

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 58 | NUMBER 3 | 2014

GULF DISTRICT HIGHLIGHTS



FASTER BY DESIGN

NEW!



RHC RADIAL MAINSAIL

The RCH was developed with the goal to create a sail that matched the AP Main in speed and performance while adding durability and value. Using the North Sails proprietary design software we added radial head and clew sections which make the sail smoother while keeping the same "easy to trim" shape of the AP. The RCH also features a bit more depth in the forward mid-section of the RCH to allow easier gear changing in breezier conditions.

The RCH, like the AP Main, works great in combination with either the snug, loose or tight rig jib.

North Americans 1,2*3,4,5,6*,9
Jr North Americans 1,2,3
Wife-Husband Regatta 1,2
Pymatuning Independence Day 1,2,3
DIYC Regatta 1,4



One Design

Allan Terhune (410) 280-3617
allan@od.northsails.com

Brian Hayes (203) 877-7627
brian@od.northsails.com

onedesign.com

*partial North inventory

Flying Scot® Sailing Association

VOLUME 58 | NUMBER 3 | 2014

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

Email: info@fssa.com

803-252-5646 • 1-800-445-8629

FAX (803) 765-0860

Courtney LC Waldrup, Executive Secretary

PRESIDENT

Frank Gerry*
37 Briargate Circle
Sugar Grove, IL 60554
630-466-1161 • f.gerry@mchsi.com

FIRST VICE-PRESIDENT

John Domagala*
6119 9th Avenue Circle NE
Bradenton, FL 34212
941-748-3577 • limerun@gmail.com

SECOND VICE-PRESIDENT

Bill Vogler*
9535 US Highway 51 North
Cobden, IL 62920
618-977-8590 • wvogler@siu.edu

SECRETARY/TREASURER

Bill Dunham*
700 Route 22, Trinity-Pawling School
Pawling, NY 12564
845-855-0619
bdunham@trinitypawling.org

COMMODORE

Diane Kampf*
185 Union Street
Whitinsville, MA 01588
508-234-8047 • dianekampf@charter.net

IMMEDIATE PAST COMMODORE

Charles Buffington*
490 Broadmoor Avenue
Pittsburgh, PA 15228
412-388 1666 • buffingtoncw@anes.upmc.edu

FSSA MEASURER

Robert J. Neff*
PO Box 681747
Charlotte, NC 28216
443-994-1932 • neffenterprise@yahoo.com

EDITOR, SCOTS n' WATER

Kay Summerfield*
1035 Horse Pen Swamp Road
Washington, NC 27889
252-946-0505 • slokay@earthlink.net

AMENDMENT COMMITTEE

Dan Goldberg*
342 Middlegate Dr.
Bethel Park, PA 15102
412-831-1042 • samoyed4@verizon.net

WEBPAGE EDITOR

Diane Kampf*
185 Union Street
Whitinsville, MA 01588
508-234-8047 • dianekampf@charter.net

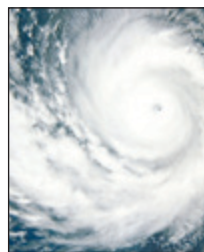
PARLIAMENTARIAN

Larry Taggart*
5809 Memphis Street
New Orleans, LA 70124
504-482-7358 • taggline@usa.net

DESIGNER (1904-1992)

Gordon K. Douglass

*Denotes Executive Committee Members



From the President4

Flying Scot Sailing Association Cajun Country Championship5

Cradle of Naval Aviation Centennial Regatta & Navy Cup.....8

Scots and the Gulf District10

Flying Scot Reborn11

Southern Yacht Club Defenders Memorial Day Challenge13

Up the Creek With A Scot.....14

Modern Team Racing in the GYA15

Flying Scot Trifecta16

Carolinas District Championship & Fall 48 Regatta ...17

2013 Chaos Cup.....18

2013 Sail for the Grail Regatta, Moraine Sailing Club, Pittsburgh, PA19

In Every Issue

Starting Line21

Caveat Emptor23

New Members23

District Governors..... Back Cover

Attention Web Surfers / E-mail Users:
The FSSA Flying Scot Website has the latest information.

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

The Email address for regatta notices and regatta results to be published in *Scots n' Water* is info@fssa.com. Visit the site frequently to view updated information! Please save all articles submitted for publication in ASCII Text, Word or WordPerfect format.



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

SCOTS n' WATER (ISSNS 0194-5637) - Registered Trademark. Published bi-monthly by FSSA at One Windsor Cove, Suite 305, Columbia, South Carolina 29223. Volume M, No. 1. Subscription is \$8 a year included in annual membership dues. Periodical postage paid at Columbia, SC 29201.

Publication Mail Dates: Issue #1, **January 15**; Issue #2 **March 15**; Issue #3, **May 15**; Issue #4, **July 15**; Issue #5, **September 15**; Issue #6, **December 15**.

Postmaster: Please send change of address to Scots 'n Water, FSSA, One Windsor Cove, Suite 305, Columbia, South Carolina 29223.

PROOFREADER: Deb Aronson - FS 5897, Clinton Lake Sailing Association

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

ADVERTISING: Christina Hicks (800) 445-8629.

Cover Photo: Courtesy of Bob Maher.

Flying Scot® and the FS logo are registered trademarks of Flying Scot®, Inc.



From the President

Frank Gerry, FS 6060



I had the opportunity to attend the US Sailing Leadership Forum in San Diego in early February 2014. This was a meeting of over 650 US Sailing members and guests. To give you a feel for the size of this event, there were over 14 major sponsors and a plethora of exhibitors displaying boats, electronics, and apparel among many other products. There were even sailing demonstrations by a number of manufacturers where one could try out a new boat right off the dock behind the hotel in waters leading into Mission Bay.

As US Sailing President Tom Hubbell noted in his welcome remarks, participants were attending as part of their interest in growing the sport and improving the experience for all sailors. We assembled to share best practices that lead to success and to network among other likeminded sailors to advance our sport. My perspective was pretty simple – can I confirm what we are doing in the Flying Scot class is working? What we can improve upon? And what can we do to drive growth and membership in our Flying Scot Sailing Association?

We (FSSA Commodore Diane Kampf and husband Greg also attended) attended most all the sessions and workshops that were relevant to the Flying Scot Class. There were many interesting and valuable sessions that you can locate on the US Sailing website. It was truly amazing to see the amount of money that is invested in new, high-performance racing yachts. Just as an example, the former president of Netscape, Jim Clark, gave us a flavor of what it was like to

spend \$75 million to develop a faster offshore racing yacht. Truly a whole different sailing world than most of us live in.

One session was especially striking to me. This covered the status of Handicap Racing in the US. PHRF still is the biggest formula – there are over 80 fleets that exist within that structure - over 20,000 certificates have been issued. Smaller handicapping systems exist such as ORR (offshore racing rule) where boats are not built to specification ~ 600 certificates are in existence, and HPR (high performance rule) which requires boats built to meet ~ 30 specifications. There is even another system in development – that is called the universal measurement system (UMS). The goal here is to have a rule-neutral system that allows a boat measurement certificate to be used in any rule. The bottom line is that US Sailing and local governing bodies are constantly grappling with how to enable fair sailing while being inclusive to all yacht designs. While I may not fully understand all the nuances that govern these efforts, one thought resonates loudly – *WE DO NOT HAVE THIS PROBLEM!!!*

This brings me to a fantastic excerpt from a document that was developed by North Sails One-Design that simply states 9 powerful reasons why we love one design sailing. It is already posted on our website, but — to me — it's worth repeating. It is a clear and crisp summary of why our one design concept works! Big thanks to Allan Terhune, Brian Hayes and the rest of the North Team for publishing this. Here it is:

Why We Love One Design!

There are many reasons why sailors love to race one-design boats. Here's a list of nine that are often mentioned by active class sailors.

1. You always know how you're doing.

In one-design sailing there's no mystery about where you stand in the fleet. One quick glance around the course tells all – for better or worse!

2. The racing is a true test of ability.

When all the boats are the same, differences in performance are due entirely to the people sailing them. You and your crew get all the credit when you win (and a great chance to learn something when you don't).

3. It provides great tactical racing.

In one-design fleets, boats are usually close together. This makes the racing exciting, provides opportunities to learn about boat-on-boat maneuvering, and offers instant feedback about tactical and strategic moves you make.

4. There's a boat and class that's right for everyone.

In the world of one-design racing there's something for everyone whether you like to sail fast, slow, single-handed or with friends. US Sailing currently has 140 member classes to choose from!

5. The social atmosphere is fun!

In many classes, shore activities are just as important as what happens on the water. Most classes welcome spouses, families, kids and all enthusiastic sailors who want to learn. Fun is what keeps these sailors coming back.

