

SCOTS n' WATER

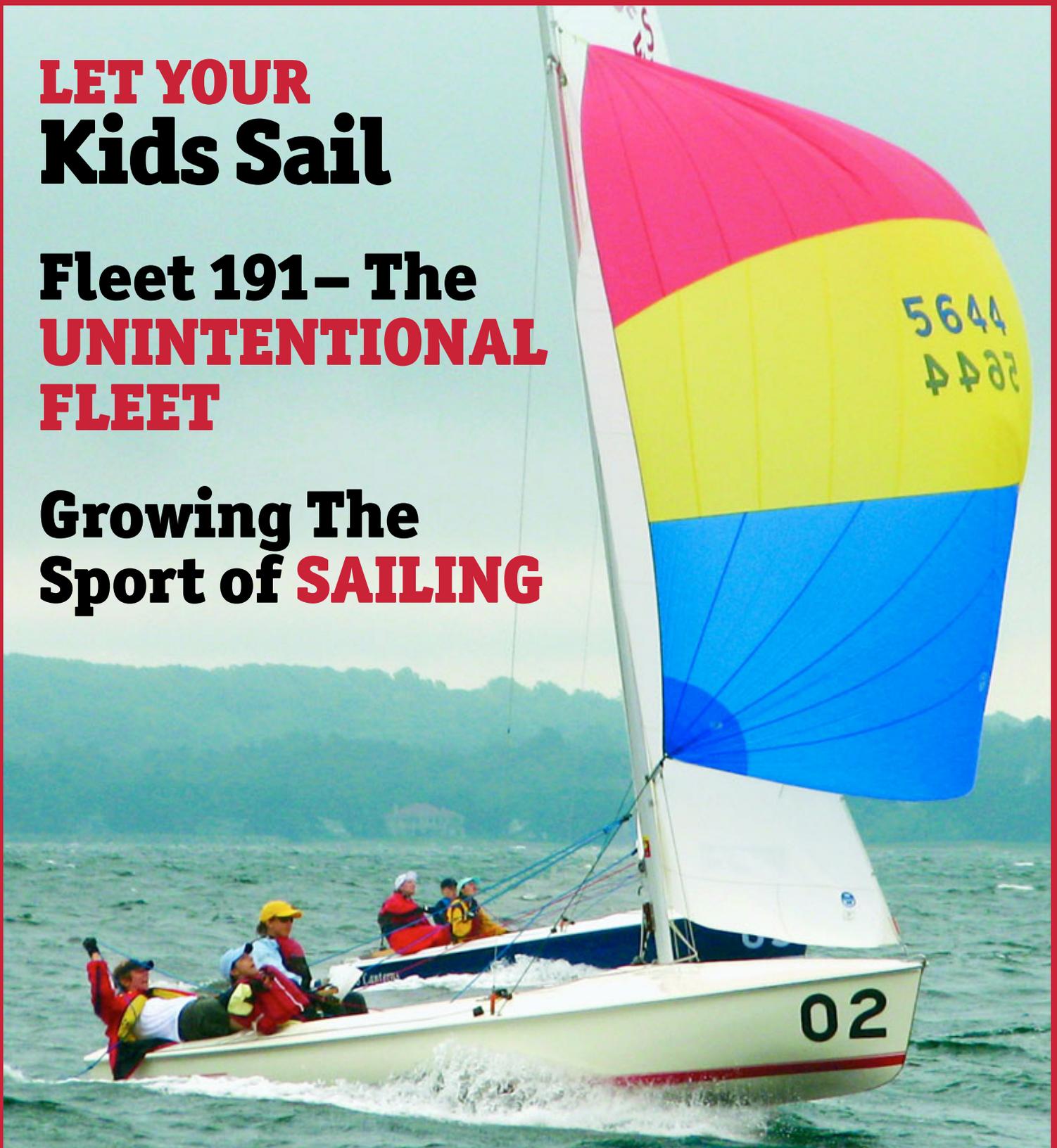
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VOLUME 50 NUMBER 3 2006

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From The President

by Glenn Shaffer, FS 5213



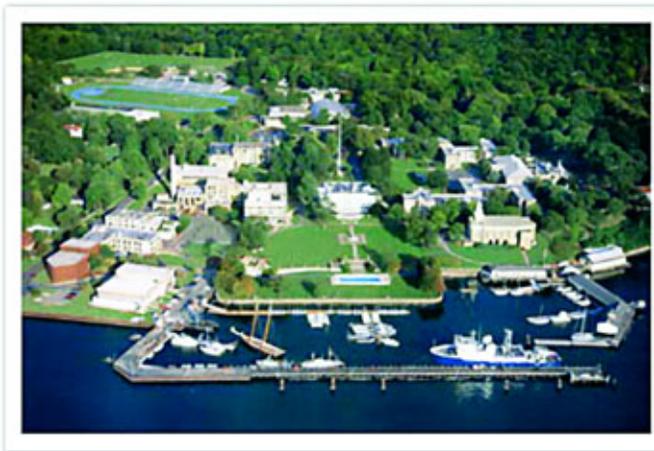
Sixty Two Years, Eight Months, Eighteen Days

A few weeks ago, I was joined by my friends, Jim and Kathy Worth, together with a unique group of family members and friends of Graham Hall, at Kings Point, NY to remember, honor, and reflect upon the life of a father and friend. The US Merchant Marine Academy was the location for the ceremonies. So close to the water, the wind chill was brutal even though the calendar showed spring would arrive in two days time. The devotion and gratitude expressed by Graham's daughters, Whitney and Morgan, resonated with everyone present. Without question, Graham was an exceptional sailor with many individual accomplishments. But the most lasting thing that I drew from the memorial service was Graham's exceptional ability to coach and be a mentor to others. He played an important role in the shaping of many lives.

Several sailors from the US Naval Academy, the US Merchant Marine Academy, and the SUNY Maritime College spoke of how Graham was able to instill in them the sailing skills to succeed and, more importantly, the mental attitude to win. Graham wrote countless articles about the technical side of sailing many of which were on display at the memorial service. But for many it was Graham's ability to make sailing fun that has made his influence so lasting. Sure, the racing part was important. But so was the time after the last race and before the next one when Graham would fill the air with music, stories, funny hats and insights. The "Canadian tour" was always a special trip that Graham organized each year for many Flying Scot sailors. An unforgettable image is one of Graham cruising along on this adventure

while sitting in a lawn chair on the fore-deck of his Scot. He probably had a few lines over the side as well.

Graham Hall was a tremendous ambassador for Flying Scot sailing. With so much ability and opportunity to sail other boats, I wonder what it was that first drew Graham to our class? I'm not sure but perhaps it was for many of the same reasons that we all sail Flying Scots. What I do know is that many Flying Scot sailors are in the class today because of Graham Hall and his presence will be missed.



