

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

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Attention Web Surfers / E-mail Users:

The FSSA Flying Scot Website has the latest information.

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

The Email address for regatta notices and regatta results to be published in *Scots n' Water*

is info@fssa.com. Please save all articles submitted for publication in ASCII Text or Microsoft Word.



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Cover Photo: Martine Zurinkas, with her back to the camera, teaching the first adult learn-to-sail class in the Lake Lanier Sailing Club's newly purchased Flying Scot. Martine is the Junior Program Director and was instrumental in establishing the adult learn-to-sail program. *Photo: Scott Adams*

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From the President

Frank Gerry, FS #6060, Midwest District



What are you doing next year? It's never too early to start thinking about the 2015 Flying Scot sailing season and what events you are putting on your calendar. As always we have lots of regattas all over the eastern and middle USA and some in the Pacific Northwest. For the racing enthusiasts, we have club races hosted by our 95+ fleets and their local sailing programs. We have our district championships throughout most of our 14 districts and we offer four major regattas that we refer to as "national in nature."

No one can doubt the amount of work that goes into planning and delivering a successful regatta. There are those key sailors in the Flying Scot nation that do an incredible amount of work to make these events happen. Everything from planning food events, how many kegs to order, selecting a PRO and race committee, ordering the necessary favors, shirts and trophies, coordinating dates and times with the host yacht club to ensure all goes off without a hitch. And on and on... We thank you all for what you doso those of us that travel to your events can have a great week, or great weekend.

How can we help you hard-working hosts even more? – To me, it's simple. Attend as many as you can. There is no better compliment to a regatta organizing team than to have a big turnout. whether you attend 2 or 12 regattas, think of attending one more! If a few folks do that, it might make a big difference to the success of the event – and hey, the Saturday night party is even bigger!!

The Flying Scot class takes great pride in offering 4 major regattas a year that we call "National in nature." These are the biggies, as we say. For your reference here they are:

- **FSSA Midwinter Championships** – This year the hosts will be Sarasota Sailing Squadron in Sarasota, Florida. Dates are March 16-19, 2015. Your contact person is Ron Pletsch, regattafam@aol.com.
- **The FSSA North American Championships** (maybe better known as the NACS) – Your host club will be Bay Waveland Yacht Club in Bay St. Louis in Mississippi. Dates are June 19-26, 2015. Your contact person is Claude Dannemann, chdannemann@gmail.com.
- **The FSSA Atlantic Coast Championships** (the ACCs) – will be on the east coast in September, 2015, date and location to be determined. It's always a great event – think about attending.
- The one and only **FSSA Wife-Husband Championships**. Your host club will

be Davis Island Yacht Club near St Petersburg, Florida. Dates are October 24-25, 2015. Your contact person is Judy Hanlon, hanlon.sailor@gmail.com.

NEW NEWS! