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VOLUME 49 NUMBER 6 2005

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From The President

by Glenn Shaffer, FS 5213



As my wife, Joyce, and I watched the early television coverage of the devastation caused by Hurricane Katrina, we could not comprehend the destruction and danger facing the people along the Gulf Coast. First the winds and rain from the storm and then the apparent good news that New Orleans had missed a direct hit – whew! But this was soon followed by the reports of terrible flooding in New Orleans when the levees broke.

Most eyes of the media were on the city of New Orleans, with its flooded streets and people who needed to be evacuated and somehow taken to places where they could try to reconnect with family members and get food, clothing, and shelter. But what about the areas just to the east that weren't so lucky? I began to hear the names of cities in Mississippi--Biloxi, Bay St. Louis, Pass Christian, and Gulfport. All these places are familiar to me because of Flying Scot skippers I'd raced against and yacht clubs that were home to Flying Scot fleets and sailors. Then came the news that virtually every home and structure in the affected area had been destroyed.

Fast forward a few weeks and it was déjà vu when Hurricane Rita came barreling toward the Gulf Coast, heading toward the Houston area. I thought of my visit to the Houston Yacht Club this past July for the North American Championships and the fate that awaited many of the special people I had met. Fortunately, Rita was not the twin sister of Katrina, but she certainly added to the suffering and loss along the Gulf Coast.

In the early hours after Katrina, we all wanted to know if our friends were safe and how we could help provide the basic needs of food, clothing, and shelter. With little infrastructure remaining

to communicate or deliver aid, our frustration abounded with our government's inability to promptly assist. I thought of what the FSSA and its members could possibly do to help.

On the morning of September 11th, I was driving on the New Jersey Turnpike on my way to deliver my Scot to American Yacht Club to be used in the Mallory Cup competition the following week. As I passed Newark Airport and drove onto an elevated section of the turnpike overlooking Manhattan, it was 8:46 a.m. and the radio station that I was listening to paused for a moment of silence. The twin towers were gone, but the symbolism of that event and the Katrina tragedy did not escape me.

By all accounts, the Mallory Cup and Adams Cup events featured tremendous sailing. With their homes gone and literally nothing more than the clothes on their backs, the team from New Orleans still came to race, and they won the Mallory Cup. Congratulations to Zak and Sara Fanberg and Marcus Eagan and also to the other Flying Scot teams skippered by Josh Goldman and Hans Noordanus, who finished 3rd and 5th, respectively. Joni Palmer, Carrie Carpenter, and Meredith Dodd sailed extraordinarily well to win the Adams Cup. Recognition should also go to the Flying Scot for being chosen as this year's boat for the Mallory and Adams Cups, as well as the Championship of Champions, and the tremendous effort made by Harry and Karen Carpenter to make it all possible.

While many of the Gulf Coast yacht clubs are gone, the enthusiasm for Flying Scot sailing remains. I believe that the best role for the FSSA in the aftermath of Katrina and Rita is to help the Gulf Coast clubs get back on their

feet and rebuild. I hope that there will be countless ways for all of us to help in the future. Let me know your ideas. If any of you in the affected area have any specific thoughts on how the FSSA might lend you assistance, I hope that you will either write or email them to me. ▲

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Letters to the Editor

Kay Summerfield



Letter to Alex Bryan

Dear Alex Bryan,

Your recent article in *Scots n' Water* was most enjoyable. I have fantasized about an extended cruise in a planing hull. That is what you actually did with your Flying Scot, number 2495.

Your account meant a great deal to me, because I owned FS 2495 from January 1983 to July 1984. During that time I thoroughly enjoyed it, and I decided to buy FS 4001, which I own and enjoy to this day. I had bought FS 2495 from Bay-Waveland Yacht Club, which I understood to be the boat's original owner. I sold her to Bill Ganucheau, who sailed 2495 in south central Louisiana and subsequently in Florida.

The publication of your article about your experiences with FS 2495 in the Gulf of Mexico ironically appeared just weeks before Hurricane Katrina came out of the Gulf on 29 August 2005. That terrible storm's high water breached levees in New Orleans and flooded most of that city. With final accounting, Katrina might become the most deadly and costly natural catastrophe in the US.

In New Orleans during Katrina, Southern Yacht Club was extensively damaged by fire. Perhaps you saw those sad photos. Along the Gulf Coast, Katrina seriously damaged other

sailing clubs, including Bay-Waveland YC, located between Biloxi and New Orleans. (Many members of BWYC come from the contiguous towns of Waveland and Bay St. Louis, Mississippi, hence the club's distinctive name.) I have not yet seen reports about Katrina's damage to BWYC but fear it was horrific because of that hurricane's huge tidal surge.

This recent Labor Day weekend, BWYC was scheduled to host a regionally popular annual competition in Flying Scots—the Sir Thomas Lipton Challenge Cup Regatta of the Gulf Yachting Association. Since 1969, the GYA has used the Flying Scot for interclub competition regattas, of which the Lipton is the most prominent. The GYA club winning the previous year normally hosts the Lipton in the current year. Prior to 2004, BWYC had won the Lipton many times, perhaps using your boat on one occasion!

BWYC has many other connections with the Flying Scot, including FSSA North American champions. The 2005 champions are Marcus and Mark Eagan from BWYC. Its other distinctions are remarkable and worth a visit to www.bwyc.org.

FS 2495's earlier connections to the Gulf of Mexico and to Bay-Waveland Yacht Club might interest you and others. Thanks again for your article, which I thoroughly enjoyed.

Al Rees, FS 4001

PS Because of your article, I'll try tenting on a Scot. 🚩

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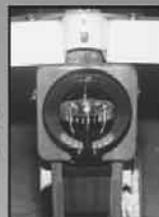
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BILL TINGLE Sails FS 88 on his 88th Birthday

by Bob Zavos, FS 4601



Early this summer Bill Tingle decided to do something special for his 88th birthday at the end of August. His treat would be an upgrade to his sailboat. But the boat he was thinking about wasn't FS 3388, which he has raced for so many years at Lake Arthur, PA. This would be his older boat, FS 88, which he had raced prior to 3388 at Lake Arthur for so many years.