Continued On Page 6

Flying Scot Sailing Association Cajun Country Championship

Al Rees, FS 4001



For decades the FSSA Cajun Country Championship has been hosted by FSSA Fleet 153 (Lafayette, LA), which is one of four sailing clubs in Acadiana. Acadiana refers, primarily, to the southern part of Louisiana between the Mississippi and Sabine rivers. The Sabine River is Louisiana's boundary with Texas.

The 30th anniversary of the FSSA Cajun Country Championship (CCC) was held at Lake Arthur, LA, on Saturday November 3, 2013. Due to the forecast of bad weather only four boats registered for the event, which was sailed in drizzle and strong winds with gusts to 30 knots. The conditions kept one boat from starting any race. The lead boat, skippered by David Bolyard, capsized in the 2nd race but recovered fast enough to finish

2nd in that race. David won the regatta with two first-place finishes.

David, who also won last year, took the big silver trophy back to his home club, Pontchartrain YC in Mandeville, LA.

Al Rees, with Morgan Narby and Lightning ace Larry Frost as crew, won the 2nd race and was 2nd overall in the regatta. Al learned a lot from Larry. The father and son team of Doug and Ben Narby had decent starts and was competitive.

The courses were windward-leeward. Outstanding race management was provided by Principal Race Officer Wallace Paletou of Southern YC (who also was the PRO for this year's Midwinters), ably assisted by Jim O'Neal of Lake Arthur YC. The signal boat driver was Tom Hayes and Butch Nolan drove the mark-set boat

and was assisted by Charlie Williams. The competing athletes thank them all for excellent race management.

The awards presentation followed a delightful meal. It was rice covered with white beans smothered to perfection with Cajun sausage prepared by LAYC Commodores Sammy Trahan and Tim Hebert. *Délicieux!*

Traditionally, the current year's regatta participants decide by consensus which club will host the regatta the following year. The fleet decided to ask Lake Charles YC (Fleet 84), which was reactivated a year ago and participated in this year's regatta, to host the 2014 CCC. Fleet 153 held its annual meeting after the awards ceremony and elected Doug Narby as Captain and Al Rees as Secretary for 2014.

Two other sailing clubs in Acadiana have in the past 30 years hosted the Cajun Country Championship: Cypremort YC

on Vermilion Bay and Pelican YC on False River.

Regatta results follow. 🚩

2013 FSSA Cajun Country Championship 23 November 2013 Lake Arthur Yacht Club							
Skipper	Crew	Sail #	1st	2nd	3rd	Total	Final
David Bolyard	Collin Ross	172	1	2	1	4	1
Al Rees	Larry Frost, Morgan Narby	4001	2	1	DNS	8	2
Doug Narby	Ben Narby	259	3	3	DNS	11	3
Charles Manuel	Robby Miller, Vince Dodge	5256	DNS	DNS	DNS	15	4

Previous FSSA Cajun Country Champions			
Year	Skipper	Crew	Site
1983	Bubby Eagan	Karen Eagan and Peter Merrifield	LAYC
1984	Maurice Sullivan	Ronald Comeaux and Gerald Laurich	LAYC
1985	Maurice Sullivan	Alan Corne and Gerald Laurich	LAYC
1986	Al Rees	Marie and Luther Carpenter	LAYC
1987	Maurice Sullivan	Alan Corne	CYC
1988	Larry Taggart	Dodie Osley and Carrie Haydel	PeIYC
1989	Larry Taggart	Carrie Haydel and Chretien Sustendal	CYC
1990	Gary Painton	Rene Bouriage	LAYC
1991	George Safcek	Billy Ross	LAYC
1992	Tom Baker	Diane Luccia	LAYC
1993	Larry Taggart	Carrie Haydel and Christine Hinckley	LAYC
1994	Tom Miller	Lisa Wilkinson	LCYC
1995	Rudy Fruge	Mike Link	LAYC
1996	Charlie Buller	Andy Buller	LAYC
1997	Craig Wilusz	Scott Raines	LAYC
1998	Charlie Buller	Andy Buller	LAYC
1999	Maurice Sullivan	Kevin Swan	LCYC
2000	Abandoned	very low temperature and very high wind	LCYC
2001	Maurice Sullivan	Gerald Laurich	LAYC
2002	Charlie Buller	Andy Buller	LAYC
2003	Charlie Buller	Andy Buller	PeIYC
2004	Luther Carpenter	Sebastian Carpenter and Lisa McBride	PeIYC
2005	Bishop Stieffel	Tom Baker	PeIYC
2006	Bishop Stieffel	Tom Baker	LAYC
2007	Bishop Stieffel	Tom Baker	LCYC

Abbreviations: CYC - Cypremort Yacht Club; LAYC - Lake Arthur Yacht Club; LCYC - Lake Charles Yacht Club; PeIYC - Pelican Yacht Club; PontYC - Pontchartrain Yacht Club

Continued From Page 6 **PRESIDENT**

6. You're connected to a larger community.

One-design classes are large extended families, and regattas are like family reunions. Sailors make friends all over the country and stay connected through class newsletters, websites and regattas.

7. The racing is less expensive.

One-design boats are usually smaller with fewer crew members, so the costs of campaigning are generally less. You can often buy a fast used boat inexpensively, and you don't have to win an arms race to be competitive.

8. You get to do more racing.

One-design fleets usually sail lots of short races rather than a few long ones. This keeps the boats closer, gives you more chances to practice your racing skills and allows you to start over frequently (which is especially good if you've had a bad race).

9. There's a lot of support available.

One-design sailors have many sources for help, whether they're trying to find a good used boat or simply learn how to sail faster. The class organization usually provides numerous resources for its members. Sailmakers, boatbuilders and experienced racers are always willing to help.

Thanks again to the North team for making this available to us. Have a great summer sailing your Flying Scot! 🚩

Why We Love One Design!

At A Glance

1. You always know how you're doing.
2. The racing is a true test of ability.
3. It provides great tactical racing.
4. There's a boat and class that's right for everyone.
5. The social atmosphere is fun!
6. You're connected to a larger community.
7. The racing is less expensive.
8. You get to do more racing.
9. There's a lot of support available.



FLYING SCOT®

FREE Ways to Order...

Phone: 800-864-7208 • Fax: 888-442-4943 • E-mail: info@flyingscot.com

Online Store: www.flyingscot.com

Competitive Low Prices... on many items from Harken, Ronstan and others. Support your builder—order from the people who know your Scot best, and feel good about the price.

New Flying Scots Built to Order... Our factory team has attended every NAC since 1973 and every Midwinters since 1979. We know how to rig a Scot for everyone—daysailer to national champ. Order a new Scot rigged just the way you like it.

Bring New Life to Your Old Flying Scot... with new Paint, Gelcoat & Hardware installed by the factory, or for the ultimate in refurbishment—trade it for a new one!

Flying Scot® Inc.

157 Cemetery Street • Deer Park, MD 21550
Phone 301-334-4848 or Toll Free 800-864-7208
FAX 301-334-8324 or Toll Free 888-442-4943

Hours: Monday-Friday, 8am-4pm & Saturday (May-Sept.), 9am-11am
Visa, MasterCard or American Express accepted

Flying Scot and the FS logo are registered trademarks of Flying Scot, Inc.



Visit our website for a complete parts list • www.flyingscot.com

Gus Sails 972.998.5313

Still the Fastest Still the Most Affordable

2013 LIPTON CUP - 1ST PLACE AS USUAL!

2012 NAC - PARTIAL INVENTORY ON 1ST & 2ND PLACE BOATS

2012 NAC - 1ST PLACE IN 3 OF THE 5 RACES

Gus Sails was glad to be on board!

1830 Interstate 30 • Rockwall, TX 75087 • Phone: 972-998-5313 • Website: gussails.net

Cradle of Naval Aviation Centennial Regatta & Navy Cup

Kim Kaminski, FS 4622 – Navy Yacht Club (Fleet #87)

A unique event to be held in Pensacola, Florida, this year will be the Cradle of Naval Aviation Centennial Regatta and Navy Cup. The Pensacola Naval Air Station will celebrate its 100th anniversary, and to help support this celebration the Navy Yacht Club of Pensacola will offer an opportunity for some friendly competition to all sailors.



This unique event offers sailors the chance to compete not only individually in the Centennial Regatta but also yacht club against yacht club in a team challenge for the “historic” Navy Cup Trophy. This event will be held on June 7th and 8th at the Bayou Grande Marina aboard the Pensacola Naval Air Station. Although this will be a multi-class regatta, Flying Scots will have a separate start.

The facilities at the Bayou Grande

Marina offer boat ramp access as well as soft sandy beach access. Dock space and dry storage is also available during the regatta. There are numerous other public ramp locations in the Pensacola

area as well for the adventuresome sailor. For more information on the regatta visit www.navypnsyc.org, or contact fleet captain *Jim Parsons* jimparsons@bellsouth.com.

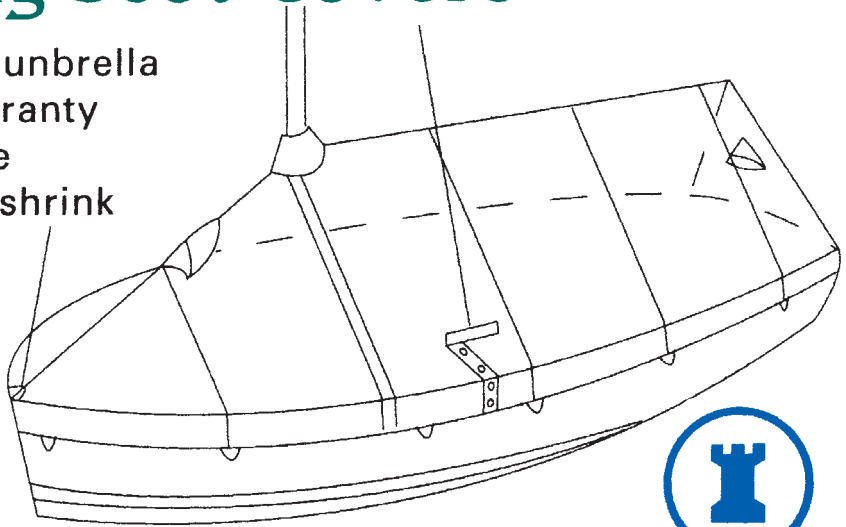
Continued On Page 18

Acrylic Flying Scot Covers

- made with 1st quality Sunbrella
- material has 7 year warranty
- light and easy to handle
- will not rot, mildew, or shrink

Features

Cover has a tent-like fit
 Delrin zippers with flap
 Velcro enclosures for stays
 Hooded mesh vents
 Loops along hem for tie-down
 Hidden seams for UV resistance
 Heat cut edges will not fray
 Flat covers also available



ROOKE SAILS

1744 Prescott
 Memphis, TN 38111
 (901)744-8500
www.rookesails.com

Options

UV proof Goretex thread
 Drawstring/shockcord in hem
 Sail # installation
 Custom multi-color panels/trim

Prices

Cover	white	blue	other
6" skirt	\$450	\$459	\$481
Full-sided	\$572	\$588	\$591

MAKING WAVES!



Photo Yvonne Pottharst



www.ullmansails.com

Dave Bolyard
 Ullman Sails Gulf Coast
gulfcoast@ullmansails.com
 (985) 626-5638

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

Flying Scot Gulf Districts-1st / FSSA Cajun Country Championship-1st / GYA Capdevielle Competition-1st
 GYA Junior Lipton Championship-1st / GYA Women's Championship-1st

Scots and the Gulf District

Larry Taggart, District Governor, FS 5510

From gentle breezes to testy sea breezes and everything in between, from salty spray to sweet water, from land-locked lakes to coastal bays and sounds, sailing in the Deep South is challenging and fun. The yacht and sailing clubs in this area, which includes the Gulf of Mexico's Louisiana, Mississippi, Alabama, and the Florida Panhandle coasts and the inland waterways, (as well as the Houston Yacht Club and St. Petersburg Yacht Club) is home to the 30+-member Gulf Yachting Association (GYA).

Mother Nature has handed us more than the usual number of challenges lately. Over the last 10 years, more than 20 yacht clubs that were destroyed or received substantial damage in hurricanes Katrina, Rita, Gustov and Issac, have been rebuilt. This photo of the Bay-Waveland Yacht Club in Bay St. Louis, Mississippi, site of the 2015 NAC, for example, shows you how these clubs have bounced back.

In addition to privately owned Flying Scots and their respective fleets, GYA yacht clubs own many Scots. For example, New Orleans's Southern Yacht Club's 12+ club-owned Flying Scots are used extensively for team racing and the Defenders Challenge – you'll read more about this elsewhere in this issue – local racing and sailing, adult sailing schools and day camp. This is typical use of club-owned Scots. You'll recognize club-owned Scots by the "c" above our "FS" emblem on mainsails, as well as 1, 2 or 3 digit sail numbers with the letters "GYA" either above or preceding the numbers.

Unfortunately, after some 45 years of

use, the GYA is considering replacing the Flying Scot as their interclub boat. Some say the Scot is not exciting enough, others claim that younger sailors do not like it, and still others question why the GYA would want to move away from one of the most successful classes in the country. We'll see what happens.

One of the objectives of the Gulf Yachting Association is to promote intercity and interclub races and regattas. One of our most unusual is the annual GYA Auguste Capdevielle Interclub Championship. This premier one-design interclub series is sailed in club-owned Flying Scots. There are 15+ Capdevielle-point regattas throughout the year held at various GYA clubs. Many of these regattas have essentially the same format: one boat entry per club, 3-5 races with a different skipper for each race, and a minimum crew weight.

The GYA "Lipton Cup" is unique in itself among GYA interclub events. Raced annually on Labor Day weekend at the club of the prior year's winner, it invariably attracts in the neighborhood of 50 spectator boats of all sizes and shapes, and literally hundreds of spectators cheering their team on and definitely having a good time. The original solid silver Sir Thomas Lipton Trophy was donated by Sir Thomas himself to promote and recognize interclub competition, but was unfortunately lost

to Katrina. However, mainly through the perseverance of SYC Member Tom Long, the original maker of this unique trophy



in England was basically able to duplicate the original one, and Tom even persuaded the Lipton Tea Company to "re-donate" it!

GYA clubs and Flying Scot fleets also have hosted many FSSA-sanctioned events. The 2010, 2012 and 2014 annual Mid-Winter Championship was hosted by Southern Yacht Club (New Orleans), and the 2015 North American Championship will be at Bay-Waveland Yacht Club in Bay St. Louis, Mississippi. There is also the annual "Flying Scot Trifecta" – also explained elsewhere in this issue – hosted by Southern Yacht Club in New Orleans, and the Cajun Country Championship in southwest Louisiana.

We're probably too quiet about all our Flying Scot activity in the Deep South, but there is certainly much of it – in spite of the hindrances of Mother Nature! ▲

Flying Scot Reborn

Debbie Huntsman, FS 245

Imagine the conversation that started the love affair nearly three years ago. “Do me a favor and at least consider it. She was hurt then abandoned by a sailor and hasn’t been out since. It’s so sad. I know you’ll love her! She needs someone like you who can bring her out of her misery,” urged the matchmaker.

“Humm. I don’t know if I have the time, money or energy for a long-term commitment,” replied the Commodore stepping away.

“Just take a look. She used to be fun! You can bring out her beauty,” prodded the matchmaker. Shuffling closer, he whispered “I’ll help.”

“Uh. Just how ugly is she?”

“Well. I have to admit, she looks pretty rough — after all she has been through.” The matchmaker knew the Commodore was a softy, who would take in strays and be quick to lend a hand whenever help was needed. “Your mother will even like her!”

“Okay. I’ll see. When do you want to introduce us?”

The matchmaker knew the Commodore would soon come to love her. Save her from ruin. He was a persuasive man. To seal the deal he moved in close and stressed what a great match it would be. How with a bit of attention she would be just like she once was — Beautiful.

Commodore Elle McCulloch, of the Lake Pontchartrain Women’s Sailing Association (LPWSA) in New Orleans, and Macho Slavich, an avid Scot enthusiast, set a date to check out the abandoned boat, and the love affair began.

Immediately smitten, McCulloch

introduced the Scot to the dubious LPWSA board and beseeched them to welcome hull number 245. McCulloch convinced the board that by embracing her commitment, they would turn an unfortunate boating casualty into a learning experience, an opportunity for building relationships and ultimately add an asset for the Association members, enjoyment.

In the spring of 2012, McCulloch and the LPWSA took on the ambitious challenge of rejuvenating the badly wrecked Flying Scot hull number 245.

The beginning of June, 2012, the pursuit began. Sintes Boat Works at Lake Pontchartrain, provided a place for the repairs. To get ready for an on-the-water rendezvous, 245 needed some serious attention. To begin, Tommy Spring, a friend of McCulloch’s and a wanna-be boat builder, replaced the soggy balsa core. On weekend mornings LPWSA sisters gathered at Sintes, donned white Tyvek coveralls over bathing suits to stay cool, and learned while doing fiberglass work. Late in June, they removed the hardware, and orbital sanders came out in force until the weather intervened. It rained daily in July, then hurricane Isaac rolled over New Orleans. In September and October, New Orleans mopped up, while the LPWSA hosted their annual Pink Ribbon Regatta. During that time, Macho Slavich, Steve



Sintes and Dave Erwin contributed their guidance, muscles and elbow grease along with LPWSA members to begin to bring the boat back.

Early in November, 2012, LPWSA held a wine tasting fundraiser for the makeover at the New Orleans Yacht Club. Commodore McCulloch urged attendees to help “Make the Flying Scot pretty again!”

Sintes worked within the small budget to undercoat the smoothed hull. Again volunteers sanded. The hull was given a primer coat, followed by another boat-load of sanding. In July, 2013, McCulloch shared a photo of the boat’s silky white painted skin, “Ladies and gentlemen, here she is. See how [all your work] has made the ugly duckling a swan!” The hull was done. “I can see myself reflected in the hull!” a gleeful LPWSA member posted along with a photo of the gleaming boat.

She looked lovely but needed baubles and trinkets, covers and sails to be ready to go out again. The women made a long list of needed hardware and sails. They sought donations for sails, parts and rigging advice. A request for a grant of sails along with free advice from Flying Scot Inc.’s Harry Carpenter was made.

Harry Carpenter wrote back and recommended we contact Larry Taggart. “Larry is a long-time Scot sailor, a past president of the national class and a personal friend.” Larry had notably been involved in Scot sailing since the boats were introduced into the Gulf Yachting Association as its inter-club boat. He had long hoped someone would take an interest in #245. He’d approved of the progressing Scot affair. When approached, Larry immediately offered his expertise. He wrote, “Some of the rigging is well out-of-date. Get newer blocks and rigging and a rudder head, and straighten the boom. The tiller also needs to be repaired so that it will fit.”

The Flying Scot makeover list grew along with excitement. Under the direction of Larry, over a dozen women helped reassemble the boat. Hardware was installed, parts needing repair were divvied up, a list of missing pieces grew. A new-to-LPWSA centerboard, halyard box and a rudderhead were donated.

Meanwhile, LPWSA offered its first Flying Scot seminar. New Orleans Yacht Club (NOYC) hosted the Learn About Sailing Things (L.A.S.T.) educational event, offering their hoist and a club boat to stand in for the LPWSA craft. Larry

and his long-time crew, Carrie Berger, taught about two dozen people how to rig and ready a Scot for a sail. They also discussed eccentricities of the boat. Morgan Mayberry, of NOYC, demonstrated lifting and launching tips specific to the boat.

Crews were formed and dates were arranged to sail Scots to brush up for their own LPWSA boat. Both Larry and Carrie invited LPWSA women to sail in what remained of the Southern Yacht Club’s Friday night Scot races. Sailing on Scots further deepened their commitment to working on the LPWSA boat.

Through the winter, Larry mentored a core group of women doing repairs. Often, when the boat needed a block or cleat, Taggart would magically dig one out of his pocket, car or garage. During the 2014 LPWSA election party, Larry donated a spinnaker, which to the delight of all was pink. One by one, quick and easy installations, as well as difficult and dirty tasks, were completed.

On one of the few warm days in February 2014, the workers assembled at New Orleans Yacht Club to complete the final step to make the boat whole: the installation of the centerboard.

An LPWSA board member reminisced, “We’ve sanded, sanded and sanded some more. We sealed each and every screw or fitting — and trust me, there were a lot. We ground and polished. Slathered on wood hardeners. Shimmied into the stern and squeezed into the bow to rig this and connect that. We used power tools, some of us for the first time. All the while getting to know each other as well as our lovely boat. Even though we have not yet sailed her, we already know this little boat very well. And we’ve had so much fun!”

A christening of the LPWSA boat,



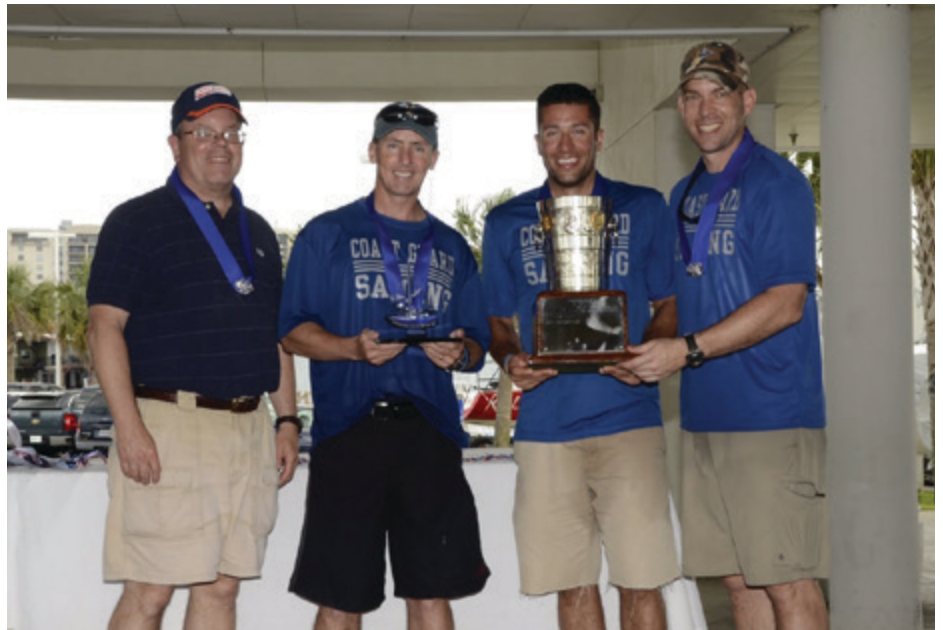
Femme Fatale, was held March 15, during the 2014 Flying Scot Midwinter Championship in New Orleans. Using their own boat, LPWSA plans to promote sailing, encourage formal instruction, offer sailing experience and model good seamanship. While crews can trailer *Femme Fatale* to Scot events along the Gulf Coast, most sailing will be on Lake Pontchartrain. The long term goal: to help future sailors fall in love with the experience. To set members on a course to buy their own boats, join yacht clubs and enjoy lifelong fun on the water. Isn’t love grand? 🚤

Southern Yacht Club Defenders Memorial Day Challenge

Cherrie Felder

On Memorial Day, 2011, Southern Yacht Club in New Orleans hosted the inaugural Defenders Challenge to recognize and honor the men and women of the armed services and their families, and it has become a much anticipated yearly event for the club and the teams representing the Army, Air Force, Coast Guard, Marine Corps and Navy. Sailing experience is not a qualification to crew, and members of SYC's Flying Scot fleet, who prepare and launch the boats, generously provide quick-and-dirty pointers on rigging and sailing technique to each of the teams. Despite their expert tutelage, there are many unusual boat handling maneuvers and creative tactical moves on the water, as well as the occasional turtling of a boat. It's all about the camaraderie and bragging rights, and rumor has it that assignments from the highest levels of the Pentagon to posts in New Orleans are sometimes made with sailing ability in mind!

Memorial Day begins each year with breakfast and a flag ceremony. Representatives, usually Flag Officers, from each service branch present their service's flags, which are raised in unison to cannon fire. Immediately following the ceremony, a series of qualification races in the Club's Flying Scots begins, with each service branch fielding up to three three-man teams. At noon, a twenty-one-gun cannon salute precedes the hoisting of the ensign to full staff. After lunch on the water, the final series of races are sailed by the winning skip-



per from each branch of service in the qualification series. Each skipper selects his crew from the rest of his/her team members.

Following racing, sailors and their families gather under the club for barbeque, beer and awards. The senior military flag officer present - Coast Guard RADM Roy Nash in 2011, Marine Corps Lt. General Steven Hummer in 2012 and Coast Guard RADM Kevin Cook in 2013 - presents each sailor with a special eagle medalion created by New Orleans artist India Stewart, and then awards the winning team a marker trophy to be displayed at their headquarters. Southern Yacht Club dedicated a beautiful silver bucket as the perpetual trophy for the Defenders Memorial Day Challenge, engraved

with each year's winner. Presently, the names on the trophy are: U.S. Army-2011, U.S. Coast Guard-2012, U.S. Coast Guard-2013.

Memorial Day at Southern Yacht Club has become a very special day to show appreciation for the dedication and sacrifice of the men and women serving in the U.S. military, and to thank their families for their support. As one Coast Guard sailor expressed after the inaugural Defenders Challenge in 2011, the day's events "including the flag ceremony under the morning sky, were a tribute to all who have worn the uniform before us, and promoted camaraderie and goodwill among the five armed services." ▲

Up the Creek With A Scot

Jim Leggette, FS 1518

Most of us have become very used to the up-and-down, windward/leeward, race courses that are sailed throughout the country. However, there is a unique event hosted by Bay Waveland Yacht Club (Bay St. Louis, MS), the site of the 2015 North Americans, on the Mississippi Gulf Coast. The event starts off the dock at the club, sails up the Jourdan River and then returns.

