downwind. Overall, we had good starts and the conditions were good for our weight.”

The Ephraim Regatta gives out trophies to the overall top five finishers as well as several other trophies. The Vail Cup is awarded to the winner of the first race and the Charlie Sauter trophy is awarded to the winner of the last race. (The Sauter trophy is designed as an incentive to keep people racing through the whole regatta.) The Peder Knudsen trophy is awarded to the highest placing husband and wife skipper, and the Sturgis trophy is awarded to the highest placing skipper under age 18. Another tradition is that the club takes an annual photo of all the regatta participants, race committee, and volunteers in front of the club house after the trophy celebration. At the conclusion, the regatta chair invites everyone back for next year because, “There will always be an Ephraim Regatta.” (The winners appear below.) The Ephraim Regatta counts as one of the regattas for the Flying Scot Midwest District Travel Trophy. Next year’s regatta will be August 1 and 2. Mark your calendar and come enjoy beautiful Door County! 🏆

OVERALL	SKIPPER AND CREW	CLUB	BOAT
1st	Ryan Malmgren and Stacey Rieu	Ephraim Yacht Club	<i>ADHD</i>
2nd	Frank and Marianne Gerry	Clinton Lake Sailing Association	<i>Eva</i>
3rd	Larry Taggart and Carrie Berger	Southern Yacht Club	<i>Quicksilver</i>
4th	Jay Lott and David Sauter	Ephraim Yacht Club	<i>Reindeer II</i>
5th	Isak Peterson and Brian Ritter	Ephraim Yacht Club	<i>Thirsty Dragon</i>
SPECIAL TROPHIES			
Vail Cup	Mike and Jennifer Faugust	Ephraim Yacht Club	<i>High 5</i>
Charlie Sauter	Ryan Malmgren and Stacey Rieu	Ephraim Yacht Club	<i>ADHD</i>
Peter Knudsen	Ryan Malmgren and Stacey Rieu	Ephraim Yacht Club	<i>ADHD</i>
Sturgis	Roger Waleffe, Ally Dykman and Derek Waleffe	Ephraim Yacht Club	<i>Scot Free</i>

# The Cozy Town of Rockport, MA, Hosts the 2014 New England Districts

Diane Kampf, FS #5857, FSSA Commodore and Website Editor, New England District

The 2014 New England District Championships were held at Sandy Bay Yacht Club in Rockport, MA, on July 26, 2014. Rockport is a charming coastal Massachusetts town with great little shops and restaurants and is a beautiful place to visit. It's also a wonderful venue for racing with 3 large areas to race in within a few minutes of the club. As Greg and I arrived at the club after 7 days away at the NAC in New Jersey, I was not sure how I would feel about 5 more races in one day, but I was pleasantly surprised at my desire to get out on the water. After a tasty buffet breakfast on shore prepared by the club members, followed by the skipper's meeting, we all got in our boats and made our way out to the race course.

The 12 boats in the fleet were from 3 New England clubs - Sandy Bay Yacht Club in Rockport, Massapoag Yacht Club in Sharon, MA, and Duxbury Yacht Club in Duxbury, MA. On a partly sunny 75+ degree day, five races, perfectly set by the Race Committee, were run in southwest 12-15 knot winds occasionally gusting a bit higher. The courses were mixed between windward-leeward and Gold Cup triangle courses. It was a small but competitive fleet and we traded tacks with just about everybody. There did not seem to be a right way to go but it seemed that there was some magic in being a local fleet member because they always seemed to go the right way and it was not the same on every leg.

With Roger Sharp and daughter Laura Sharp trying to defend their New England District title, we saw the lead change in every race including the last race where we led for the first 2 legs and we saw



SBYC clubhouse.  
Photo courtesy of Diane Kampf.



Very close finish with spinnakers flying. Photo courtesy of Diane Kampf.