Bill bought FS 88 in the early 1970s after he learned to sail on a smaller boat. FS 88 had been used for several years but was in great shape, and he took her to newly formed Lake Arthur, which had become the home base of the newly formed Moraine Sailing Club. Bill tells an interesting story about his early days in racing. As a physicist for a major Pittsburgh corporation, Bill thought he would have an advantage when he took up sailboat racing. He knew a lot about the concepts that determined sailboat speed. He took out some of his old books and did a detailed review. Shortly afterwards he entered a sailboat race and was beaten by a 14-year-old boy who had flunked eighth-grade arithmetic. For Bill, that was a good incentive to improve his skills, and that is exactly what he has been doing ever since.

After many years, FS 88 began to show her age and Bill decided to get a new boat. He ordered one from Sandy Douglass and somehow he managed to get FS 3388 on the mainsail. The new numbers seemed quite appropriate, and Bill literally put old FS 88 out to pasture behind his house.

Bill took Sandy out a few times for pointers, but it is still not clear who gave pointers to whom. Bill has been one of the top club racers for many years.

Bill Tingle is one of the class acts at Moraine Sailing Club and Lake Arthur. He participates in most club activities and takes less-experienced racers out to show them the ropes. He regularly comes up with new ideas for the club racing and activity programs. He is a computer wiz, too, and started using email before it became so common. Bill keeps the club members up-to-date with sailing news and stories via email.

As for old FS 88, she began to show her wear in the field behind Bill's house, but he never really forgot her. He finished his upgrade just in time for the next-to-last race date of the season, which was a few days before his 88th birthday. At the end of the day, the club held a surprise party for him. His son, Bill Tingle, Jr., flew in from Massachusetts to join his dad for the activities. Many of our original club members also showed up to pay tribute to Bill, and everyone attested to his great sportsmanship and sailing skills.

A few weeks later we held the final races of the season and had a great turnout. By this time, Bill had a little more practice and FS 88 was in top form. Bill won the last race of the season by a large margin. Old FS 88 looked pretty good that day. And so did 88-year-old Bill. ▲





A Sweet Tradition

by Carrie Carpenter, FS 5419

Sailors have long been known as party people. At any regatta, no matter where it is or what boat is being sailed, you can be sure the beer is not far away, and the Flying Scot class is no exception. The Ohio District sailors are like all others in that they can appreciate a good keg after a long day of racing. However, over the past few years we have become famous for another reason. The Ohio District can find the best ice cream, no matter where they sail. The ice cream tradition began when Charles Buffington's wife and loyal crew, Sarah, made a proclamation to bet-

ter the situation of crews everywhere. Her statement, "The crew works for ice cream," has become the mantra that guarantees a trip for ice cream at every regatta.

The first ice cream establishment to be frequented by us sailors with a sweet tooth was Graders, at the Hoover Regatta in Columbus, Ohio. Since the regatta is on the Ohio District circuit, going to Graders has become an annual tradition.

Do not be fooled into thinking that our ice cream expertise only extends to the Ohio District. At the NACs in Carlyle--led by one of our foremost experts in ice cream, Barbara Griffin—

we found Scoops. Scoops' reputation spread, and by the end of the week we were escorting other districts to share in our find. When sailing in North Carolina at Lake Norman, one can always find a few sailors hanging out at Carolina Cones, another local favorite. The next time you find yourself at a regatta and you want to satisfy your sweet tooth, you need not look farther than the nearest Ohio District sailor.

Note: Ohio District sailors are always on the lookout for new places to satisfy our taste buds. If you know of a great local spot worthy of recognition, please let us know so we can add it to our list. 🚩



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SPINNAKER TIPS

Little Things Your Sailmaker Didn't Tell You

by Dan Goldberg, FS 4991

So you bought a Flying Scot, complete with spinnaker, and are trying to figure out how to get it up, fly it, and take it down. You look at your sailmaker's spinnaker guide, and it only tells you three things: (1) keep the pole perpendicular to the apparent wind, (2) keep the clews approximately level, and (3) play the sheet so as to keep a slight curl in the windward edge of the spinnaker. But what about all the other little things that you need to know? Here are some practical tips.

How do you hook it up?

You have to hook up the spinnaker to the halyard, sheet, and guy. So you take it out of the bag and try to find the top (head). I have actually seen spinnakers hoisted sideways, because the halyard was attached to one of the clews!

How do you find the head?

Most sailmakers put colored strips of spinnaker cloth ("luff tapes") on the two luffs—one red and one green. They come together at the head. So look for the corner of the spinnaker where the colored luff tapes come together; that is the head. Then attach the halyard to the head.

How do you finish hooking it up?

You have to attach the other two spinnaker lines (sheet and guy; on the leeward and windward sides, respectively) to the clews of the spinnaker. Starting at the head, run your hand down either luff until you get to the clew. Then attach either the sheet or guy. It doesn't matter which; the spinnaker is completely reversible. Then go back to the head, and run your hand down the other luff until you reach the other clew. Then attach the other line.

Isn't there an easier way?

Yes, there is! If you fold the spinnaker as described below, all three corners will be together when the spinnaker comes out of the bag, making it easy to locate the head and the two clews. Then you can attach the lines without all the fuss described above.

OK, what is the secret to folding it?

It's easy!

Step 1 – Lay the spinnaker flat on the ground, and bring the head to the CENTERLINE of the foot (see Photo 1).



Photo 1

Step 2 – With you at the centerline of the foot, and your crew directly opposite, fold in one side of the spinnaker, accordion style, toward the center (as shown by me and Joni Reis, my regular crew, in Photo 2).



Photo 2

Step 3 – Without changing position, repeat Step 2 and fold in the other side toward the center (see Photo 3).



Photo 3



Photo 4

Step 4 – Roll up the spinnaker toward the head and clews (see Photo 4). Now the head and clews will be together (Photo 5), ready to hook up to the halyard, sheet, and guy the next time you are ready to use the spinnaker!



Photo 5

What is the best way to attach the lines?

Some people like brummel hooks, but I don't, because (1) they add unnecessary weight in light air, and (2) I have seen them disconnect in heavy air. So I recommend tying the lines directly to the spinnaker with a bowline.

Continued on Page 10

Spinnaker Tips

Continued From Page 9

What do I need to check when hooking it up?