Interest in this traditional event at Bay Waveland was revived due to tireless efforts of Claude Dannemann and a cast of many. In 2013, thanks to their efforts, two boats from Fleet 45 at Jackson Yacht Club made the three-and-half-hour drive down to the coast to participate. We certainly were glad we did. Several came over from Louisiana to participate with the fleet from Bay Waveland. In addition to the Scots, a Lightening participated and on a shorter course there were Sunfish.

The course is fairly simple: start off the club dock in Bay St. Louis; take a navigational mark to port at the mouth of Jourdan River; then wind through the river to an inflatable mark in the shadow of Interstate 10 and the then follow the same course back to the club.

This voyage offers nearly every condition possible in a few hours. First is downwind spinnaker work in open water. Second, the fleet close reaches through the tidal marshes with the wind being disrupted by homes and a casino hotel. At the same time, you have to be mindful not to run aground. As the river turns and continues to narrow, spinnakers are rehoisted for a short run to the mark.

No doubt drivers crossing the Interstate thought the fleet was a usual sight. Next, the fleet has to work upwind in tight quarters trying to find that angle that gets them upwind the quickest. Afterwards, the fleet beam reaches in a freshening breeze until you reach the mouth of the river. The final leg is a beat in the sea breeze, where hiking and working the waves now become important. The next day, Sunday, a second race up the river is sailed.

If you are near the Mississippi Gulf Coast, you should make it a point to do the Jourdan River race. If you are not nearby consider a distance race at your club. No doubt it will expose you to different type of sailing, which you will come to enjoy.

Not only is the sailing unique, the Bay

Waveland Yacht extended excellent hospitality to all visitors. Due to this unique course and the warm welcome, we are planning to make this part of our annual circuit. Like most venues, Scotters who visit you come for the sailing and return for the friendships.

This year's event will be held the first weekend of April. The NOR can be found here: <http://www.bwyc.org/images/NOR20140405-06JourdanR.pdf> ▲

The course is fairly simple: start off the club dock in Bay St. Louis; take a navigational mark to port at the mouth of Jourdan River; then wind through the river to an inflatable mark in the shadow of Interstate 10 and the then follow the same course back.



Modern Team Racing in the GYA

Corky Potts, Commodore, Gulf Yachting Association

Team racing has been active in the GYA for many, many years, however, modern team racing began around 2001 when George Hinman, the son of Commodore George Hinman of the New York Yacht Club and founding father of the Hinman Regatta (which was the National Team Racing Championship) invited Southern Yacht Club to the Hinman Masters. Shortly thereafter a strong interest in team racing and efforts to bring team racing to the Gulf Yachting Association grew along the Gulf Coast.

Southern Yacht Club organized a group, which ultimately became affectionately known as the PDDT (sometimes known as Prima Donna Dream Team), and they began to participate in various team-racing events on the East Coast, including the Hinman Masters, Jackson Cup, Lee Cup and the Morgan Cup. Additionally, the Kathleen Cup, which was a challenge between Seawanhaka Corinthian Yacht Club and Southern Yacht Club, was reinstated and the more sailors that were exposed to the activity, the more excitement there was with this new discipline. The Flying Scot has been, and will continue to be the mainstay for GYA team racing as they are durable, relatively user friendly and quite responsive.

What is so interesting with the team racing format is that you can sail upwards of fifty races during a weekend, each race being only between twelve and fifteen minutes. The courses are generally box shaped, with a five-minute beat, a 50-yard reaching leg, about a six-minute downwind leg, another reaching leg and then a short beat to the finish. The format cre-

ates constant interaction with the other competitors and the sailing rules. There is so much more action involved than in a fleet race that speed is not necessarily the trick, but boat handling and knowledge of the rules became preeminent. There is no more thinking of having your lunch and a drink while going downwind; the entire race is excitement.

The general format is three boats for each team and two teams sailing against each other during any start. Usually events have between six and eight teams participating which means that there were always teams sitting out and watching the others sail at various times. Between twelve and eighteen boats are provided by the host club, most of which are equal in speed. Sometimes this does not happen, which then creates the need to rotate boats during different round robins. Nonetheless, for the most part, the boats are usually close to even and do not make a significant difference in the outcome of any particular race. Southern Yacht Club ultimately bought a fleet of twelve new Flying Scots to equalize the playing field.

The other beauty with this format is that the younger sailors coming out of college, who are much more adept with team racing, interact with the more seasoned veterans who have not had the experience of team racing. My thought after getting involved was how much fun it was and why would anyone really want to do anything different. This of course may not be the philosophy of all. However, for those interested in learning the rules and boat handling, there is no other more appropriate alternative.

The worst part of the team racing experience is that everyone on the Gulf Coast region needed to travel in order to participate in any of the events. However, because of all that traveling, we got to know many sailors all over the country. When Hurricane Katrina destroyed all Southern Yacht Club's trophies, many yacht clubs, pitched in to help us rebuild our lost heritage. Both New York Yacht Club and Newport Harbor Yacht Club, in California, provided a trophy to start the rebuilding process. That began the Southern Nichols and Southern Soiland events. Each one of those trophies has its namesake originating in history at the respective clubs: the Nichols trophy at the NYYC coming out of twelve meter racing; and the Soiland coming out of the Soiland family and its heritage at the Newport Harbor Yacht Club.

Southern Yacht Club has hosted the Southern Soiland and Southern Nichols since 2007. Both have become noted events in team racing. Additionally, a Gulf Coast Team Race Invitational event has begun in the Gulf Yachting Association and we are seeing much interest in team racing coming from GYA clubs including, but not limited to, Houston Yacht Club, Texas Corinthian Yacht Club, Buccaneer Yacht Club, Bay Waveland Yacht Club, New Orleans Yacht Club, Pontchartrain Yacht Club, St. Petersburg Yacht Club and members from many other clubs in the Gulf Region.

Generally, the races are umpired and therefore there are no lengthy protest hearings after the races, which creates more

Continued On Page 18

Flying Scot Trifecta

Larry Taggart, District Governor, FS 5510

On Memorial Day of 2013 Flying Scot Fleet 96 and Southern Yacht Club in New Orleans hosted the first Gulf District Trifecta. It was a Trifecta as the Flying Scot Class sailed for three different perpetual trophies as part of the 2013 Juby Wynne Memorial Regatta: The Commissioner General Trophy, the Charles L Dees Memorial Trophy and the Cock-of-the-Walk Trophy.

What was unique is that each of these trophies had its own individual criteria within the Flying Scot class, although everyone started together and sailed the same course.

The **Commissioner General Trophy**, is a crystal sailboat that was donated to SYC by member John G. Weinmann, who served as the United States Commissioner General of the 1984 Worlds Fair held in New Orleans that year. This is presented to the overall winner of the Flying Scot Class. The boat and crew must comply with general pertinent FSSA rules, but the sailor does not have to be a member of FSSA, GYA or the Gulf District.

The **Charles L. Dees Memorial Trophy**, named in memory of past FSSA officer, and Gulf Yachting Association (GYA) and Fairhope Yacht Club Commodore Charlie Dees, is presented to the winner of the FSSA Gulf District Championship. The boat and crew must comply with FSSA sanctioned event rules, must be a member of FSSA and must be a member of a fleet in the Gulf District. The top three teams are also presented the standard FSSA medallions.

The **Cock-of-the-Walk Trophy** is pre-



sented to the winner of the Gulf Yachting Association Flying Scot Championship. The trophy was donated by past FSSA President, and GYA and Pensacola Yacht Club Commodore Buddy Pollak. Entrants (skippers only) must be a member of a GYA Club. There is no limit to the number of entries per club, but the same crew shall sail all series races and the minimum crew weight must be 390 pounds live weight. Boats, sails and equipment may be either club owned or privately owned.

This may sound somewhat confusing, so here is an attempt at demystification. Everyone races together and is scored together. Whoever meets the criteria of the sub-fleets, i.e. Districts and/or Cock of the Walk (COW), first will be awarded those trophies. For example, let's say a boat comes in from Dallas (not a GYA member club or in the Gulf District) and wins the regatta. I finish 2nd overall and a Pensacola Yacht Club member finishes third overall. The Dallas skipper would

win the Commissioner General Trophy for winning the regatta overall, but nothing else because he is not a member of the FSSA Gulf District or a GYA club. I would win the Gulf Districts, but not the COW because my crew and I do not weigh the required 390 pounds, and Pensacola team would win the COW because they met the COW criteria, but were not GYA members. Clear????!!

The 5-race series was sailed in challenging 10-15 knot easterlies. All participating crews received the special souvenir regatta waterproof phone case, and free keg beer at the conclusion of both race days. There was also live music and a seafood boil on Saturday evening, as well as a nautical "fashion show." On Sunday, trophies were presented along with grilled food by the pool.