The US Merchant Marine Academy at Kings Point.

Graham was a frequent competitor at our Mid-Winter Championship and often the center of some drama. This year's event featured 50 boats, exceptional weather, racing, and race management. Marcus and Marc Egan were again making victory look easy over a talented field of sailors. That is, until the last race when the wind and waves took over forcing them to capsize. Despite extreme conditions and a boat full of water, Marcus and Marc still managed to finish 9th and win the regatta. Fred Strammer, Jr. also sailed superbly with Fred Sr. as crew and finished 2nd. Congratulations

are also in order for my friends, Ed Summerfield and Herb Lindsay, who won the Challenger Division. Ed Bayer, David Osler and Colin Park deserve special recognition for coming to the aid of other sailors who had difficulties. I also wish to thank Tom Farquhar, Bob Birkenstock, and the folks at St. Petersburg Yacht Club for another great week of sailing.

At our Mid-Winter meetings, the Board of Governors discussed several items to be voted upon by the FSSA membership at this year's NAC. The Measurement Committee has recommended that the use of VHF radios be permitted except while sailing (after the warning signal). In addition, the Measurement Committee has proposed changes to the specifications pertaining to tighten-up permitted modifications to the rudder and centerboard.

As it presently stands, with two year terms it can take up to 14 years for someone to progress through the ranks of Secretary, Treasurer, Second Vice President, First Vice President, President, and then Commodore, and Immediate Past Commodore. There is a proposed amendment to the Constitution to combine the offices of Secretary and Treasurer starting in 2007 thereby shortening the time required for individuals to pass through the class offices. Finally, a new Senior Championship has been proposed as a separate sanctioned event from the NAC, and replacing the Silver Piper, for skippers who have attained age 60 and the combined age of the skipper and one crew is at least 120.

Have a great sailing season and I look forward to seeing many of you in Marblehead for the NAC. ▲

From the Editor

Kay Summerfield



As you may know, 2007 is the 50th anniversary of the Flying Scot. We plan to make the first issue in 2007 a "Sailing through Memories" anniversary issue.

I am looking for articles about—and photos from—the early years. I have been able to acquire *Scots n' Water* issues from headquarters back to 1985. If anyone has older issues that I could borrow, I would appreciate using them. All copies that you loan will be returned to you, if you provide your return address.

We would especially like to have articles about Gordon "Sandy" Douglass. It will take all Flying Scot sailors to make this anniversary issue a success.

If you have any questions, please feel free to contact me:

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Let Your Kids Sail

by Greg Fisher, FS 3961

Reprint of article first published in Volume XXXI, Number 6, November/December 1989

“**T**hat doesn't seem like a good idea to me!”, was my dad's unusually blunt reply after my wife Charlotte and I reported that we were going to have our two and a half year old daughter sail with us in the Flying Scot North Americans this summer. “You don't want to *have* your Kids sail with you... you want to *let* them sail with you.” The crux of my dad's discussion on how to get children into sailing was just that: never allow yourself to push them into it; instead, let them ask. My dad emphasized that since Martha was still just learning to talk – it might be difficult for her to ask to be taken sailing...

It's a natural inclination to take your children along as crew while racing. While it's not impossible for this situation to develop into a healthy love of the sport, more often than not, it may actually turn the kids off. It can be especially difficult if the parents have “winning” in mind as much or even more, than introducing their children to sailing. In addition, sail boat racing is *your* thing as the parent and not necessarily your child's. If it's something that they can identify with and identify with their peers, they'll be much more apt to stick with it. Obviously, a strong junior program where the kids sail their own boats, such as the Optimist, goes a long, long way.

On the other hand, kids ought to have every opportunity to sail when they want to: before races, after races in the afternoons, during regattas, let them know that they can go sailing anytime they want to, just by asking. Crewing is ok too, if that's what they want. When I was about four, I had been for enough rides daysailing with my dad in his Lightning that I just couldn't wait to ride with him during a race. My mom wasn't sure the idea sounded so slick, but consented anyway. I guess I did ok nearly all the way around the race course until the last weather leg where, in the heat of the battle, my dad jammed the tiller to leeward to take advantage of a lift and puff. I had placed my forehead, it seems, directly in line with the tiller. My dad finally crossed the finish line with me screaming under his arm with a big knot



Thomas Lawton's son, Ian, is ready to sail at the Fall 48. Photo courtesy of Thomas Lawton.

on my forehead. I understand at least he won the race.

When my brother and I were just about 5 and 7, my dad got us each our *own* boats. He selected Penguins as they were very popular at the time. A Sunfish could have been a good pick, too. If Optimists were around at that time, they would have been perfect. The thing was that we had our own boats. My brother Matt and I used to sail every chance we got. We were sailing our own boats and because we weren't ever being pushed to sail, we were all that much more enthused about it. The only thing my dad ever pushed us on, and pushed us very hard, was to take care of our equipment. When it was wintertime it was time to varnish and in the summer, the

covers were kept clean. Interestingly enough, the more we look care of our boats, the more proud of them we became and the more we sailed. After time, my brother and I each began to sail our own Lightnings, and of course by that time we were really hooked. We were fortunate too, because our yacht club was also especially good to us and supported our Sears Cup (3 person Junior National Championship) efforts to the fullest. When I say “our” I mean, the juniors as a whole and because of the support and enthusiasm that the club showed, we ended up with a very strong group, not only in talent, but also in numbers. I still remember times when we

Continued On Page 16

Fleet 191, the Unintentional Fleet

by Mike Anderson, FS 1658
and Fleet 191 Captain

Fleet 191 is located at the Oklahoma City Boat Club on the east shore of Lake Hefner in northwest Oklahoma City. Lake Hefner is about two miles by two miles in size and sits on a hill, making it a great sailing lake. In the past the club has hosted the J-22 North Americans, Snipe Nationals, Santana 20 Nationals, U.S. Singlehanded Championship for the O'Day Trophy, the Men's Sailing Championship for the Mallory Cup, and the U.S. Junior Women's Doublehanded Championship for the Ida Lewis Trophy. We are one of the newest fleets in FSSA. I am the charter fleet captain (I knew I should have waited 'til the voting was through before I went to get another round for the crew and myself). I am a certified Regional Race Officer and until last year had not raced more than a few times a year over the past ten years or so.

It's funny how circumstances can arise to bring people and boats together with unimaginable—make that “unintentional”—results. Case in point: Last April I was in Heath, Texas, to do race committee work at the Rush Creek Yacht Club stop for the J-22 SW District. Normally I wouldn't go to Texas to work races, but I was sharpening my RC skills before my club hosted the J-22 North American Championship. We went out to dinner at a Mexican restaurant there in Heath. I sat with John Fleming and David Bilodeau, who are from OCBC and campaign a J-22 on the circuit. We were joined by Brad Davis and his fantastic wife, Susan. Brad was PRO for the regatta, and I was working with him on the signal boat. Brad said that he had just picked up FS 4997 and told us about the great deal he got. John Fleming joined in asking questions about it. For



the next two hours, I heard stories about sailing and racing Flying Scots.

Last May I noticed that there were a couple of Flying Scots on the back row of our centerboard lot. Judging from the state decals, neither had been sailed much lately. I asked John Fleming what to look for in a Scot, and he gave me some suggestions. Boat 1658 belonging to Jerry Parish was in excellent condition, so I contacted Jerry and made him an offer. He answered back that he was motivated to sell but he thought the boat was worth more than I was offering. I wrote him back with another offer. He snatched that offer up so fast that I know I must have left another \$200 on the table. I hate it when a deal goes that quickly. Jerry brought the title and sails down, and I took ownership the first day of the J-22 North Americans. Bob Gough (FS 4496) was working with me on race committee that week, and in our downtime he showed me a few things about the Scot. Later Bob sent me a set

of used sails that saw me through last summer.

By the second week of June, I had 1658 ready for club racing. John Fleming, David Bilodeau, and Dan Post helped me get the boat rigged. They were also kind enough to supply me with competition, sailing on Dan's FS 1285. They were the June series winners. Jeff Burke and Steve Meyer crewed for me in July; with Jeff's expertise and Steve's hard work, we won the July series. Let me say that until I raced the Scot, the only boats that I've raced in the past ten years were my Cape Dory and Steve's Catalina 25, and those times were in the annual Old Man of the Sea Regatta at OCBC. Very few people at my club have seen me sail, let alone race. The first time I sailed the boat was to race. The first time I tacked the boat was when I was trying to get to the starting line, and the first time I flew the spinnaker was on the way out to the racing area. The boat was so nimble and accel-



erated so fast that it amazed me, and I knew that I had made the right choice.

When we got back to the clubhouse, everyone could see how much fun we were having with the Scots sailing against Lasers, 420s, and MC scows. Someone made the comment that I'd better be careful driving home, because, if I was killed in a wreck, it'd take forever for the mortician to get the smile off my face. We started talking about trying to get another boat or two to make a fleet. By August Rudy Nieves brought in #1546 and Steve Meyer and Bill Brett brought #1010 in from Ohio, then John Fleming bought #1729. With that we became an actual fleet, and we applied to FSSA for a charter. I became fleet captain when they held the election while I was getting the next round of beers. In November we became Fleet 191 racing in the Texas district. When we formed the fleet, we were all in agreement that we were racing for the fun of it and that we subscribed to Corinthian spirit. With that premise, we are now up to 14 Scots with a number of potential members looking for boats. Our fleet is made up of three past commodores, a sitting vice commodore, and four of last year's fleet champions from the handicap fleets and Catalina 25 fleet. Four are race officers

and the rest are club committee chairs and race J-22s.

Our district governor, Greta Mittman, has been a great help getting us organized, as have the Scot sailors at White Rock. Greta and Michael Mittman brought new boats up for a rigging seminar. This spring, Bill Draheim and Kelly Gough are scheduled to hold an on-the-water sailing seminar for our fleet and our club's youth program. On May 20 & 21 we are hosting the Texas District Championship. In addition to the regular trophies, we will have a special trophy for the highest-finishing certified race officer on a Flying Scot.

The Oklahoma City Boat Club board of governors and the Commodore's Cup committee announced this month that the Flying Scot will be the "Cup" boat for the next three years. The CC is a match-race format to decide the champion of champions. The fleet champions of the eight recognized fleets are eligible to race. The club has authorized the purchase of sails for the "Cup" regatta, and the boats will be loaned by Fleet 191 members this year.

It's hard to believe that it was less than a year ago that we were having dinner talking about Brad's new boat. Forming a fleet was the furthest thing from any of

our minds. What happened was purely unintentional. But, when you have great sailors looking for racing that's fun and you mix in a great boat that's economical, stable, fast, and fun, you are going to have unintended consequences like the fastest-growing fleet in our club. Where we go from here, I have no idea other than that it's going to be fun. I have to smile every time I think about sailing my Flying Scot.

Epilogue

The last week of March, Harry and Carrie Carpenter were delivering two new boats to Michael Mittman in Dallas. Michael is the Southwest dealer of Flying Scots and his wife, Greta, is the Texas district governor. Michael suggested that Harry and Carrie come up to Oklahoma City to visit our fleet. They flew up on Michael's plane, had dinner with our fleet, looked at our boats, and gave us a two-hour Q&A session. This was our first chance to meet Harry, and our fleet's opinion is that Harry is as great as the boat he builds.

Steve Meyer, regatta chair for the Texas District Championship, informed me that the first online entry we received on our Web site (www.fs191.com) was from Harry Carpenter. How great is that?! 🏴‍☠️

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Wife-Husband Championship Series Race Results

Lake Murray Sailing Club • Chapin, SC • May 27 and 28, 2006



Congratulations to Amy and Jeff Linton on sailing a consistent series to win the Florence & Ted Glass Trophy as the 2006 Wife/Husband Champions under some light and shifty conditions. Saturday was in the mid 90's all day with light and variable winds out of the SE at 5 to 10 kts. The race committee tried for three, but the fickle wind would only let them get in two nice windward leeward races with five legs each. The committee started a third race in a westerly that turned into an easterly half way up the first leg. The November/Hotel flags brought an abrupt end to a long day of racing. Shortly after everyone had the boats put up, the party got started to some live music and a great BBQ dinner put on by the members of the Lake Murray Sailing Club. The racing resumed bright and early on Sunday with a 9:00 am start time. The winds were out of the ENE at 4 to 7 kts, and the racing started on time allowing the completion of three short races. The light and shifty conditions made for a lot of position changes throughout the day. Consistency was the key to remaining in the top positions.

Amy & Jeff Linton are newcomers to the Flying Scot and are sailing with the fleet at Davis Island, FL. They, however, are certainly not newcomers to the winner's circle. Amy & Jeff are accomplished Lightning sailors having won numerous events including the 2001 ILCA World Championship. It was great fun to be sailing Scots with them and we hope this will be the first of many W/H events for them. Amy & Jeff also won the Penticoff trophy as the highest placing team sailing their first W/H Championship.

Bonnie & Willson Jenkins from Florence, AL sailed an impressive series in the Challenger Division winning four out of five races and the Hudson Trophy. Brenda and Mike Noone from Wayne, PA finished second in the Challenger Fleet and won the Ammann Trophy as the highest placing team in either Championship or Challenger whose combined age is at least 100 years.

Congratulations also to Janie and Allan Gowans and Debbie and Tommy Weaver who worked very hard, along with many other Lake Murray Sailing Club members, to put this wonderful event together. Bill Ross did an outstanding job as Principal Race Officer under some very difficult conditions. The event could not have been nicer and leaves some big shoes for the Cedar Point Yacht Club in Westport, CT to fill in 2007.



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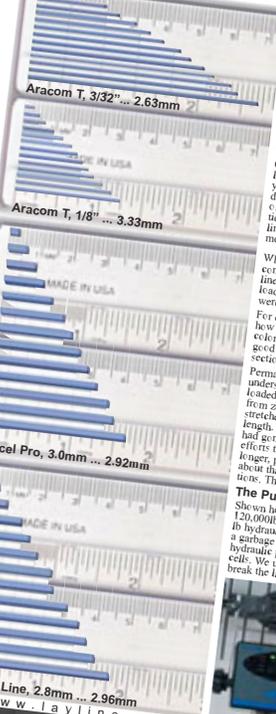
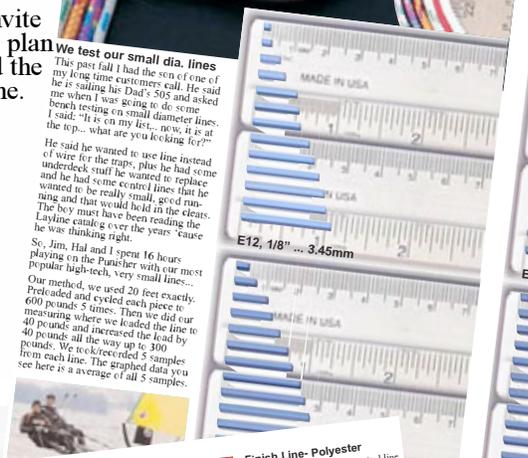
We test our small dia. lines

This past fall I had the son of one of my long time customers call. He said he is sailing his Dad's 505 and asked me when I was going to do some bench testing on small diameter lines. I said: "It is on my list... now, it is at the top... what are you looking for?"

He said he wanted to use line instead of wire for the traps, plus he had some underdeck stuff he wanted to replace and he had some control lines that he wanted to be really small, good handling and that would hold in the cleats. The boy must have been reading the Layline catalog because the years 'cause he was thinking right.

So, Jim, Hal and I spent 16 hours playing on the Punisher with our most popular high-tech, very small lines...

Our method, we used 20 feet exactly. 600 pounds and cycled each piece to measuring where we loaded the line to 40 pounds and increased the load by 40 pounds all the way up to 300 pounds. We took/recorded 5 samples from each line. The graphed data you see here is an average of all 5 samples.



Line Diameters
We also measured the diameters of lines to really see how "big" were. This is noted as the "big" behind the inch/mm graph. The manufacturers do a good job building consistent sizes, but a good line will split the sizing hairs a bit. Take note of the size locking at elongation. Size M and 1/8" adjacent to one another. Also, 1/8" equals 3.17mm.

Results and Conclusion
Our goal here is to not do a line line comparison, but to give you don't get caught up in thinking of stretch, instead think elastic elongation. i.e. each time you load your line to the percentage of X, it will move that much.

What we came away with was how consistent the performance of each line was. Once we pre-and-cycled loaded the lines, the 5 measurements were remarkably the same.

For details as to how stiff a line is how well it holds in a cleat or what color it comes in, or what it may be good for, go to the general cordage section.

Permanent Elongation, a concept not understood. In these samples we pre-loaded to 600 then did pulls to 300 from zero. Each time to 300 the line stretched to basically the same overall length. That is cool, however, if we had gone to 500 in between two 300 efforts the line would have become longer, permanently elongating. Think about this and call if you have questions. There are exceptions to be sure.

Focus on New England Ropes Dinghy Line Developments

This is one of those stories where one of our vendors's niche product lines get lost within Layline's product presentation. Over the last few years under the guidance of their new sales manager who was a sailmaker and manager who was an American, New England has taken steps to strengthen their position in the dinghy and one design market.



Spyder Line down to 1.8mm, Dyneema
Flight Line, Stripable Polypro to Dyneema
Salsa, Braided Polyester and Dyneema

In the past, this segment has been dominated by English and European suppliers, now, we have an American choice.

Spyder Line
Spyder line is a perfect line for your highly loaded control lines on dinghies. Spyder line is constructed with a Polyester jacket over a SK75 Dyneema core giving you incredible strength and low stretch, take a look at the chart from our Punisher results. New England offers the Spyder Line in four sizes ranging from 1.8MM, perfect for sail lines on your Opti, to 4.8MM. All the sizes except Opti, to 4.8MM have a braided core...Hmmm... thinking you could make some crazy small tapered lines if you have the patience, is try but we are leaving that up to you guys.

Flight Line
New England did their homework on this line. Flight line is made up of a Polyester jacket with a 12 strand SK75 Dyneema core but there is a difference in the Flight line. New England made the "wall" thicker a bit thicker than normal and made the core a bit thinner than normal. We at Layline have been seeing for years that the jacket was the weak link on Polyester lines but now New England has addressed the issue by beefing up the jacket while still offering all the performance that you could want for your dinghy and small keel boat lines. I have been running the Flightline for spin sheets on SeaRay all last season and I personally think there is no equal. Super Light while still offering fantastic performance.

Salsa, Braided Polyester and Dyneema
Salsa line is a high-tech single braid line constructed on Spin Polyester and SK75 Dyneema. The spin Polyester gives the Salsa Line a bit of a fuzzy finish for easy handling and the SK75 Dyneema offers great performance. The Salsa Line stays round under load so it is easy to cleat and unclasp. This line works really well when used in everything from main sheets to light air spin sheets on big boats, because of its single braid construction this line also works really well in high pressure applications because of its good rounding ability.

Finish Line - Polyester

Finish Line makes a great control line on both Dugby's as well as on boats. With its 8 plait construction the Finish Line stays round under load so it is easy to cleat and unclasp as well as giving you a lot of strength and low stretch performance for your small boat.



Buzz, Braided Polypro

Regatta Lite
Regatta Lite is 100% Polyester woven in a pretty loose array. Runs super well. We use as non-wave absorbing painter and for anchor lines in electric.

Buzz
Looking for an awesome main sheet for your small boat? Take a look at New England's Buzz Line. Constructed of Spin Polyester, Braid Polyester and Polyester Filament. Buzz Line is a light weight line that stays round under load so it is easy to cleat and unclasp as well as giving you a lot of strength and low stretch performance for your small boat.



Specializing: Primary Site Organization
Cordage is the backbone of Layline. Here we offer product and supporting information we can provide as possible. Always updating!!

1. Cordage And Rigging
Here we deal down to boat focused solutions. We offer packaged parts and articles for perspective.