**2014 Flying Scot New England District Championship - Sandy Bay Yacht Club, Rockport, MA**

Place	Sail	Skipper and Crew	Home Club	Race 1	Race 2	Race 3	Race 4	Race 5	Total
1	4260	Ned Jeffries, Will Jeffries & Thomas Jeffries	Sandy Bay Yacht Club	1	1	1	3T	3	6
2	4373	Roger Sharp & Laura Sharp	Massapoag Yacht Club	5T	2	2	1	1	6
3	2879	David Corey & Taylor Corey	Duxbury Yacht Club	2	3	5T	4	2	11
4	4555	Dave Rousseau & Hein Smit Sibinga	Massapoag Yacht Club	6	7T	3	2	6	17
5	5999	Skip Montello & Marianne Yarmey	Sandy Bay Yacht Club	4	5T	4	5	5	18
6	4347	Rob Volpe & Mike Frigard	Sandy Bay Yacht Club	3	4	6	7T	7	20
7	5857	Greg Kampf & Diane Kampf	Massapoag Yacht Club	8T	6	7	6	4	23
8	5389	Scott Folger & Earl Kishida	Sandy Bay Yacht Club	10T	8	8	9	8	33
9	5034	Tom Hoerner & Amy Growe	Sandy Bay Yacht Club	9	9	9	8	10T	35
10	4804	David Archibald & Marilyn Archibald	Sandy Bay Yacht Club	7	10	10	10	11T	37
11	1405	Margot Hintlian & William Hintlian	Sandy Bay Yacht Club	11T	11	11	11	9	42
12	315	Uwe Uhmeyer & Lori Uhmeyer	Sandy Bay Yacht Club	12T	12	12	12	12	48

boats starting at every point on the line. We found our sweet spot at the pin end and tacked to port shortly after each start. At the end of the day, Roger and Laura were tied for first, but lost the tiebreaker to local fleet members Ned, Will and Thomas Jeffries, who won 3 of the 5 races, while the Sharps won the other 2.

We ended the day with a really nice surprise - Margy and Harvey Davidson

from our club had travelled up to watch the regatta and joined us for the post-race barbecue. Harvey helped Greg put the boat away after dinner, just as he had helped Greg get the boat packed up at our club before the NAC. Of course he helped the other travelers as well and that gave us more time to visit with everyone before heading home for the day.

Thanks for Sandy Bay Yacht Club and

Fleet 11, home of District Governor Skip Montello, for hosting us this year and we will be back the next time the Districts are held here. The race management was excellent and the shore side hospitality was great with plenty of food and beverages before and after the races. Perfect conditions, great friends and good food make a great combination for a fun regatta. Congratulations to all! 🏆

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Supplied hardware	A trip to the hardware store



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# Simply Saratoga

Diane Kampf, FS #5857, FSSA Commodore and Website Editor, New England District

A parade of  
spinnakers.  
Photo by  
Diane Kampf.



Every year when we make the trek to Saratoga, NY, for the 28th annual Flying Scot regatta, we look forward to the trip and can't wait to see everyone again. We usually have a few boats from our home club, Massapoag Yacht Club, and this year there were two. There were several boats from Candlewood and Monmouth Boat Club and a few other clubs as well and of course a large contingent from Saratoga. The past few years had a lower turnout than earlier years, but this year there were 26 boats signed up!

As we pulled into the club Friday night, August 8, 2014, we felt like we were home again, because that is how Fleet 161 makes you feel. They host people at their homes, several people stay in the clubhouse for the weekend and several people camp on the lawn. We were there in our usual



Saratoga winners wearing their trophies. Photo by Diane Kampf.

transportation, our Roadtrek camper van that many of you know we use to pull the boat all over the country since 1999. Yup, it's 15 years old and is still going strong and we hope it gets us to lots more regattas in the coming years. We arrived a little too late Friday night for the food that had been served earlier in the evening, but the club members went through the refrigerator offering to feed us even though

I assured them that we ate along the way. We visited for a little while with old and new friends then headed to the van for a good night's sleep.

One really nice surprise this year was the number of younger people that were sailing in the regatta. There was a team of junior sailors, and there were several parent-child teams. One of the skippers was a 12-year old girl named Danielle Dunne, who I found to be just the nicest young lady and loads of fun. I was so proud of her when I saw her at the helm of 2431, the boat her father Tom bought and fixed up for his family to sail. And we met a couple, Paul and Kim Stote, who recently bought Flying Scot 611 and have restored it nicely. Several participants

*Continued On Page 20*

# Boat and Master Getting Old, but Both Still Afloat

Marcel Boulanger, FS#894



*Back in the early 1970s, 15 Flying Scots of Fleet 22 used to harness the winds and waves on the waters of Lake of Two Mountains in the Montreal Archipelago. Here are some reminiscences from skipper and retired physician Marcel Boulanger, 85, who owns FS #894:*

Salt water flows in my family's blood: my grandfather apprenticed on square riggers, circumnavigated the planet, and rose up to become captain, sailing barquentines (i.e. schooners) mainly between Jamaica, New York, Quebec city, and up the St. Lawrence river. One day, he picked up an empty steel lifeboat drifting on the St. Lawrence and brought it to the small lake where we spent our summers. My father rigged it up: bowsprit, jib and gaff-rigged mainsail. That was my first sailboat.