It turns out that one skipper met the criteria for all 3 trophies, and with finishes of 1-1-1-1-3 claimed the Trifecta. That skipper was Thomas Barclay of Pontchartrain Yacht Club in Mandeville, LA. He was ably aided by crew David Bolyard.

Overall results follow:

1. Thomas Barclay
2. Eric Aschaffenburg (and 2nd in the Districts)
3. Clark Thompson
4. Julian Richards
5. Larry Taggart (and 3rd in the Districts)
6. Nancy Claypool
7. Norman Vallette
8. Kenneth Wink
9. John Hennessey
10. Jack Scheib
11. Paul Barnes 🏆

Carolinas District Championship & Fall 48 Regatta

Carol Claypool

Saturday there was a decent westerly breeze, and we got in two races, a W-L-W and a second one that was twice around. By that time the skies on the horizon were dark with rain, and the RC sent everyone in.

Most people had reached the dock when the rain hit, and it didn't last long. Everyone entertained themselves on shore either participating in the GPS based treasure hunt or munching on appetizers. Dinner was very tasty chicken with pasta, green beans, corn bread, and coconut cake. The island theme really kicked in after dinner with prizes for the best costumes and a trivia contest that tested people's knowledge of islands near and far.

Sunday the wind was northerly and often 10 – 15 knots with random gusts to

18 and higher. Once in a while the wind backed off, only to pick back up and throw in a few punches on top of that. It was also even shiftier than usual with some shifts coming so quickly that you were left luffing before the first tack had been completed and had to fall off even more or struggle to tack back. Three long W-L-W races provided lots of opportunities to try and "get it right", and there were several very close finishes.

Bob and Smita Quinn, regatta Co-Chairs, presented the trophies as follows:

Fall 48

- 1st – Allan Terhune, Dave Perkowski, AYC
- 2nd – Paul Abdullah, Alex Krumdieck, Rudder Club
- 3rd – Rob Whittemore, John Wake, FBYC

4th – Harry & Karen Carpenter,
Deep Creek YRA

5th – Eric Aschaffenburg, Paul Beaudry,
LNYC

6th – Ryan & Stacey Malmgren, EYC

7th – Peter Beam, Graham Martin, LNYC

8th – Darrell & Kris Van Hutten,
Deep Creek Lake SA

Carolinas District Championship

1st – Eric Aschaffenburg, Paul Beaudry,
LNYC

2nd – Peter Beam, Graham Martin,
LNYC

3rd – Charles Buckner, Dale Oller

Thanks to everyone who competed and all of the volunteers who helped make this another successful regatta. 🚤



**1ST PLACE FLORIDA DISTRICTS AT
CHARLOTTE HARBOR**

**1ST PLACE LABOR DAY - EUSTIS
SAILING CLUB**

**1ST PLACE GREAT SCOT REGATTA -
BIRMINGHAM SAILING CLUB**

**1ST, 2ND, 3RD(*), 5TH FLORIDA
DISTRICTS AT EUSTIS**

1ST(*) PLACE MIDWINTER WARM-UPS

2ND(*), 3RD PLACE MIDWINTERS

***SPINNAKER ONLY**

**490 South L Street
Pensacola, Florida 32502
850-438-9354 fax 850-438-8711
hunter@schurrsails.com**



MADE IN AMERICA

Excellence in Design, Fabrication & Service

Whether you are cruising a Flying Scot or racing around the buoys, Schurr Sails has the sails you need to get there fast.

For the Flying Scot cruiser looking for quality, durability, reliability, and service, Schurr Sails uses top quality cloth and combines it with proven construction techniques.

For the Flying Scot racer Schurr Sails takes you to the next level with top of the line one-design cloth incorporating 50 plus years of experience in design, fabrication and service giving you the fastest Flying Scot sails on the water. And they are still Made In America.

**Check out our one design web site at schurrsails.com
or call Hunter Riddle at 850-438-9354.**

2013 Chaos Cup

Diane Kampf, Commodore, FS 5857



Greg and I had the pleasure of participating in the 6th Annual Flying Scot Chaos Cup regatta at Quannapowitt Yacht Club in Wakefield, MA, on Saturday, October 19. The Chaos Cup has a long history at QYC, but most recently has become a Flying Scot regatta. QYC has a long history as well, being the oldest inland Yacht Club in the country having been founded in 1884!

It was a rare 70-degree day in October — note that we have sailed this regatta in the past with winter hats, gloves and jackets! We had 4 boats from Massapoag Yacht Club in Sharon, MA, and 2 boats

from Candlewood Yacht Club in New Fairfield, CT, who travelled to join the 5 Quannapowitt boats who were hosting the event. There were 7, yes 7, races all in one day between 10 AM and 3 PM, going in for lunch in between, so we did not waste much time on the water between races! The RC did all they could to handle the light air blowing 5 to maybe 10, and the wind shifts, and we thank them so much for that. When I say shifty, I mean shifty - at one point I just took off the spinnaker pole from the sail and the mast and flew the spinnaker while the main jibed back and forth several times! One minute right

was the right way to go, then left, then right, you get the picture.

There were only a few points between places, and Roger and Kate Sharp from Massapoag won the regatta, Jim Cavanagh and John Houstle from Massapoag were 2nd. Mark Rieffenhauser and his crew from Candlewood were 3rd. Greg and I (from Massapoag) were 4th and Dave Rousseau and Hen Smit Sibinga from Massapoag were 5th. Complete results will be available soon.

This is already on our calendar for next year. Hope some of you can join us for all the fun! ▲

GULF DISTRICT *Continued From Page 8*

net (850) 384-4575 or Bayou Grande Marina by email at bgmarina@bellsouth.net (850) 452-4152. For local area information visit www.visitpensacola.com.

If competition is not your thing, the Northern Gulf Coast District provides numerous opportunities for the Flying Scot sailor to enjoy a day on the southern coastal waters. The Bayou Grande Marina offers access to the bayou — an ideal location for practice and day sailing experiences. If you want to be more adventurous you can head out the Bayou Grande channel, which leads you to the open waters of Pensacola Bay — truly a sailor's paradise. The Bay offers deep waters (25 feet), steady southeasterly breezes and open water areas — ideal for race management, day sailing or raft-up excursions. The sandy beaches allow sailors to come ashore and explore the islands, forts and nature trail areas locat-

ed along the coastal shorelines.

The Gulf Island National Seashore is located on the southern part of Pensacola Bay. There you can find sugar white sands, camping areas and, of course, the Fort Pickens park area which highlights the historic fort where soldiers defended Pensacola during the revolutionary wars, the Civil War and where Geronimo was held captive. Towards the southeast part of Pensacola Bay lies the fun-filled Pensacola Beach, which has two popular boating areas: Little Sabine Bay and the Quietwater area. Both have docking facilities, boat ramp areas, restaurants and boating activities. Across the intracoastal waterway from Pensacola Beach lies Shoreline Park, a popular local park facility with a public boat ramp area, which provides easy access to Pensacola Beach, and the Gulf Islands National Park areas. ▲

GULF DISTRICT *Continued From Page 15*

onshore enjoyment amongst the competitors. Post-race briefings are also popular so that the many different incidents on the water can be discussed and all can learn from their mistakes. What is really interesting is that many mistakes are made but usually they do not adversely affect the race to such an extent that your teammates cannot get you back into the race. Usually the race is not over until just before the finish, which adds to the excitement. There are many online resources to learning about team racing and it is believed that you will see a significant increase in this discipline in the future. Anyone interested in learning more or beginning a team-racing program at their club could contact the author for assistance and further information. He can be contacted at 7216 West Judge Perez Drive, Arabi, Louisiana 70032, (504) 277-1588 or ecpotts@bellsouth.net. ▲

2013 Sail for the Grail Regatta, Moraine Sailing Club, Pittsburgh, PA

Mark Benner, FS 6011



It would seem the grail of Fleet 80's Sail for the Grail Regatta would overflow from the persistent rain that fell Saturday, but that was not the case. The regatta, which was hosted by Moraine Sailing Club (MSC), outside Pittsburgh, PA, was held on September 21 and 22.

The good spirits of those on six MSC boats and 11 from out of town displaced that rain and filled the grail with fun, com-

petition, and camaraderie. Every person on a Flying Scot and on the race committee should commend themselves for stepping out of their comfort zone and facing the elements as the schedule was maintained and three races completed on Saturday. The wind for the first race was lighter than expected and shifty, and the fleet got spread out. But the wind picked up for the next two races and the racing got tighter,

with the fleet crossing the finish line well grouped together. Don't let the results fool you, everyone was very competitive. After putting the boats away and getting dried off, we enjoyed a delicious catered dinner at the Red Rock Falls Restaurant in Slippery Rock, PA. I heard a few found their way to the excellent North Country Brewery, also located in Slippery Rock.