2. Boat Specific Solutions
From life lines to racing spinnaker poles.

3. Clothing For Racing

Virtual, not is Layline.com
Tongue in Cheek, Hal, Hal! Experienced with this term in an attempt to describe what Layline and Layline.com is NOT... I take great pleasure in being called "Internet retailer" or "internet company". These terms carry the stigma of anonymity, uncertainty, impersonal, no inventory, no value except the lowest price. On the contrary, Layline is real, live, tangible, offering and delivering service and knowledge to make your line sailing days the best they can be. We are real and we are here.

Growing The Sport of Sailing

by Charles Buffington, Chair, FSSA Membership Committee

Rich Roberts interviewed Janet Baxter, the president of US Sailing for an article that appeared in Scuttlebutt. Some of his comments appear below, along with an URL for the full story: www.thelog.com/columnists/columnistsview.asp?c=111021.

I'm a fan of the concept that sailing grows when non-sailors are exposed to the joy and challenges of the sport. Community sailing programs provide low-cost entry points and reach people who might be put off by the traditional yacht club model.

In another approach, partnering with a local organization in fund-raising events can provide benefits for both the local organization and the sailing club or fleet. The Corinthian Sailing Club on White Rock Lake in Dallas, Texas, has joined the Dallas Zoo for the past several seasons in

a great program called "Sailing for Rhinos." The program is similar to "Bowling for Rhinos" and raises funds for conservation of rhinos in Africa and Indonesia.

The Corinthian Club, including members of Flying Scot Fleet 23, throws a party at the clubhouse and invites Zoo employees, volunteers, and their families to an evening of fun sailboat races. A local band donates an evening of music, and everyone solicits donations for food, beverages, and a silent auction. While the party rocks in the clubhouse,

Scot sailors take non-sailors out on the water for a series of low-key, short, round-the-buoys races. The win-win situation is that profits from the silent auction and t-shirt sales go to support rhino conservation, while people who had never sailed before get a firsthand look at the sport.

De McCombs (de.mcombs@sbcglobal.net) has organized the event for the past several years and is happy to provide the nuts and bolts, should your club or fleet want more information. Give it a try! 🚤

The following was lifted from, "Scuttlebutt."

GROWING THE SPORT

(Rich Roberts interviewed US Sailing President Janet Baxter about a number of major issues. Here's a brief excerpt from his story in The Log.)

"Growth is going to come from programs that bring new people into sailing, not the traditional yacht club programs with family or friends. I'm very serious about this. We need to find events we can partner with, whether it's cruising or community sailing. "The growth of community sailing programs is huge. They're bringing in lots and lots of people that yacht clubs wouldn't touch. We all belong to yacht clubs, but yacht clubs don't do outreach. We need to bring new people into the sport." I can see those comments converted into a tabloid headline: "Janet Baxter Says Yacht Clubs Bad for Sailing." But if you believe that's what she meant, you missed her point and are (a) probably a yacht club member, as I am, and/or (b) part of the problem.

US Sailing's new leading lady has the guts to say what she thinks and, from early impressions, the perception to put her fingers directly on problems.

She recognizes that while US Sailing's mission is to serve all sailors, "By far, the majority of our [40,000] members are racing sailors. There are people that think we should only be in racing. But how are you going to get people who aren't sailors into racing? The ones we are trying to get in now are non-racing sailors."

She mentioned kite surfers, an intensely popular sailing pastime that appears to be booming, the way catamarans and sailboards emerged from the beaches without any apparent organization. Do kite surfers need US Sailing? Back up a bit. What does US Sailing have to offer them or any other non-racing sailors? "The work we do with safety and the environment," Baxter said. "Our whole training program is very sought-after by non-racing sailors. If you go to the web site there's a section on how to sail."

– Rich Roberts, *The Log*, full story: www.thelog.com/columnists/columnistsview.asp?c=111021

STARTING LINE Calendar Of Monthly Events

Founders Cup Greenwich Yacht Club June 3, 2006

There will be 5 races.
We average 15 boats.
Skippers meeting at 10:00
For more information contact Dave
Olser Ddosler1@aol.com

Mayor's Cup Regatta Lake Townsend Yacht Club Greensboro, NC June 3 and 4, 2006

For more information contact
Valerie Nieman 336-908-3976
or visit <http://www.laketownsendyachtclub.com>

2006 Flying Scot Mid West District Championships The Lake Monona Sailing Club Lake Monona - Madison, WI June 9 - 11, 2006

For more information contact
Mark Van Egeren
608-224-0372(h)
608-222-5658 (w)
mark@upcinc.net or visit
www.lakemononasailing.org

Rappahannock River Yacht Club Invitational Regatta Rappahannock River Yacht Club June 10 and 11, 2006

For more information contact
Tom Richardson 804-438-5122
trichardson@chesbank.com

Summer Solstice Regatta Selby Bay Sailing Center June 17 and 18, 2006

For more information contact
Dave Gillingham 410-295-6675
dgilling@glue.umd.edu

50th Anniversary Invitational Regatta

Berlin Yacht Club, North Benton, OH June 17 and 18, 2006

For more information contact
Steve Spackey 216-371-2799;
stevesspackey@hotmail.com or
visit www.berlinyachtclub.com

Douglass/Orr Invitational Sprite Island Yacht Club Norwalk, CT June 17 and 18, 2006

For more information contact
Jim Cummings 203-259-7555 or
captjim516@aol.com

Governor's Cup Regatta Carolina Sailing Club Kerr Lake, NC June 17 and 18, 2006

For more information contact
Joe Price: jprice400@yahoo.com
919-363-2360

Greater New York District Championship Cedar Point Yacht Club Westport, CT Long Island Sound June 24 and 25, 2006

For more information contact
John Cooke 203-792-7766.
jcooke@trianglepackage.com
visit www.cedarpointyc.org

New York Lakes District Championship and The Caledonian Willow Bank Yacht Club Cazenovia June 24 and 25, 2006

For more information
contact Peter Colman
at 315-682-6587 or
windmansion@alltel.net

Capitol District Team Racing Event Fishing Bay Yacht Club June 25, 2006

For more information contact John
Hubbard 804-363-7273
hubbard@fidelitymgmtgroup.com

Edenton Bay Challenge Carolina Sailing Club Edenton, NC July 8 and 9, 2006

For more information contact
Joe Price jprice400@yahoo.com
919-363-2360

2006 Michigan-Ontario Districts Gull Lake Yacht Club Richland, MI July 29 and 30, 2006

Contact fleet captain
Tom Lechota at
tom.lechota@alticor.com or his
work phone 616-787-3854 or
the Gull Lake Country Club office
269-629-9714.