Eventually, I settled in Montreal and bought a Lightning. At the Montreal boat show in 1966, I met the Flying Scot. It was a "coup de foudre" — love at first sight. The advertisement brochure showing eight men, all standing on one side of the deck and the boat hardly listing, and another showing a Scot under sail towing a man on water skis, were both enthralling. And the Scot, with its large, wide-open cockpit looked so comfortable compared to the Lightning's.

I signed up with Tanzer Boatyard. I could visit the premises and actually watch my boat taking shape. At \$2200 (1966 Canadian dollars) it was a bargain... or so I thought. It turned out I had not factored in the female component. Madame Honorary Commodore, who develops seasickness watching a cruise ship on television, approved the deal only if a diamond

ring came with it. That more than doubled the original purchase price....

## **Je pli e mais ne romps pas (I bend but I do not break)**

On one very windy day, myself, my hefty son, and three of his friends of the same gauge, decided to sail out and challenge that wind. With reefed main and no jib, we had a tremendous and heavenly exciting outing. With one man on an (illegally rigged) trapeze and the four others hiking hard we kept the boat almost flat on the water. Heavy as we were, the boat did not ride the waves, but slashed through them throwing up gallons of water instantly blown into the sail and drenching us.

How exhilarating it was! But, with a crew close to mutiny, I decided that it was getting too dangerous and made for

the return home. When we removed the sail, one of the crew noticed something odd with the mast. What was that angle up there...? That day was the one when wind, waves, weight and human foolhardiness joined together to demand too much. The picture tells it clearly.

My faithful boat, injured, sailed us back to safety with a near broken mast.

Had I been wise and mature to interrupt the party or completely out of my mind to sail out at all?

## **Generation Solidarity**

On a bright sunny day, an inviting gentle breeze in the air, my grandchildren, Val rie and Philippe, eight and nine years old at the time, and I decided to get under way for a sailing lesson.

After several tacks I handed the tiller to Philippe and prepared to illustrate the effect of hiking on the stability of the boat.

With my feet well under the (illegally rigged) hiking strap, I leaned outward and... immediately fell overboard: the line securing the strap had been loosely tied and let go under the tension. It is somewhat anxiety producing to see your boat bearing off with two little fair-headed darlings on board. They did not panic and listened to the instructions I could shout to them. After some maneuvering, they rescued their grandfather. They were quite proud of their feat and bragged about it. Scandalized readers need not write to tell me I should be ashamed for being negligent. I was, I still am and I shall be forever!

## **A Fantastic Treasure Hunt**

A family friend of Dutch origin once sent

*Continued On Next Page*



me an intriguing document purportedly from the Netherlands government agency indicating in mysterious terms the precise location of a treasure that belonged to the nation. Experts thought a few places in North America might fit the mysterious clues and that the Montreal area was one of them. The document read:

“A few leagues west from a site which evokes the serene atmosphere of peace between nations, a place that one can reach only with Neptune’s permission, lies a treasure protected from the wrath of the skies and the rotting of the earth by four powerful arms.”

The entire family, three generations, tried to decipher this puzzling document. Was there a place nearby that fit the description?

The reference to Neptune was easily understood: it was a place you could only reach by boat.

Peace between nations? Our summer cottage by Lake of Two Mountains is in the area of a small town called Pointe Calumet. A calumet is a ceremonial pipe used by North American Indians in various social rituals, including peace treaties. After much brainstorming we figured that Pointe Calumet was the spot from which to go west. Looking for an island four leagues west from that spot, we found none on the charts.