Sunday came with plenty of sunshine



framed with some heavy clouds and with maybe 8-10 mph winds. Lake Arthur in Moraine State Park is a very peaceful and picturesque lake, so it is fitting to showcase it by running a Bridge-to-Bridge (BtB) race, the length of the lake. With the winds from the WNW, a short windward leg was used to accommodate the start, but round the first mark, pop the chute and it's a drag race to the east end. Maria and I had the good fortune to lead initially on that leg and have the most amazing view behind us of spinnakers brightly illuminated by the sun against a dark clouded background. Beautiful!! Holding a lead in this race is very tenuous though. The western half of the lake is wide and open, but the eastern half of the lake is rather narrow with several features that really mess with the wind. There are typically many lead changes in and out of this area. Trust me, the BtB race will make significant changes to final regatta standings. It's a blast.

Congratulations to skippers Shaun Clements from Cowan Lake, Jim Diffley from Berlin Lake, Dan Goldberg, Mark Benner, and Paul Rowan from MSC, for taking the top five trophies. And since the Challenger and Championship divisions were combined, congratulations to Tom Dawson from Berlin Lake and Jim Blackburn from Cowan Lake, for their

top mid-fleet placing and claim to the Challengers awards. Thanks to Paul Rowan (Fleet 80 captain) and his wife, Jean, for organizing and running this year's Sail for the Grail Regatta, to Joe Shields and friends for running the race committee, to Wolf and Joy Goethert for hosting at the cabin and handling registration, and no doubt many others who gave their time. Also

a special thanks to Marty Sweterlitsch, our new Ohio District Governor, for driving out from Hoover Lake in Columbus, OH, to join us. But, sailing aside, a warm thanks to everyone who traveled to our lake and joined us. Familiar faces, plus some new ones — it's always a great time with friends. I'm looking forward to seeing you all next year. 🏆

Place	Skipper	Crew	Boat #	Home Fleet	Race 1	Race 2	Race 3	Race 4	Total
1	Shaun Clements	Andy Gardner	5289	1	4	1	2	2	9
2	Jim Diffley	Ian Robinson	4805	19	2	7	3	1	13
3	Dan Goldberg	Joni Reis, Cheryl Burmester	4991	80	5	2	1	7	15
4	Mark Benner	Maria Benner	6011	80	3	3	6	4	16
5	Paul Rowan	Jean Rowan	5159	80	6	5	5	3	19
6	Bruce Kitchen	Lynn Kitchen	3516	1	1	6	4	12	23
7	Tom Uehling	Tom Beck	4259	80	9	9	9	5	32
8	Mark Schaefer	Louise Schaefer	5870	6	11	4	8	11	34
9	Tom Dawson	Brian Cook	5723	19	8	13	10	6	37
10	Jim Blackburn	Scott Stephen	2253	1	7	10	7	13	37
11	Mario Spanjol	Marjorie Gold	1393	19	12	8	11	14	45
12	Dean Marlin	Steve Sargent	3637	80	10	14	13	10	47
13	Frank Walburg	Arnie Ishizuka	5277	37	15	15	14	8	52
14	John Bertelli	Marulou Bertelli	3195	19	14	11	12	18	55
15	Bob Sevald	Sara Sevald	3777	0	13	12	15	18	58
16	Adrian Michael	Magali Michael	5071	200	18	18	18	9	63
17	Wolf Goothert	Marty Sweterlitsch	4233	80	18	18	18	18	72

STARTING LINE

Calendar Of Monthly Events (FROM JUNE 2014 – SEPTEMBER 2014)

2014 Sprite Island Douglass Orr Regatta

06/21/14 - 06/22/14
Connecticut
Melanie Dunham
fs2601@AOL.COM

Summer Solstice Regatta

06/21/14 - 06/22/14
Maryland

2014 Midwest District Championship

06/27/14 - 06/29/14
Illinois, glgilman426@gmail.com

DC Invitational Regatta

06/28/14 - 06/29/14
Washington - Julian Mallett
racing@scow.org

2014 NAC at Tom's River YC

Tom's River Yacht Club
07/19/14 - 07/25/14
Tom's River, NJ
Info: Glenn Shaffer, gshaffer@ieshaffer.com or thorpej@aptea.com

New England Districts

Sandy Bay Yacht Club
07/26/14 - 07/27/14
Rockport, MA

109th Annual Ephraim Regatta

August 1-2-3
Ephraim Yacht Club
08/01/14 - 08/03/14
Ephraim, WI
Info: jaylott01@gmail.com

Ohio Districts/Sandy Douglass Regatta

Deep Creek Yacht Racing Assoc.
08/02/14 - 08/03/14
Deep Creek, MD

28th Annual Saratoga Lake Regatta

Saratoga Lake Sailing Club
08/08/14 - 08/10/14
Ballston Spa, NY
Info: info@saratogaflyingscot.org

DCYRA Women's and Jr. Regatta

Deep Creek Lake
08/09/14 - 08/10/14
Deep Creek, MD

2014 Michigan-Ontario District Championship Regatta

Detroit Yacht Club
08/09/14 - 08/10/14
Detroit, MI
Info: Bill Pfund, pfund5@charter.net

Fishing Bay Yacht Club 75th Annual One Design Regatta

Fishing Bay Yacht Club
08/09/14 - 08/10/14
Deltaville, VA. Info: Matt Braun
matt.braun@thalhimer.com

2014 Mary Doolittle - Queen of Scots Memorial Regatta

Gull Lake Yacht Club
08/16/14 - 08/17/14
Richland, MI. Info:
Bill Pfund, pfund5@charter.net

2014 Wife Husband Championship at Sayville YC

Sayville Yacht Club
08/23/14 - 08/24/14
Blue Point, NY
Info: tcremer@optonline.net

2014 Scots on the Rocks Regatta at Lake Murray Sailing Club

Lake Murray Sailing Club
09/06/14 - 09/07/14
Chapin, SC. Info: John Rue
jkru@mindspring.com

2014 Massapoog Yacht Club 65th Annual Regatta

Massapoog Yacht Club
09/06/14 - 09/07/14
Sharon, MA
Info: dianekampf@charter.net

Scot-A-Hoochee Regatta Lake Lanier Sailing Club

09/13/14 - 09/14/14
Flowery Branch, GA.
Info: fs3754@gmail.com

2014 Atlantic Coast Championship Fishing Bay Yacht Club

09/20/14 - 09/21/14
Deltaville, VA
Info: dcycotte@yahoo.com

For more info on regattas go to www.FSSA.com.

Don't Get Even. GET MAD



MADSAILS.COM | RYAN@MADSAILS.COM | 608-225-4287
2528 TODD DRIVE, MADISON, WI 53713

Do Not Buy ANY Boat Cover Until You Study This Comparison Chart

Sailors' Tailor	Competitors
Typically lasting 7-10 years	Industry norm is 5 years
PTFE Teflon thread at NO UPCHARGE	Chemically stripped polyester thread lasts 2-3 years
Unique waterproof Vinyl-like double-coated Poly Army Duck	Uncoated, or laminated fabric that delaminates & leaks
Flat-Felled seams double stitched through 4 layers	Single or chain stitched through 2 layers of cloth
Double-folded hems stitched through 3 layers	Turned-up hems stitched through 2 layers of cloth
Ample reinforcing over all stress points	Little or no reinforcing over wear spots
Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
5/16" elastic shock cord in the hem AND tie downs	You secure somehow
Supplied hardware	A trip to the hardware store



Skirted Mooring Cover above. We also make "Mooring" without skirt, Trailing-Mooring, Mast, T-M Skirted, Bottom, Cockpit, Rudder, Tiller covers.

www.sailorstailor.com (Order Covers On-Line or Call Toll-Free)

1 (800) 800-6050

Or Call for the **FREE** Sailor's Pack! It includes:
FREE How to Choose the Right Style One-Design Sailboat Cover
FREE Poly Army Duck and Acrylic fabric samples.
FREE Diagram of what correct seams and hems look like.

The Sailors' Tailor, Inc.

Tel. 1-800-800-6050

1480 W. Spring Valley-Paintersville Rd.
Spring Valley, Ohio 45370

Comprehensive Website www.sailorstailor.com



CRSA

CORAL REEF SAILING APPAREL
888.224.0641



WWW.CORALREEFSAILING.NET

ONLINE CATALOG AND *NEW LOWER PRICES*

CUSTOM ARTWORK DESIGN

CUSTOM TEAM LOGO APPAREL

ON SITE INVENTORY FOR YOUR EVENT

PROFESSIONAL ARTWORK DESIGNED FOR YOUR REGATTA

SELL YOUR EVENT PRODUCTS IN ADVANCE

WE STAFF YOUR EVENT

NO FINANCIAL LIABILITIES, COMMISSION PAID ON EVERY ITEM SOLD

THE BEST IN SAILING AND
FLYING SCOT 50TH ANNIVERSARY APPAREL



CAVEAT EMPTOR = BUYER BEWARE

The Flying Scot® Sailing Association is not responsible for items purchased through the Caveat Emptor page.