The spinnaker needs to be OUTSIDE EVERYTHING (forestay, jib sheets, and shrouds). It should look like Photo 6.



Photo 6

Note that the halyard is outside the jib sheet, and the spinnaker sheet is outside the shroud.

Although not shown in Photo 6, the guy is outside the forestay. Also look up the halyard all the way to the top, to make sure the halyard is not wrapped around the jib halyard or forestay.

Now that it is hooked up, where should it go?

Some people simply leave it on the floor of the boat, but this is messy. A better way is a plastic laundry basket. I once did this, but when we hoisted the spinnaker we also hoisted the basket, right out of the boat! So if you use one, tie it into the boat. A short line connected to the boom vang rope that runs through the base of the tabernacle works well. However, lift the basket from the floor of the boat to the forward end of the seat when you raise the spinnaker, so that the spinnaker will not get caught between the boom vang and the coaming and possibly rip.

A better way is to install a "spinnaker turtle" right on the seat. This is also shown in Photo 6. It's lightweight and out of the way, and you never have to worry about finding a basket or ripping the spinnaker during a hoist. Joni loves it!

What side of the boat should it be on?

You normally want it to be on the leeward side of the boat when you raise it, so try to figure out which side (port or starboard) will be the leeward side for the first hoist. In most races, the port side will be the leeward side for the first hoist, so put it on the port side.

How can I avoid twisting it around itself (a "Figure 8" twist) when raising it?

Make sure that you pull out the corner attached to the guy first, so that at least 3 to 4 feet of the spinnaker are out on the deck (Photo 7), BEFORE you start to raise the halyard. This will keep the corners separated and prevent a twist.



Photo 7

What if I do get a twist?

Have your crew go up on the deck and pull down on the foot of the sail and/or on one corner with repeated, forceful motions. The twist will spin itself out from the bottom to the top.

What is the quickest way to get the spinnaker to fill with wind?

Cleat the sheet and just pull back hard on the guy as you hoist, and the spinnaker will pop full. Keep the pole forward until the spinnaker fills. **CAUTION:** Do not cleat the sheet before the hoist if it's very windy and you are on a reach. The spinnaker may pop full before you are ready, and broach or capsize the boat. Also, if you are overpowered when the spinnaker is up, collapse the spinnaker by easing out the sheet. But never ease the guy way out! The spinnaker could fill way beyond the boat and cause a capsize, or fill behind the boat and bring you to a stop.

How do I know if it's all the way up?

The skipper and crew normally sit far aft when the spinnaker is flying, so it's hard to see whether or not the halyard is all the way up (because the head of the spinnaker is hidden by the mainsail). Here's an easier way: after visually confirming that the halyard is all the way up, put a black mark or small piece of tape on the other end of the halyard, right where it goes into the cleat. Then you only have to look at this mark on the halyard when you cleat it to know that the spinnaker is fully hoisted.

What's the secret to a good jibe?

The key thing is to pull back on the guy as soon as the pole is released, or as soon as the boat starts to turn downwind, whichever occurs first. Otherwise, the spinnaker may be blown into the forestay. Also, put the new guy into the guy hook (at the base of the shroud) before reattaching the pole to the mast. This will keep the spinnaker under control. Finally, keep the pole forward (towards the forestay) when reattaching it to the mast, unless the jibe is run-to-run and it's not too windy.

What are the secrets for a good takedown?

If the takedown is on the windward side of the boat, detach the pole and simultaneously PULL BACK HARD on the guy to prevent it from going forward of the forestay. Then gather in about 2/3 of the foot, leaving about 1/3 of it out on the deck (see Photo 8). This part will



Photo 8

come in LAST, so that it goes out first on the next hoist (as described above), which will prevent a twist. Then release the halyard, lower the spinnaker, and gather in the remainder of the foot last. **CAUTION:** there is a potential for the jib sheet to get tangled around the spinnaker during the takedown. To prevent that, Joni puts the jibsheet BEHIND HER BACK while taking down, as also shown in Photo 8. If the takedown is on the leeward side of the boat, the procedure is the same except that you don't need to take down the pole until after the takedown. If your crew can't reach the spinnaker, pull hard on the GUY (not the sheet) until it comes into the crew's reach.

What else do you recommend?

Just go out and practice with your crew until the whole operation becomes smooth as silk! ▲

Born to Sail

by Andrea Hohler, FS 3883

When Charles Buffington asked me to write an article for *Scots n' Water*, I thought to myself, "What do I have to offer so many experienced sailors who are wise beyond my years?" Then I realized that this was an opportunity to be known in the sailing and Scot communities as myself, not as Tom Hohler's or Chris Czapleski's daughter. Since I am only 23 years old, I would like to give an insight into what it's like to "grow up" as a sailor.

My life as a sailor and my love of sailing began even before I was born. At each sailing event, I (re-)meet people who have known me my whole life, and every time I talk with them, there is a new story about my parents or me that goes hand in hand with sailing in some way. I was born to love the water and was practically educated on a boat. Each story that I hear teaches me a great deal about life, sailing, and a passion for a sport that leaves you at the whim of the wind. However, to date, the story about my "first" sailing experience is my favorite.

It was a hot August day in 1982--the day of the inaugural Women's Sunfish Regatta at Lake Arthur. My mother decided that she would compete in this regatta. For a passionate young sailor, this is nothing, but you must keep in mind that I was due on this August day.

But since I showed no signs of popping out, racing seemed to my mother like the logical thing to do. She successfully completed this event with me still inside, thankfully, since I can only imagine how difficult it would be to deliver



on the water. She did not win the regatta, as I like to tell the story, but you can imagine the sight of a nine-month-pregnant woman sailing a Sunfish around a race course! And so began my sailing career.