We were about to abandon our hypothesis when I realized that there was a wild, solitary and somewhat forbidding sandy beach within these four leagues that could be reached by sea only. The adults were doubtful but the children insisted it was worth exploring, so FS894 was prepared

for the expedition: shovels, picks, axes, charts, metal detector, binoculars, not to mention food, beer (of course), southwesters (hats, not storms), warm clothing and cameras. Mamie Commodore, not really enthused, got aboard with her knitting equipment, followed by the rest of the ship’s complement.

For the children, the lake was the sea; we were on a high seas adventures in that overcast morning. The kids spotted a forlorn, empty, narrow beach encumbered by old driftwood drying in the sun, which had begun to shine. A dense jungle-like forest made the place out of reach by land.

“This is it for sure,” exclaimed the children. We landed and started searching for “four powerful arms.”

“What in the world could that be,” said I?

“Come on, Papie, it must be big trees,” said Philippe.

Soon the children discovered four high trees bundled closely together, forming at their feet an enclosed space filled with dry golden sand. In a split second they were on their knees, their little hands digging frantically in the sand. Suddenly, Valérie screamed in the high-pitched voice only young girls have:

“There it is, I’ve got it! I’ve got it!”

Both children extracted a little pirate chest, in incredibly good condition after so many years in the ground. We forced the lid open with a sturdy screwdriver. The chest was filled with ancient paper bills and coins from all around the world, ranging from 1850 to 1920, of various weight, colors and sizes. A motorboat several meters offshore worried Valérie, who was afraid we were being observed.



Finding the buried treasure.  
Photo by Marcel Boulanger.

Everyone agreed that we should sail back home without delay.

A full inventory of the treasure was conducted. Once in the safe haven of the cottage veranda, we inventoried the treasure.



The treasure trove. Photo  
by Marcel  
Boulanger

The ethical question whether the treasure should be returned was left pending. The money remained in the hands of the children, who only years later started to doubt and finally admit to themselves that this had been a wonderful scenario planned by their mischievous parents (on a twenty dollar budget) with the complicity of FS 894. ▲

gathered around the boat to hear the stories of how they came to buy and restore the boat. Clearly they are proud of what they have accomplished. There were also several other wife-husband teams, father-son, father-daughter, and lots of friends sailing together as teams just really enjoying each other’s company on and off the boat. It’s people like this that make it tons of fun for us to go to regattas!

Saturday morning, club members made

what seemed like an unending supply French toast for breakfast and made sure we were all fueled up for racing. The wind, however, had other ideas and did not show up in the morning, so up went the postpone flag. At the skippers’ meeting we all agreed to extend the day beyond the time in the sailing instructions, if necessary, to get some racing in when the wind was scheduled to come in later in the day. We ate lunch looking out at the lake, and we

saw several spots of wind on the lake that teased us over the course of the morning and early afternoon, but none materialized enough to race. Around 2 PM, the race committee found something and sounded the horn. So we made our way out, paddling and flying spinnakers along the way to the racecourse.