Advertisements in the Caveat Emptor section of Scots'n Water and on the FSSA web page is \$50.00 for members per insertion, pre-paid and \$60.00 for non-members. Advertisements must be 50 words or less. Send or fax submissions to Association Headquarters or Email to info@fssa.com. Placement will be made upon receipt of payment. Send payment to: FSSA Headquarters • 1 Windsor Cove, Suite 305 • Columbia, SC, 29223.

835 – Custom Flex – 1964; **\$1,500.00**
Contact: Quin Kelly; Klinger Lake,
MI; 269-651-6484; qkelly6484@
charter.net

2445 – Custom Flex – 1973; **\$3,500.00**
Contact: Martha Sweterlitsch;
Westerville, OH; msweterlitsch@
beneschalv.com

2753 – Douglass – 1975; **\$2,200.00**
Contact: James Barge; Greenwich,
CT; jameswbarge@gmail.com

3207 – Douglass – 1978; **\$4,000.00**
Contact: Randall Barnett; Abilene,
TX; 325-669-8963; fransbclev@
gmail.com

3397 – Custom Flex – 1979; **\$4,000.00**
Contact: Victor; Columbus,
OH; 614-746-4515; Ljochem@
columbus.rr.com

4321 – Flying Scot, Inc. – 2012;
Contact: ; Quakertown, PA; flying-
scot4321@yahoo.com

4478 – Douglass – 1988; **\$7,000.00**
Contact: Gary Nackman; Princeton,
NJ; 609-921-1733; gn4478@
comcast.net

4723 – Douglass – 1990; **\$6,800.00**
Contact: Jeff Undercoffer; East
Haddam, CT; 860-873-3443; jeffun@
comcast.net

5047 – Flying Scot, Inc. – 1995;
\$8,500.00 Contact: Charles
Ramsey; Stone Harbor; 267-625-
6031; chr Ramsey124@comcast.net

5702 – Flying Scot, Inc. – 2006;
\$12,800.00 Contact: Tom Crawford;
Oceanport, NJ; 732-222-6585;
thomas.w.crawford@gmail.com

5774 – Flying Scot, Inc. – 2007;
\$14,500.00 Contact: Ray Carpenter;
Cody, WY; 307-527-4989; rayc074@
earthlink.net

5796 – Flying Scot, Inc. – 2008;
\$16,000.00 Contact: Jim Denneen;
Duxbury, MA; 781-934-6417;
jfxdinneen@yahoo.com

5823 – Flying Scot, Inc. – 2008;
\$16,000.00 Contact: Carmine
Frumiento; Auburn, ME; 207-753-
0374; maplehill123@yahoo.com

5927 – Flying Scot, Inc. – 2011;
\$15,500.00 Contact: David
Sherwood; Mampaign, IL; od-
sherw@immois.edu

5944 – Flying Scot, Inc. – 2011;
\$17,000.00 Contact: Rick; South
Easton, MA; rick_tattersfield@
hotmail.com

5975 – Flying Scot, Inc. – 2011;
\$19,000.00 Contact: Jonathan
Keffer; Moyock, NC; 252-548-0955;
JonathanKeffer@hotmail.com

6004 – Flying Scot, Inc. – 2012;
\$18,200.00 Contact: Dave Safhay;
570-390-4401; dsafhay@gmail.com

Sails & Parts – see website
for details (www.FSSA.com);
Contact: Jim; 772-214-5028;
jprmer244@bellsouth.net

Mast – Looking for a Used Mast –;
Contact: Marty Cutrone; 518-351-
0040; martygene1@comcast.net

NEW MEMBERS

NEW MEMBERS

Capitol District

Boat #/Fleet #0

Ann Calvitti Binet
524 Marks Road
Oreland PA 19075

Boat #3012/Fleet #0

Greg Brauckmann
300 Autumn Way
Yorktown VA 23693

Boat #3878/Fleet #0

Willis A. McGill
114 Cedarbrook Lane
Swanton MD 21561

Boat #4487/Fleet #0

Cherie A. Krug
PO Box 701
Grantsville MD 21536

Boat #1714/Fleet #155

Richard Crane
12807 Old Country Lane
Midlothian VA 23114

Boat #2450/Fleet #155

Emory Waters
1411 Olde Coalmine Rd
Midlothian VA 23113

Boat #5415/Fleet#155

Brad Rodgers
7 Tempsford Lane
Richmond VA 23226

Carolinas District

Boat #0386/Fleet #27

Peter Rumsey
515 N. Bloodworth St.
Raleigh NC 27604

Florida District

Boat #2410/Fleet #0

Walter Currie
3010 Hoffner Ave
Belle Isle FL 32812

Boat #4395/Fleet #0

Atilio Renom
816 Verona Lake Dr.
Weston FL 33326

Greater NY District

Boat #/Fleet #0

Peter Tamburro
193 Dugan Lane
Toms River NJ 08754

Boat #1569/Fleet #0

Brian Dellelt
563 Hopping Rd
Middletown NJ 07718

Boat #4081/Fleet #0

Daniel Dasaro
12 Alexis Court
Holmdel NJ 07733

Boat #2750/Fleet #184

Albert Boeckh
15 Pine Place
Annandale NJ 08801

Gulf District

Boat #/Fleet #0

George Makowski
1002 Olive St.
Florence AL 35630

Boat #4001/Fleet #0

Wayne Broussard
1812 Prairie Ave
Abbeville LA 70510

Boat #/Fleet #45

Hal Pleasants
1900 Dunbarton Dr. Ste. E
Jackson MS 39216

Michigan-Ontario District

Boat #2314/Fleet #0

Stephen J. Griggs
1396 Glenwood Dr.
Mississauga ON L5G2X1

Midwest District

Boat #/Fleet #0

Thomas Green
E7294 Hemlock Rd.
North Freedom WI 53951

New England District

Boat #0211/Fleet #0

David Gagne
19 Bellwether Lane
Chester NH 03036

Boat #1040/Fleet #0

Cindy Ward & Rob Steff
42 Ivy Dr
Lancaster MA 01523

Boat #3753/Fleet #0

Richard Lee Townsend
PO Box 97
Harrison ME 04040

Boat #6004/Fleet #0

Tom & Debbie Ashley
David Fitch
76 Matlews Rd.
Conway MA 01341

Boat #1548/Fleet #124

John Gwinn
16 Bradford Ave
Kingston MA 02364

Ohio

Boat #5379/Fleet #1

Scott Stephen
2383 Munger Pointe
Dayton OH 45459

Boat #4940/Fleet #6

Michael Gellar
15900 Dorsey Road
Williamsport MD 21795

Southwest

Boat #2841/Fleet #67

Everette Plante
1350 Colleen Dr
Canyon Lake TX 798133

District Governors

CAPITOL DISTRICT

David Neff
1032 Old Turkey Point Road
Edgewater, MD 21037
(410) 798-4146
david@selbybay.com

CAROLINAS DISTRICT

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

DIXIE LAKES DISTRICT

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

FLORIDA DISTRICT

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

GREATER NY DISTRICT

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

GULF DISTRICT

Larry Taggart
5809 Memphis Street
New Orleans, LA 70124
(504) 482-7358
taggline@usa.net

MICHIGAN-ONTARIO DISTRICT

Bill Pfund
5937 Baywood Drive
Portage, MI 49024
(269) 327-8665
pfund5@charter.net

MIDWEST DISTRICT

Ben Williams
409 W. California Ave.
Urbana, IL 61801
(217) 344-8508
bdwillms@life.illinois.edu

NEW ENGLAND DISTRICT

Skip Montello
1 Back Beach Way
Rockport, MA 01966
(978) 546-9794
skip.northcoastangler@yahoo.com

NY LAKES DISTRICT

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

OHIO DISTRICT

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

PACIFIC DISTRICT

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

PRAIRIE DISTRICT

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

SOUTHWEST DISTRICT

Greta Mittman
3313 Ridgedale Drive
Garland, TX 75041-4512
(972) 926-4884
gretamittman@yahoo.com



Join Today!

Your Passport to Great Sailing...
An FSSA Membership

800-445-8629 Fax: 803-765-0860 • Email: info@fssa.com

FSSA HEADQUARTERS:
One Windsor Cove, Suite 305 • Columbia, SC 29223