Growing up in the Flying Scot class was always interesting. Between traveling at least one weekend a month to a regatta at a different lake, having baby dolls saved from the lake, and being forced to race with my parents when there was no babysitter available, I somehow fell in love with not only the sport but also the Flying Scot. One sum-

mer when we went to Cave Run, KY, my brother, Paul, and I were forced to race with my parents. I think that I was about five at the time, and Paul was seven. When we got out to the race course, the winds were relatively strong, with rain threatening. For some reason—and to this day I'm not sure why my dad did this to me--as puffs hit going upwind, my mom and dad were hiking out like crazy trying to keep the boat flat, while Paul and I were forced to the low side. This can be a very scary experience for a small child. (Keep this in mind when sailing with your young ones, you parents out there.) This occurred throughout the race; I sat, very scared, on the leeward seat watching the water get very close to me and yelling to my dad, "The water is coming in, Daddy!" And he responded, "Don't worry, I have it under control!" Sure

enough, we never did capsize that weekend. Despite my insistence that we were about to go over, and my fear that, because it was raining, the boat was going to fill up with water and sink, my dad did have it all under control. To this day, I have never capsized in a Flying Scot. But my Laser?...well, that's a different story altogether.

As the years passed, I was less often "forced" to go to the lake every Saturday for club racing, and I was less

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Born to Sail

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interested in blowing on the sail to make us "go faster," spitting in the water to see if we were moving, or even singing "Row, Row, Row Your Boat" with my mom on a no-wind day. Instead, I became interested in how and why you did what you did on the water. This prompted me to start sailing all by myself--a big step for me at the time, as I was scared of dumping--and finally I began to race my Sunfish. At that point, my goal was just to get around the race course, since I didn't know anything about tactics or wind shifts (that would come later). I quickly got bored sailing the Sunfish--there were far too few lines to play with--and graduated to my dad's 1976 Laser. Since this provided me with many more lines to play with, I was happy!

Having never actually sailed the Laser before, I convinced my parents to throw it on top of the van, attach the Scot to the hitch, and head to Berlin Yacht Club for their annual invitational regatta. Since I had no idea how to put the boat together, my mom and dad helped me. In about 15 minutes, the boat was ready to race. On this lovely weekend in north-

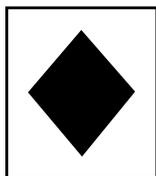
eastern Ohio, it was blowing pretty hard, and I was relatively nervous but ready for the challenge. That is, I thought I was. However, just before the start sequence began, the figure-eight knot came out and the mainsheet quickly unwound itself from each block to where the other end was connected on the end of the boom. This was a disaster; I was totally unprepared for this kind of wind and had no idea how I was going to rig the sheet. Of course, at that very moment my parents sailed by. I showed them what had happened, and all they said was, "Well, put it back together." Then they sailed away. Somehow I did manage to put the mainsheet back through all the blocks and start sailing again, but my ego was severely damaged. One thing I did learn was to NEVER trust my father's figure-eight knots (he was the one who had tied it for me). Damaged ego combined with heavy wind, but somehow I managed to finish not only the first race but all five races in my first-ever regatta. Best of all, I accomplished my goal, which was to not finish last (there were six boats out at the regatta, and I finished in fifth place).

After a few years in the Laser with many successes, I graduated back to the

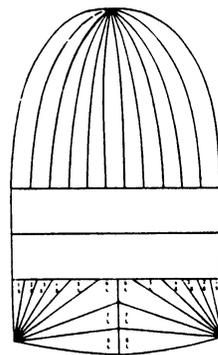
Flying Scot, where my passion for sailing has grown and where my father convinced me that the boat is indeed not an "old-man, family boat," as I once joked. For the past two years I have been crewing for, and learning a great deal from, Sandy Eustis. This summer has been especially interesting, as we have been training me as a skipper with Keith (Sandy's girlfriend) and Nick (my fiancé) as crew. I think the four of us have learned a lot from each other, making all of us better sailors in the long run. As far as I'm concerned, this sport is the most diverse and interesting that any person can find. I am very proud to display my "We sail Flying Scots" bumper sticker on my little 2002 Ford Focus, and I look forward to the day where I can purchase my own, brand-new Flying Scot from Harry Carpenter.

While I have your undivided attention, I want to thank my parents for introducing me to the sport of sailing...and all the other people who have helped me find boats to play on, sails to use, and even boats available for purchase. All of you have made my love of sailing grow more than I can imagine. Hopefully I will pass this passion for sailing to Nick and then, someday, to our children. ▲

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A WEEK of Flying Scot Sailboat RACING CLINICS at Deep Creek Lake

A PARTICIPANT'S VIEW

by Dan Muss, FS 5316

This is about an event that took place on Deep Creek Lake from June 27 through June 30, 2005, at the Deep Creek Lake Sailing Association (DCLSA) and was attended by 82 racing sailors in 39 Flying Scot's from both Deep Creek Lake clubs and sailing clubs off-the-lake. It is also the story of Joni Palmer and her husband, Ray Gauthier.

Joni and Ray live in Annapolis, MD, where Joni is deputy director of finance and administration for the sailing program at the U.S. Naval Academy and Ray is the owner of a prominent custom-home building company. Joni is a vice president of US Sailing, the organizing authority for sailboat racing in the U.S.; Ray has served as a senior judge for that same organization. Since their arrival at the lake a few years ago, they have added a new level of intensity and enthusiasm to the racing program here. They have given of their time, knowledge, experience, and treasury to our racing scene. Since their arrival, the number of participating boats has increased by more than 50%, and more of our racers are placing in national Flying Scot events.

The four-day clinic was carried out under the auspices of the Deep Creek Sailing School, with unstinting support from the DCLSA. Nationally recognized coaches traveled to Deep Creek to share their knowledge. The keynote instructors were:

Greg Fisher, Annapolis, MD: nationally recognized one-design sailing champion, Olympic level coach, and top sail-maker for North Sails

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AN ORGANIZER'S VIEW

by Joni Palmer, FS 5540

This past summer at Deep Creek Lake, my husband, Ray, and I orchestrated a "Week of Clinics" for the regional sailors. The idea germinated last winter as we drove back and forth to our lake cottage from our house in Annapolis. It was going to be a four-day Flying Scot racing clinic put on by volunteers under the umbrella of the Deep Creek Lake Sailing School. The target audience was existing Scot racers who would bring their own team and their own boat. The focus was to increase everyone's skill level and to create greater enthusiasm in the area. Those who were beginning sailors or those new to racing were asked to enroll in an "Adult Week" of classes the sailing school offers. This made sure we did not try to teach all things to all levels of abilities.