The race committee set an Olympic course, which we sailed in a light south

Continued On Page 22

# NEW MEMBERS

## Capitol District

### Boat #6039/Fleet #0

Kevin Halista  
476 Goodspeed Road  
Virginia Beach VA 23451

### Boat #XXX/Fleet #0

Tree Martschink  
827 8th Street, NE  
Washington DC 20002

### Boat #5581/Fleet #0

Bill O'Neill  
PO Box 48  
Medenhall PA 19357

### Boat #XXX/Fleet #0

Malcolm Sutherland  
626 Railroad Avenue  
Haverford PA 19041

## Carolinas District

### Boat #5545/Fleet #0

Robert Graves  
659 Waterway Lane  
Seneca SC 29672

## Gulf District

### Boat #XXX/Fleet #96

Debra Dunn  
1464 Magazine Street  
New Orleans LA 70130

### Boat #5594/Fleet #98

Tom Halbert  
3303 Sessions Dr.  
Baton Rouge LA 70816

### Boat #5594/Fleet #98

Gerald Kuehler  
9223 Round Oak  
Baton Rouge LA 70817

## Michigan-Ontario District Boat #XXX/Fleet #0

Jeremy McCauley  
181 Davis Road  
Dracut MA 01826

## New York Lakes District

### Boat #2473/Fleet #0

Rick Hilimire  
25 Oak Street  
Geneseo NY 14454

## Ohio District

### Boat #1132/Fleet #6

Ed Halley  
1723 Cattail Meadows  
Woodbine MD 21797

## Pacific District

### Boat #2127/Fleet #0

Jeffrey Bartlett  
2306 Hummingbird Pl  
West Richland WA 99353

### Boat #3640/Fleet #0

Ken Schaefer  
71 Cascadia Loop  
Sequim WA 98382



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wind that shifted again and again during the race. The first leg was upwind, but the first "reach leg" was so close that it was nearly a beat so we never raised our chute, and I hiked out on the low side to keep the boat going in the light air. That seemed to give us a nice lead on the next boat – no one else seemed to be hiking, just me. So maybe it was my imagination, but I think that was the key.

The race committee couldn't really move the marks because the fleet was so spread out that there was just no opportunity to do that. The second reach leg was a run and then the second upwind turned into a reach, then a run with the wind all over the place. We led the race at every mark and at one point had a pretty nice lead on the rest of the fleet. Then came several larger motorboats that crossed right in front of us and that caused us to sail BACKWARDS – all the while keeping the spinnaker full! We think that is what allowed us to finally reach and round the mark still ahead of the fleet. We doused our chute, but very quickly found that we could raise it again

and managed to keep it full all the way to the next mark, where we were greeted with a shorten course flag. This was a true relief after working so hard for about 1.5 hours to win this one race, beating the second place boat by just a few feet. We did not want to do all that work and have the flag be the abandon flag! We all sailed in under spinnaker too, so we had enough wind shifts to sail in every direction with a raised spinnaker.

Back on shore, there were plenty of snacks and beverages to keep us going until the homemade chicken-with-mushrooms dinner that was served Saturday night, accompanied by loads of fresh vegetables and homemade bread. These club members really know how to feed you, no doubt about that. We had a wonderful evening sharing more stories about how we got into sailing, why we keep on doing it and how lucky we are to have a sport to share with family and friends. We all hoped for more wind on Sunday so we could get a few more races in.

Sunday morning, the wind gods were missing in action or they decided it was

already a perfect day that apparently did not need wind, so up went the postpone flag again. At 11:30 the Race Committee called it a day, so it was time to pack up and get ready to go home – but not before we got fed and had the awards ceremony. Misha Gutin thanked all the volunteers and gave them lots of credit for making the regatta successful and fun despite the lack of wind. Rob Hayes gave out the awards, embroidered hats with clips on them so we should never, ever lose them! Challenger Division awards were 4th place, Piotr Czajkowski, Hannah Merrill and Corbett Churan; 3rd place Danielle and Tom Dunne; 2nd place David and Rick Irving; and 1st place Greg and Steve Northrup. In the Championship Division 5th place Bernie Zabek and Bill Metz; 4th place John Lubrano and Brian Reiss; 3rd place Marc Gordon and Phil Cardelfi; 2nd place Thom Lee and Melissa Pater; and 1st place Greg and Diane Kampf.

Full results are on [fssa.com](http://fssa.com) under Regatta Results.

We'll be back next year – how about you? 🍷



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**2549-Custom Flex, 1974, \$3,300.00,** Bert, Toledo, OH, ahsmithjr@gmail.com

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**4499-Douglass, 1988, \$6,000.00,** John Clark, Duxbury, MA, , john@cutterassociates.com