North American Championship Regatta July 9 - 14, 2006

Corinthian Yacht Club
Marblehead, MA

Mid Summer Regatta West River Sailing Club July 15, 2006

For more information contact
Sandra Burford 703-447-6021
s_burford@comcast.net

Westhampton Yacht Squadron Regatta Leg one of the Long Island Championships Moriches Bay Remsenburg, NY July 15, 2006

For further information contact
Ed Surgan at 631-288-2069 or
eddgann@aol.com

2006 Sandy Douglass Memorial Regatta July 29 & 30, 2006

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

2006 Michigan-Ontario Districts Gull Lake Yacht Club Richland, MI July 29 and 30, 2006

For further information contact
fleet captain Tom Lechota at
tom.lechota@alticor.com
or his work phone 616-787-3854
or the Gull Lake Country Club
office: 269-629-9714

Capitol District Team Racing Rappahannock River Yacht Club July 30, 2006

For more information contact Tom
Richardson 804-438-5122
trichardson@chesbank.com

Moriches Yacht Club Sprague Memorial Trophy Leg Two - Long Island Championship August 5, 2006

For more information contact
Ralph Coffill at 631-874-6825

2006 New England District Championship Stone Horse Yacht Club Harwich, MA August 5, 2006

For further information contact
Ned Steiger at
EASTeiger@yahoo.com

101st Annual Ephraim Regatta Ephraim Yacht Club Ephraim, WI August 5 and 6, 2006

For more information contact Ryan
Malmgren 608-225-4287
ryanmalm@yahoo.com or Jay Lott
414-322-7880 jlott@wi.rr.com or
visit www.eyc.org

Flying Scot Eastern Women's Regatta Deep Creek Lake, Deep Creek, MD August 5 and 6, 2006

A week after the Sandy Douglass
Invitational Regatta.
For more information contact
Geri Meehan at gmeehan@earthlink.net, 301-387-3469

Virginia Governor's Cup West River Sailing Club August 5 and 6, 2006

For more information contact Rick
Klein 804-693-5629
Kleinrkr@aol.com

Hoop Pole Regatta Beaufort, NC August 12 and 13, 2006

Check www.fssa.com
for additional information.

The 20th Annual Fleet 161 Invitational Regatta at Saratoga Lake Sailing Club August 12-13, 2006

Contact: Ann and Peter Seidman,
psidma1@nycap.rr.com
518-877-8731

67th Annual Invitational One-design Fishing Bay Yacht Club August 12 and 13, 2006

For more information contact
John Hubbard 804-363-7273
hubbard@fidelitymgmtgroup.com

Flying Scot Canadian Championship August 19 & 20, 2006

Stony Lake, Ontario
Susie Hauth:
susanhauth@rogers.com

WRSC Annual West River Sailing Club September 2 and 3, 2006

For more information contact
Sandra Burford 703-447-6021
s_burford@comcast.net

STARTING LINE Calendar Of Monthly Events

2006 Crystal Ball Regatta
FS Fleet 41
Crystal Lake
Crystal, MI

September 9 and 10, 2006

For more information contact Fleet Captain Skip Schmidt sschmidt-k-waj@yahoo.com or 906-643-7401

54th Harvest Moon Regatta
Atwood Yacht Club
Sherrodsville, OH

September 9 and 10, 2006

Check www.atwoodyc.com after June 1st. You may also contact Regatta Chairman Vice Commodore Jack Wyrrie at jackwyrrie@uschem.com or 330-343-0374

57th Annual Regatta
Massapoag Yacht Club
Sharon, MA

September 9 and 10, 2006

For more information contact Diane Kampf, 508-234-8047, dianekampf@charter.net

Capitol District Championship
West River Sailing Club
September 9 and 10, 2006

For more information contact Sandra Burford 703-447-6021 s_burford@comcast.net

Scots on the Rocks
Lake Murray Sailing Club
Chapin, SC

September 9 and 10, 2006

For more information contact Tommy Weaver tommyweaver@sc.rr.com 803-735-0011

Silver Piper National Championship
Deep Creek Yacht Racing Association
Deep Creek, MD

September 16 and 17, 2006

For more information contact Frank Meehan 301-387-3469

28th Grand Annual Regatta
Cave Run Sailing Association
Cave Run Lake, Morehead, KY

October 7 and 8, 2006

contact David Davison, davidd2047@aol.com or 304-744-4860

Koningsberg Regatta
West River Sailing Club
September 16 and 17, 2006
 For more information Sandra Burford 703-447-6021 s_burford@comcast.net

Atlantic Coast Championship & Carolinas District Championship
Edenton, NC

September 23 and 24, 2006

For more information contact Dave Batchelor at Sailordave@nc.rr.com 919-467-3512

Michigan Hot Scot
Portage Yacht Club
Pinckney, MI

September 23 and 24, 2006

For more information contact Andy Ingall 734-475-8565 or aingall@hotmail.com

Pig Roast Regatta
CLSA, Cowan Lake
near Wilmington, OH

September 23 and 24, 2006

For more information contact Bob Gallagher 513-794-0413 rgallagher2@cinci.rr.com

VISA Invitational
Virginia Inland Sailing Association

October 7 and 8, 2006

Check www.fssa.com for additional information

Pumpkin Patch Regatta
West River Sailing Club
October 14 and 15, 2006

For more information contact Sandra Burford 703-447-6021 s_burford@comcast.net

Hospice of the Upstate
Western Carolina Sailing Club
Anderson, SC

October 21 and 22, 2006

For more information contact John Kreidler jakreidler@mindspring.com 864-228-0443

FS Fleet 160 Championship
Lake of the Woods
Lake of the Woods, VA
October 22, 2006

For more information contact Hans Noordanus 540-846-1605 hans.noordanus@lowsc.org

2nd Annual Capitol District Team Racing Event
Lake of the Woods,
Lake of the Woods, VA
October 29, 2006

For more information contact Hans Noordanus 540-846-1605 hans.noordanus@lowsc.org

9th Annual FALL 48
Lake Norman Yacht Club
Mooreville, NC
November 5 and 6, 2006

For more information contact Larry Vitez, larryvitez@consolidatedadvisors.com

Florida District Championship Series
Rudder Club of Jacksonville
Jacksonville, FL
December 3 and 4, 2006

Contact Jon Hamilton: jon.hamilton@cox.net

Scots on the Rocks
Lake Murray Sailing Club
Chapin, SC

September 9 and 10, 2006

For more information contact Tommy Weaver: tommyweaver@sc.rr.com 803-735-0011

Atlantic Coast Championship & Carolinas District Championship
Edenton, NC
September 23 and 24, 2006

For more information contact Dave Batchelor at Sailordave@nc.rr.com 919-467-3512

Michigan Hot Scot
Portage Yacht Club
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November 5 and 6, 2006

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Rudder Club of Jacksonville
Jacksonville, FL
December 3 and 4, 2005

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

For the Latest
 Information about
 Regattas and Other
 Events, Visit the
 Online Calendar
 Listings of the
 Flying Scot®
 Sailing Association
 at www.fssa.com.