Since this was our first year organizing the "Week of Clinics," we felt a bit like teenagers giving our first party and hoping someone would actually show up. We would have considered it a success if five to ten boats (10 to 20 people) signed up. But we must have done something right, as we had 40 boats participate, with more than 80 people. Here is a recipe for creating your own clinic to promote enthusiasm and skills in your region:

1) INSTRUCTORS

- a) Invite some prominent sailors from outside your area who are renowned instructors; having a few recognizable names in the promotional material is key to marketing! Supplement this incredible talent with the local hotshots whom everyone respects. Please remember

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Greg Fisher on sail trim.



Joni and Jeff Eiber demonstrate spinnaker technique

Participant's View

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Jeff Eiber, Cleveland, OH: nationally recognized one-design crew

Harry Carpenter: president of Flying Scot, Inc., and two-time Flying Scot North American Champion



Harry Carpenter on Reading the Wind

John Meredith: top Flying Scot skipper

Ray Gauthier: rules expert and top Flying Scot skipper

Joni Palmer: U.S. Women's Champion

Organizer's View

Continued From Page 13

that the best sailors or your good friends are not always the best teachers. Usually people think about inviting a top skipper, but make sure you invite a top-level crew as an instructor to get the total team perspective.

- b) Invite the local instructors to participate for free, if they will also help out, as needed, on the water. They learn some neat sailing tips from the hotshots, feel honored to work side-by-side with the guest instructors, learn some new teaching techniques, and can be relied upon to help where needed.
- c) If you ask eminent instructors to be part of the clinic, remember that they may be able to do only a day or, at the most, two days. Don't ask them to give too much time unless you plan to pay them.

2) CLINIC FEES AND REGISTRATION

- a) Keep the cost down as low as possible for at least the first time. We talked a lot of really talented sailors on the local and national level into giving their time for free. We owe all of you "big time"!
- b) Keep the clinic fee separate from the food and social activities. Participation in the clinic cost only \$25 per person, making the cost per team between \$50 and \$75 for four days. What a bargain!! There was no prorating of the fee for attending only part of the time, but the low cost encouraged people to sign up even if they knew

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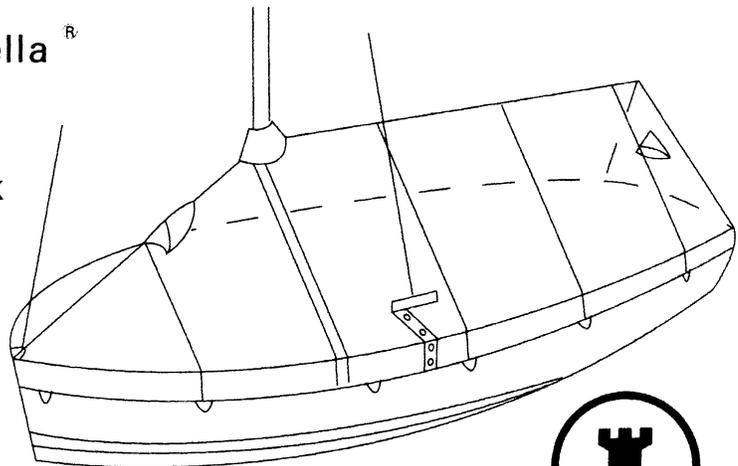
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Participant's View

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Assisting both on the water and off was the entire staff of the Deep Creek Sailing School: Meredith Dodd, Ashley Dodd, Ryan Schubert, Lucy Kammer, Ed Peters, and Gary Schubert.

It is almost mind-boggling that all of the coaching staff for the clinic gave of their services as volunteers...no one was paid!

The sailors at the clinic were organized into two fleets, A and B, by level of experience. There were classroom lectures with Q and A running throughout, there were on-land demonstrations using a completely rigged Flying Scot, and then there were on-the-water drills and races with coaches critiquing the participants from chase boats equipped with loudhailers. One of the chase boats recorded individual boats on video. On Monday evening, in conjunction with a great lasagna dinner organized by Sarah and Charles



A fleet listens attentively.

Buffington, these videos were reviewed by the whole group, and most of us had a turn in the barrel.

Each of the fleets went through all of the topics, which included sail trim, tuning and boat handling, rigging, mark rounding, starting, skipper and crew responsibilities, racing rules, wind shifts and puffs, upwind and downwind boat handling, and strategy.

The event ended on Thursday evening with grilled hamburgers and dancing to a live, local band, "Remedy." What a wonderful way to end a great experience.

I found the clinics to be both exhilarating and exhausting, and I believe many of my fellow participants felt the same way. There was so much that was new that I could not hold it all. Joni advised us to take notes and to try to apply one or two new points from each session. In one of the practice races, we found ourselves in first place after two legs. We got so flustered that we forgot to put down the centerboard while rounding the leeward mark, so we lost it all.

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Organizer's View

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they'd miss part of the clinic. This allowed some flexibility to accommodate personal schedules. It also accommodated boats that wanted two, three, or more people. Lunches and dinners were optional and cost extra.

- c) Create a flyer with all the pertinent info and forms. Get this out the season before so people can plan their vacations. Require everyone to register and pay in advance. Give a deadline and stick to it. Include a registration form, a liability form, and a medical form. This way you can plan accordingly and are not stressing at the last minute. We relied on email for 99% of the communication.

3) SCHEDULE AND TOPICS

- a) Provide something for everyone! We geared the topics to four separate "groups," in various combinations:
 - i) Skippers
 - ii) Crews
 - iii) Intermediate racers
 - iv) Advanced racers
- b) Keep the topics narrow and focused. This is shown in the schedule below. Have the instructors develop a lesson plan for each session ahead of time, and provide as many handouts as possible for people to take home and review.
- c) Develop and publish a schedule ahead of time and stick to it. That way people can plan and look forward to what is next. Start every morning exactly on time and end every day on time (or a bit early). Keeping to the schedule makes the instructors stay on task, and the audience is very appreciative of that!
- d) It is crucial to have participants of the same ability level in the sessions, so you can focus on the needs of the group and not try to accommodate the advanced skipper in the same session as the novice crew. We assigned participant teams to either an "A" or a "B" group. The sessions were repeated but took a different approach depending upon the group that was present.
- e) Have both on-the-water sessions and shore-based sessions. This is more than races on the water and classroom sessions.
 - i) On-the-water sessions should be a combination of drills, races, speed sprints, boat handling, etc. If your instructors are talented coaches or US SAILING-certified instructors, they should be able to plan a focused session on the water to accomplish a certain goal. Briefings must be done on shore before boats get to the sailing area.
 - ii) Shore-based sessions should include your normal classroom sessions plus "hands on" land-based

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Participant's View

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It is interesting to note that, immediately after the clinic, my crew, Marilyn Filemyr, and I did appreciably worse in our local weekend races. As the summer went on, though, we got our groove back. Looking back, I'm sure that we were stumbling around, trying to integrate some of the new things that we had learned in the clinic, and it was a while until they began to gel in actual on-the-water racing. ▲



As a "thank you", Joni and Ray are given "something they don't have!"