**4723-Douglass, 1990, \$6,800.00,** Jeff Undercoffler, East Haddam, CT, 860-873-3443, jeffun@comcast.net

**5047-Flying Scot, Inc., 1995, \$8,500.00,** Charles Ramsey, Stoneham, MA, 267-625-6031, chr Ramsey124@comcast.net

**5579-Flying Scot, Inc., 2004, \$9,000.00,** Peter Smith, Hamilton, Ontario, Canada, 905-627-7679, smithp@mcmaster.ca

**5676-Flying Scot, Inc., 2006,** contact, Paul Cocotos, Leonia, NJ, , sailing-1@hotmail.com

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## STARTING LINE

## STARTING LINE Calendar Of Monthly Events (FROM SEPTEMBER 2014 – OCTOBER 2014)

### 2014 Glow in the Dark

**District:** Midwest

**State:** Illinois

**Date:** 09/26/14 - 09/28/14

**Contact:** eric@ericbussell.com

### Fontelieu Fall Classic

**District:** Greater New York

**State:** Connecticut

**Date:** 09/27/14 - 09/28/14

**Contact:** ekoochnoj@gmail.com

### 35th Grand Annual Regatta

**District:** Ohio

**State:** Kentucky

**Date:** 10/03/14 - 10/05/14

**Contact:** crboll@uky.edu

### 2014 Grand Annual Regatta 35th

**District:** Ohio

**State:** Kentucky

**Date:** 10/04/14 - 10/05/14

**Contact:** crboll@uky.edu

### Third Annual Roger Punzi

**Memorial Regatta**

**District:** Greater New York

**State:** Connecticut

**Date:** 10/04/14

**Contact:** fs5516@yahoo.com

### Great Scot Regatta 2014

**District:** Dixie Lakes

**State:**

**Date:** 10/04/14 - 10/05/14

**Contact:** hackneydr@att.net

### 2014 Greater NY District Championship

**District:** Greater New York

**State:** New Jersey

**Date:** 10/11/14 - 10/12/14

**Contact:** jfluard@gmail.com

### Hospice Regatta

**District:** Dixie Lakes

**State:** South Carolina

**Date:** October 17-19

**Contact:** John Kreidler jakreidler@mindspring.com

Ronnie Ashmore sailtanzer@aol.com

### Open House Regatta

**District:** Southwest

**State:** Dallas, TX

**Date:** October 18-19

**Contact:** Heidi Gough at Heidi.Gough@RaymondJames.com

### 2014 Chaos Cup

**District:** New England

**State:** Massachusetts **Date:** 10/18/14

**Contact:** eric@maltshoppe.com

### Hospitality Regatta - Jackson MS

**District:** Gulf

**State:** Mississippi

**Date:** 10/18/14 - 10/19/14

**Contact:** jim.leggette@gmail.com

### 2014 Halloween on the Townsend III

**District:** Carolinas

**State:** North Carolina

**Date:** 10/24/14 - 10/26/14

**Contact:** detroit091@aol.com

### Fall 48 Regatta

**District:** Carolinas

**State:** North Carolina

**Date:** 11/01/14 - 11/02/14

**Contact:** dsafirstein@bellsouth.net

### Cajun Country Championship

**Lake Charles Yacht Club**

**State:** Louisiana

**Date:** 11/22/14

**Contact:** Al Rees 337-234-6878

### 45th Annual

**George Washington's**

**Birthday Regatta**

**District:** Florida

**State:** Florida

**Date:** 02/14/15 - 02/15/15

**Contact:** koa499@centurylink.net

### 2015 Midwinter FSSA

**Championships**

**Date:** 03/15/15 - 03/19/15

**Contact:** limerun@gmail.com

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(410) 798-4146  
david@selbybay.com

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112 Culler Way  
King, NC 27021  
(336) 985-5599  
carolclaypool@msn.com

### DIXIE LAKES DISTRICT

Sandy Eustis  
107 Shipmaster Drive  
Salem, SC 29676  
(513) 325-8850  
seustis@charter.net

### FLORIDA DISTRICT

Mark Taylor  
420 E Davis Blvd  
Tampa, FL 33606  
813-445-3688  
stewdrew1@yahoo.com

### GREATER NY DISTRICT

Melanie Dunham  
700 Route 22, Trinity-Pawling School  
Pawling, NY 12564  
(845) 855-0619  
FS2601@aol.com

### GULF DISTRICT

Larry Taggart  
5809 Memphis Street  
New Orleans, LA 70124  
(504) 482-7358  
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Portage, MI 49024  
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(217) 344-8508  
bdwillms@life.illinois.edu

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skip.northcoastangler@yahoo.com

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33 Huckleberry Lane  
Ballston Lake, NY 12019  
(518) 877-8731  
pseidma1@nycap.rr.com

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118 N. Vine Street  
Westerville, OH 43081  
(614) 890-0072  
msweterlitsch@beneschlaw.com

### PACIFIC DISTRICT

Richard Obst  
463 Columbia Point Drive  
Richland, WA 99352  
(509) 308-5917  
richobst@gmail.com

### PRAIRIE DISTRICT

James (Jim) R. Slaughter  
3829 W. 58th St.  
Fairway, Kansas 66205  
(913) 954-9580  
pimm20@yahoo.com

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