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Venue - Portage Yacht Club

- Located adjacent to Midwest Sailing.
- Home to Fleet 20 racing Thursday and Sunday from May through September.
- Convenient dry storage moorings on the water for quick and easy access to your boat.
- Learn to sail - Learn to race programs
- Social activities, swimming beach, shaded picnicking and dining services.

Finally a Great One Design Sail Loft... Gus Sails, Dominant in the Flying Scot® Class!

Gus Sails on 7 of top 9 boats at 2005 NAC

2005 MidWinter's 1st Amateur & 2nd Overall:
Fred/Fred Strammer

2005 MidWinter's 1st Challenger:
Dan Baird/Larry Taggart/Carrie Barger

2004 NAC's 3 of top 5 Overall:
Draheim/Neff/Carpenter

2004 & 2003 Wife/Husband 1st:
Natalie & Scott Mauney

2004 Junior NAC's Fred Strammer

2004 - 2005 Florida Circuit 1st:
Fred/Fred Strammer

2003 & 2002 NAC's 1st Overall
...and more!



Photograph by Jim Krausberger of PhotoReflect.com

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Contact: Bill Draheim

Gus Sails was glad to be on board.

FLYING SCOT®

NORTH AMERICAN CHAMPIONSHIP

July 9 - July 14, 2006 • Corinthian Yacht Club • Marblehead, Massachusetts

1. **Rules:** This regatta will be governed by the rules as defined by the 2005-2008 Racing Rules of Sailing (RRS). This is a category A event.

2. **Eligibility** requirements are as follows:

3. **The North American Championship (NAC)** is open to Active, Life, Junior, Club, and Family Members. The FSSA Constitution defines each category. Championship and Challenger Divisions will be determined by a three race qualifying series followed by a five race Championship/Challenger event as described and conducted in accordance with FSSA Constitution and By-laws. Reminder: FSSA dues and Club Boat registration fees must be paid by June 11, 2006.

a. **Junior Championship:** The Skipper must be seventeen (17) or under, and not turn eighteen (18) during the year of competition. The crew must meet the same age requirements as that of the Skipper, or must be members of the Skipper's immediate family (father, mother, grandparents, brothers and sisters). Junior Championship skippers must be Active, Life, Club, Family, or Junior members. At least five boats must be registered in the Junior Championship by June 25, 2006 for this championship to be held.

b. **Women's Championship:** All skippers shall be female and have Active, Life, Family, or Club membership status. All crew must be female. At least five boats must be registered in the Women's Championship by June 25, 2006 for this championship to be held.

c. **Master's Trophy:** The skipper shall be age 55 or older, and an Active, Life, Club, or Family member. Skippers shall declare age status prior to close of registration.

d. **Senior's Championship:** The age of the skipper plus one crew must be at least 120 years, and the skipper must be an Active, Life, Club, or Family member. Skippers shall declare eligibility prior to close of registration.

4. **Pre-registration** may be by mail using the form in Scots N Waters, or may be at the regatta site beginning Sunday July 9, 2006 from 0800 to 1700, or on line at www.fssa.com. Registration for the Junior and Women's Championships must be completed on July 9, 2006 by 1200. Registration for all other divisions should be completed by 1800 on July 9, 2006, unless other arrangements have been made with the registration committee. Sailing Instructions will be available to registrants at the completion of registration.

5. **Measurement:** Sails may be selectively measured, and boats may be selectively weighed. All boats will be checked for required safety equipment, including optional VHF radios (see below) to be sure they are in working order. Other measurements may be made at the discretion of the Measurement Committee. Club boats and sails will be measured completely. Measurement location may be 2 miles from the launch site. Masts should not be stepped until arrival at the launching site.

6. **Fees:**

Registration:	USSA Member	Non-USSA Member
FS NAC	\$145	\$155
Women's	\$25	\$35
Junior	\$25	
Late Registration: Entries postmarked after June 18, 2006		
FS NAC	\$170	\$180
Women's	\$35	\$45
Junior	\$35	

One shirt is included for each competitor, and meals and lodging are

extra. Several meals are planned

(Please see registration form for further details)

7. **Schedule:**

a. **Women's and Juniors Championship:** Sunday July 9, 2006 The first Warning signal is scheduled for 1300. There are three scheduled races of which one completed race will constitute a series.

b. **NAC Qualifying Series:** On July 10 & 11, 2006, the Warning Signal for the first race of each day is scheduled for 1100. Three races are scheduled. Depending upon conditions, the schedule is subject to change.

c. **Championship, Challenger, and Seniors Series:** Racing will be Wednesday through Friday with maximum of five races. The time of the first Warning Signal each day is scheduled for 1100. Two races are scheduled for Wednesday and Thursday, and one race is scheduled for Friday. Depending upon conditions, the schedule is subject to change. No Warning Signal will be made after 1300 on Friday.

8. **Courses to be Sailed:** Courses will be designated in the Sailing Instructions. Courses to be sailed are illustrated in the Racing Rules of Sailing on Pages 117-119. For those unfamiliar with the, "Trap," instructional information will be available at the Skippers Meeting.

9. **VHF Radios:** Marblehead Racing Association (MRA) Emergency Response Plan requires that an operating VHF hand held radio be carried on each boat. FSSA class rules prohibit communication on the VHF during racing, except for an emergency. It is strongly recommended to all who attend that a hand held VHF be taken aboard while on the waters in the Marblehead area. Conditions of coastal waters around Marblehead with current, tides, water temperatures, adverse wind and sea changes associated with frontal passages, fog, and the like, can present a challenge for all sailors experience aside, if the boat is not equipped with auxiliary power. A friendly voice on the other end of a VHF hand held radio can give a high measure of comfort if assistance is needed in the event of such adverse weather conditions, injury and/or equipment malfunction. The radios are not to be used while racing, i.e. from the Preparatory Signal until after finishing, except for a vessel or person in danger. A person in the water is always considered to be in danger. FSSA policy is that it is each participant's responsibility to decide whether or not to carry a VHF on board.

10. **Wet sailing:** After each boat has been initially launched, it cannot be pulled from the water except for an emergency. Extra lines and fenders are recommended for rafting together on available moorings. Launch drivers are hailed via VHF.