Organizer's View

Continued From Page 15

activities in the boat that is on a trailer, such as sail trim, spinnaker sets and douses, crew work, tack- ing, etc.

- f) Have a coach videotape some on-the-water sessions that can be reviewed in the evening, with commentary by the coach. This is an incredible teaching tool for the entire audience, and everyone loves watching his team sail on the TV.
- g) Rigging and derigging takes a lot of precious time, so make sure that sailors have their boats "in the water and ready to sail" before the sessions start each day. Then you can get down to the real important things such as learning and sailing!
- h) Since our lake winds do not come up until about 11:00 each day, we had shore sessions in the morning followed by on-the-water and shore sessions in the afternoon.
- i) Always have a backup plan for no wind/too much wind/stormy weather. Be flexible, but announce changes to the group each day to accommodate weather/wind issues.
- j) Make sure you have the appropriate number of coach

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Skipper and Crew Responsibilities

Starting Strategies
The Racing Rules of Sailing
Understanding Windshifts and Puffs
Upwind Boathandling & Strategy
Downwind Boathandling & Strategy
Winning the Race and the Regatta
Everything a Crew Should Know
Tactics & More on Racing Rules

Open Forum
Wrap-up General Session

On the Water Activities

Boat speed; Sail Trim; Boat Handling
Starts and Mark Rounding
Spinnaker Drills
Practice Regatta

and safety boats out on the water. We also required all participants to wear PFDs as a safety precaution and as required by the sailing school.

4) FOOD, FUN, AND SOCIAL ACTIVITIES

- Realize that your participants have taken time from their jobs or daily schedules to participate in this, and it should be educational and FUN!
- Provide the opportunity for participants to buy lunches separate from the registration fee. This way they do not "leave" the club and wander back late. We offered a "lunch packet" for all four days, payable in advance, and a local deli delivered the brown bag lunches. Many peo-

ple chose to bring their own lunches to save money or because they preferred their own cooking.

- We provided social activities for each night as an option to all and had various members plan and execute the meals. Keep it simple! Again, this was a separate cost and was an option to participants to accommodate their personal lives or wallet. Having an activity the first night as people were getting to know each other was very important. We even had a live band the last night. One thing we did that worked really well was to open the evening dinners to local people who were not able to attend during the day; this created even more enthusiasm for racing. ▲

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PROFILE OF A LEADER

Dan Goldberg, FS 4991

by Barbara Griffin, FS 2259

I am pleased to have been asked to conduct an interview with Dan Goldberg, a devoted Flying Scot sailor. Dan is not only an excellent sailor but also a true gentleman and a friend!

Barbara: Just how, when, and where did the sport of sailing enter your life?

Dan: I never sailed until I was in my late 30s, at a vacation resort in Mexico that had a lot of water sports. I tried sailing one day and was immediately hooked.

Barbara: And when/why did you narrow it down to the Flying Scot?

Dan: I first sailed a Laser, but spent more time in the water than in the boat! So I got a crew job on a Scot at Lake Arthur, PA, (our local lake) and loved the boat and the people in Fleet 80 (still do!). But I was a terrible crew (still am!) and figured I'd be better off in the back of the boat. So I bought my first Scot in 1981.

Barbara: You have been extremely dedicated to sailing and the Scot, and you have served FSSA in every leadership capacity from fleet captain to district governor to president. What have you enjoyed in these various roles, and what was most challenging?

Dan: I enjoyed all of those roles. There is no one specific thing. The sport has been great to me, and I've enjoyed giving something back in return. I've enjoyed meeting Scot sailors from all over the country, and many of them are part of my "extended family" to this

day. I also enjoyed writing the "From the President" column in *Scots n' Water*. I think it was important to keep connected with membership and to share my thoughts with them. Those columns



Dan and Pam

always got good feedback. I still write articles occasionally.

The most challenging thing as president was keeping everybody happy. As a leader, you need to keep an open mind, solicit input from all sources, and use your best judgment and common sense to make decisions.

Barbara: What has been most frustrating for you?

Dan: I have never been able to win our own regatta, the Sail for the Grail at Lake Arthur! I have won regattas at four of our eight Ohio District locales and finished 2nd in our regatta a few times, but I've never won it. Maybe some day
[Editor's note: Dan finally won it this year, after the interview with Barbara was conducted!]

Barbara: Is it racing that really turns you on, or are you an occasional pleasure sailor?

Dan: Before I got married, I did a lot of pleasure sailing, which I still enjoy. But now I have a lot of other responsibilities, so most of my time in the boat is racing. I am very lucky that my wife, Pam, understands my passion and allows me to sail and race as often as I want. She, too, has a lot of interests and pursues some of them without me! Occasionally we sail together; she raced with me at the Wife-Husband a few years back and we had a great time.

Barbara: I know you have also done a lot of instructing. Now that you are recently retired, will you be doing more of that? And what else do you see in your sailing future?

Dan: I really enjoy teaching. I did a lot of engineering training as part of my real job (before retirement), and I still enjoy teaching people how to sail, how to crew, and how to race. For the future, I am getting much more involved in race management. Last year I got my US Sailing certification as a Club Race Officer, and I hope to get my Regional Race Officer certification in the near future. Eventually I'd like to get national certification.

Barbara: You have always been able to attract great and regular crew. Are you truly as affable as you always appear?

Dan: I used to be pretty intense, but I'm a lot more relaxed now. My regular crew, Joni Reis, knows when to ignore my occasional ranting! I also sail with other people who keep coming back. I

think the key to keeping good crew is to work as a team and solicit input from them all the time, as opposed to barking out orders. Also, for new crew, it helps to initially explain the reasons for doing things on the boat.

Barbara: What was your most memorable sailing experience?

Dan: Wow, that's a hard one. There have been so many! Sailing with my wife, Pam, in the Wife-Husband was right up there, since we had never raced together before that. I had a few memorable adventures, which I can laugh about now, in high winds at Midwinters. I'll never forget the first race I won at Lake Arthur, because I had been in the back of the pack for so long! And one really fun race was at the 30th Anniversary Regatta at Cowan Lake, when we beat Sandy Eustis in essentially a match race—when he had Sandy Douglass on board! Sandy E was sup-

posed to sail Sandy D out to the committee boat, but they were late getting out, so Sandy E was “stuck” with Sandy D as extra crew. They had a big advantage in experience, cunning, and brain power, but we managed to hold them off for the whole race.

Barbara: What is your main interest other than sailing?

Dan: I am vice president of our local Canine Club. Our older dog, Icey, competes in agility matches (kind of an obstacle course for dogs), and Pam and I share the training and travel together to the competitions. Icey has actually surpassed me as the main trophy winner in our family! Our younger dog, Crystal, will start competing by the end of the year, and we have high hopes for her, too. Incidentally, being the president of FSSA gave me a lot of great leadership experience that I am finding directly

applicable to helping run our Canine Club.

Barbara: Which of your accomplishments have made you most proud?

Dan: Two things, neither of which has anything to do with sailing performance! First, winning our club's sportsmanship award a few years back. Second, being awarded the Executive Secretary's Cup for service to the FSSA.

Barbara: Any last thoughts or words of wisdom?

Dan: Sailing a Flying Scot has had a huge impact on my life in so many ways. The fun of racing, the satisfaction from teaching new sailors, the great people I have met—it goes on and on! As for wisdom, I have an old T-shirt that says “Sail Fast, Live Slow.” I think that sums it up!



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STARTING LINE

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December 3 & 4, 2005

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Jacksonville, FL

For more information contact Jon Hamilton, jon.hamilton@cox.net.

Lake Eustis Flying Scot Regatta

February 3-5, 2006

Lake Eustis Sailing Club
Eustis, FL

For more information contact Chuck Smith, chuckswines@prodigy.net or Henry Picco at (321) 459-2896

Mid Winter Regatta

March 5 - 10, 2006

St. Petersburg Yacht Club
St. Petersburg, FL

Wife Husband Championship Regatta

May 27 & 28, 2006

Lake Murray Sailing Club
Columbia, SC

North American Championship Regatta

July 9 - 14, 2006

Corinthian Yacht Club
Marblehead, MA

2006 Sandy Douglass Memorial Regatta

July 29 & 30, 2006

Deep Creek Yacht Club
Deep Creek Lake, MD
Contact Jim Munford at sammjamm@earthlink.net

Flying Scot

Canadian Championship

August 19 & 20, 2006

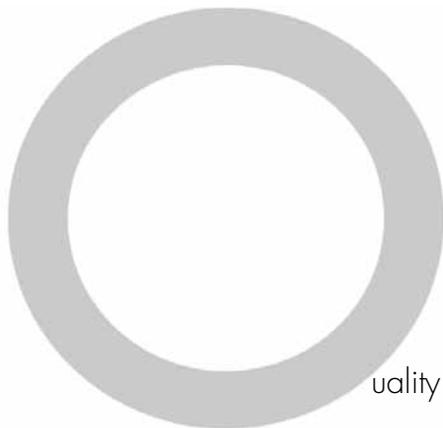
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FS 59 – Douglass, 1959. Red hull, white deck, three sets of sails, extra rudder and tiller. Over-the-boat cover and trailer. No leaking, but needs new bottom paint. **\$1500**. Located in OH. Contact Jay Gilbert at (419) 756-6846, jgilbert@neo.rr.com.

FS 337 – Douglass, 1962. Light Blue Hull, Yellow deck, lots of sails, including like new North Tight Rig Main, Jib & Spinnaker, 1995 galvanized trailer, Sailor's Tailor cover, fast, stiff competitive older boat, totally updated. **\$3500**. Located in Long Island, NY. Contact Charles Huberman at (631) 563-4856, spudsailor@aol.com.

FS 397 – Douglass, 1963. Functional redo 2001 w/all new halyard winches, halyards, lines and wires. Boom cover & vang. Hull painted. \$1200 Schurr sails used 1 short season + 6 old sails. Spinnaker rigged w/pole. Lifting bridle, SS mast sleeve, motor bracket, old Gator Trailer. **\$1000**. Located in Beach Haven, NJ. Contact Greg Brash at (201) 681-6191, gregory@barsh.com.

FS 708 – Douglass, 1965. Blue hull, white deck. Complete restoration and refinishing 2002 - like new! North sails, new galvanized trailer, Sailor's Tailor cover. Very, very good condition. **\$5000 obo**. Located in Lake Hopatcong, NJ. Contact Martin Mick at (973) 663-3544, mdmick@optonline.net.

FS 920 – Douglass, 1966. Available for donation or give away, includes trailer. Good project boat. Located West Babylon, NY. Contact Dave Kennedy at (631) 661-0172, ndk89@yahoo.com.

FS 1546 – Customflex, 1970. Light blue hull, white deck. Pamco trailer. Main, jib, spinnaker. Sailor's Tailor cover. Motor mount. **\$1900**. Located near Dallas, TX. Contact David Boettger at (214) 235-7139, boettger1@yahoo.com.

FS 1721 – Lofland, 1970. Good condition. Sound hull, light blue/white, main and jib sails, trailer needs work. **\$3000**. Located in Northern CA. Contact Joyce Sinclair at (707) 786-4340, jksicinski@humboldt1.com.