11. **Lodging and other local activities:**

a. Corinthian Yacht Club; on-site; water views; Contact Dave Titus at: DTitus@Corinthianyc.org or 781-631-0005;

b. All Bed and Breakfasts in Marblehead; Contact Martha Coles at Tuscanino B & B: Tuscanino@aol.com or 781-631-2865

c. Salem State College (budget accommodations; 4.3 miles from CYC); Contact Jason Marshall: Jason.Marshall@Salemstate.edu or 978-542-6416

d. Camping Grounds at Winter Island (6.6 miles from CYC); Contact Charlie Arnold: Winterisland@cove.com or 978-745-9430

e. Marblehead Chamber of Commerce; 781-631-2868

f. Salem Chamber of Commerce: 978-745-3855

Entry Form Next Page

FLYING SCOT®

NORTH AMERICAN CHAMPIONSHIP

July 9 - July 14, 2006 • Corinthian Yacht Club • Marblehead, Massachusetts

Skipper: _____ Age: _____ Male? ___ Female? ___
 Crew: _____ Age: _____ Male? ___ Female? ___
 Crew: _____ Age: _____ Male? ___ Female? ___
 Skipper's Address: _____

Home phone: _____ Cell phone: _____
 E-mail Address: _____
 Emergency Contact: _____
 Emergency Contact Phone: _____
 Sail No: _____ US Sailing (USSA) Member #: _____
 FSSA Fleet #: _____ Home Club: _____
 Distance traveled with boat in tow: _____

Please note that Registration and Measuring will take place at Marblehead High School, 2 Humphrey St., Marblehead, Mass. 01945. Registration and Measuring hours are 0800 to 1700 on Sunday, July 9, 2006.

Please check all that apply:

- Club Boat Chartered Boat Borrowed Boat (Jr. Only)
 First time NAC participant Junior Championship Women's Championship
 Masters (skipper 55+)
 Seniors (Skipper + 1 Crew = 120 years) Senior Sailing in Qualifying Series
 Husband and Wife on board with one as skipper Father and Son on board with one as the skipper
 All on board are members of one family, and at least one female is included

Fees:

Registration:	USSA Member	Non-USSA Member	
FS NAC	\$145	\$155	\$ _____
Women's/Junior	\$25	\$35	\$ _____
Late Registration:	Entries postmarked after June 18, 2006		
FS NAC	\$170	\$180	\$ _____
Women's/Junior	\$35	\$45	\$ _____

T-Shirts: (indicate number by size - one per competitor is included in the registration fee)

S ___ M ___ L ___ XL ___ XXL ___

Addition T-shirts will be available at registration for purchase.

Meals: (Children under 8 are free)

Monday Evening Welcome Dinner No. of adults @ \$11 = \$ _____
 (Beer keg or soft drinks at no additional charge) No of children (aged 8-14) @ \$ 5 = \$ _____

Wednesday Evening Annual Meeting Dinner No. of adults @ \$32 = \$ _____
 (Cash bar) No of children (aged 8-14) @ \$ 15 = \$ _____

Friday Late Lunch Buffet (prior to trophies) No. of adults @ \$20 = \$ _____
 (Beer keg or soft drinks at no additional charge) No of children (aged 8-14) @ \$ 10 = \$ _____

Total Fees: make checks payable to the "FS 2006 NAC" Total Fees Enclosed: \$ _____

Mail payment to: Diane Kampf, P.O. # 9, Linwood, Mass. 01525

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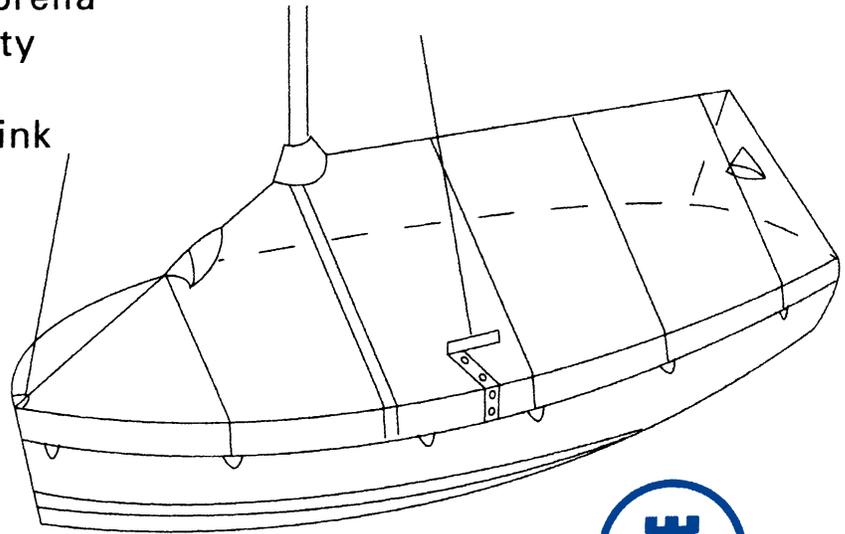
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FEATURE

Continued From Page 7

came from junior regattas and even though we might not have finished all that well, the club had a big party banner for us and was obvious that they were truly behind us all. You can imagine what that did for our enthusiasm.

It was very interesting that through this time when we were first getting into serious racing, my dad was very careful about crewing for us. Of course, he was always available if we asked, but he never pushed himself on us, because again, he wanted us to learn for ourselves. He was always available to answer any questions we had, or to do a little coaching but again, never played the "little league coach". He never once let us feel pressed, or more important ever let us feel that he was disappointed in how we did or how hard we were trying. During this period of time, while my brother and I were just getting into competitive sailing, my dad put his sailing career completely on hold. He was careful about racing against us and also careful about allowing

my brother and I to become too competitive against one another. It seemed important that neither one of us felt the other had an edge, either in talent or in equipment (although I always thought my brother Penguin was faster!).

As Matt and I "matured" and became involved with college sailing (that's why you go to school, right?), my parent's support of our sailing continued. It seemed like they went to more regattas than we did! They rarely missed the chance to show their support.

Of course, now the most enjoyable time for our entire family is still sailing. We still hit the regattas together, only now there's three boats and grandchildren. To this day I think the thing that impresses me the most about the way my father really got my brother and I charged up about the sport was giving up sailing himself and putting 100% into our careers. He was, and still is, an excellent sailor himself and it's not unusual for him to whip Matt and

I soundly when we race today.

I'm sure for kids to excel they need to have the support of their family. There's obviously a fine edge between providing support and pushing a kid to the point where he "burns out". For us, that made all the difference in the world. Sailing was always fun no matter how well we did in racing. Of course, that's still the key no matter what level of talent you are in sailing, it's got to be fun.

Editor: Greg and Charlotte were joined by Martha and "Dolly" at the Glow in the Dark for the weekend series. A long nap under the seat during the first race provided Martha plenty of energy to help Charlotte helm the second race. Thinking about this, it made a lot of sense to have Martha help steer, something which she could more easily understand. It also put Greg in the position of sail trimmer, which takes lots of concentration in light shifty air where you constantly have to change gears with the sails. ▲


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