FS 1750 – Douglass, 1970. Good condition, white hull and deck with green trim. One set of sails, spinnaker pole, lifting bridle, newer cover. **\$1800 obo**. Located in Saratoga Lake, NY. Contact David Lockwood (518) 785-7729, lockwood_david@hotmail.com

FS 2137 – Customflex, 1972. Excellent condition. Dark blue: White deck, red boot stripe. Omega Sails Main, Jib 2003, Spinnaker 2004. North M,J,S. 2004 Galvanized "Long" Trailer. Mooring cover, full boat cover. Bow flotation bag, mainsail flotation, swim ladder, Johnson 3HP with bracket, accessories. **\$5500**. Located in Morehead City, NC. Contact Bill Quake at (252) 240-1918, bquake@earthlink.net

FS 2184 – Customflex, 1972. White, blue water line. Garage kept - Excellent condition. 1978 Pamco boat trailer. Original owner. **\$2950**. Located in Chicago, IL. Contact Pantelis Kosiopoulos at (312) 649-0550, kosiopoulos@earthlink.net

FS 2343 – Douglass, 1973. Light gray hull with white deck, cockpit cover, 2 sets of sails, 1973 sterling trailer, 4HP, Evinrude motor, fresh water sailed. **\$3500**. Located in Hawley, PA. Contact Ralph Miller (570) 226-0591, ripmiller@netzero.com

FS 2362 – Douglass, 1973. Boat trailer. **\$2300**. Located near Destin, FL. Contact Ray Visser (517) 410-8042.

FS 2396 – Customflex, 1973. Rebuilt to Douglass standards at factory 07/2000. White on white. North main and jib used 1 season. Older sails and spinnaker. Great condition meticulously maintained. Garage stored. New mooring cover. Tilt trailer. **\$2900** Tohatsu 3.5hp available. Located in Toledo, OH. Contact Jeffrey Davis (419) 349-1258, captaincrunch177@yahoo.com

FS 2685 – Customflex, 1975. Light blue hull, white deck, two sets of numbered sails (J & M only), updated flotation '95, blue boom tent cockpit cover, boom crutch, Red 'Blue Moon' on transom with red pinstriping, reinforced rear deck and rebuilt center board trunk. Bunk trailer with keel rollers, No

spinnaker. **\$1750**. Located in Broadview Heights, OH. Contact Mike See (440) 546-9273, mdseefamily@cox.net.

FS 3421 – Douglass, 1979. Two sets (M&J) North Sails, ditto one set Schurr Sails, 2 spinnakers, pole, lifting bridle, full boat cover, anchor ++++more. Boat w/trailer **\$4500**. Located in Pine Beach, NJ. Contact Robert Foster at (732) 349-0184, caravela1500@hotmail.com.

FS 3427 – Customflex, 1979. Gray with white deck. 2 sets of sails, 2 spinnakers, 1 spinnaker pole, halyard, sheet and guy. Whisker pole. Mooring and storage covers. Motor mount. Pamco trailer. Lifting bridle. Anchor and line **\$3500**. Located in Century Club, Pymatuning Lake, Jamestown, PA. Contact Don Satava (440) 338-3987, dsatava@aol.com.

FS 3492 – Douglass, 1980. Very good condition, white hull, light blue deck, multi-blue pin striping. One set of sails. Whisker pole, lifting bridle, 1/2HP Seagull motor, paddle, anchor, misc. Sterling trailer. Fresh water sailed. **\$4800** or obo. Located in Oswego, NY. Contact Jeff Walrath (315) 342-6311.

FS 3654 – Douglass built in 1982. Very fine condition, ivory hull and deck, red boot stripe. Dry sailed in fresh water only. Race ready, very competitive boat. Transom ladder and handle. North Sails incl spinnaker. Excellent galvanized trailer. **\$4300**. Located in Madison, WI. Contact Bill Gillen (608) 222-6281, wigillen@charter.net.

FS 3713 – Light blue hull, cream deck. Race equipped, excellent condition. One new set of sails, one set of sails - 1 year old. TeeNee trailer, top travel cover, tent cover. **\$4000 firm**. Located in Toms River, NJ. Contact John Applegate (732) 929-1362.

FS 3724 – Douglass, 1984. Good condition. Blue hull with white deck. Two sets of Schurr Sails with 2 spinnakers and poles. Boat cover and trailer. Fresh water sailed. Asking **\$5000**. Located in Worcester, MA. Contact Marc Alkes at (508) 755-5763, sales32@aol.com.

FS 3789 – Douglass, 1982. Includes relatively new set of sails, spinnaker and rigging, full cover, cockpit cover; bottom painted every year; trailer needs some work. Call for price. Located in Duck, NC. Contact Jeff LoSopio (240) 472-1213, losopio4242@yahoo.com

FS 4225 – Douglass, 1986. Excellent condition. Schurr sails, always protected when not sailing. Boom tent, with extension. TeeNee galvanized trailer. Outboard motor mount, and one 1/2hp motor, but motor has not been used in some years, so am not sure of condition. **\$6150**. Located in Lake Gaston, NC. Contact Bob Moorhead at (919) 929-3338 or rbbm@intrex.net.

FS 4421 – Douglass, 1988. Cream with red boat stripe. Race ready. Three sets of sails: 1988 North Sails and new North Sails used twice. One year old Sailors tailor boat cover. Tee Nee Trailer. **\$6400**. Located in Toms River, NJ. Contact Paul Cocotos at (201) 944-1156.

FS 4479 – Douglass, 1988. White with teal trim. One year old Beaton sails, three year old North sails. Good racing record. Trailer. **\$5200**. Located in Toms River, NJ. Contact Arthur Bailey at (732) 929-8944.

FS 4653 – Douglass, 1990. White with blue boot stripe. New North Sails, TeeNee trailer, ditto old set. TeeNee Trailer. **\$3000**. Located in Key Largo, FL. Contact Phillip Wieland (954) 309-3554,

FS 4784 – Douglass, 1991. White with blue trim. Fresh water dry sailed. Sailors trailer cover. Main, jib and spinnaker. Trailmaster custom trailer. Outdoor motor and swim ladder mount. 5HP mercury motor. Excellent condition **\$5995**. Located Minneapolis, MN. Contact Tim Rollman (612) 414-4353, tim@exceleng.net.

FS 5096 – Flying Scot, 1996. Race rigged. North Sails & 2 spinnakers, dry sailed, covered trailer. Included auto cover, light grey deck. Rebuilt \$2000. Pictures available upon request. Located in Westhampton, NY. Contact Ed Surgan (631) 288-2069, eddgann@aol.com.

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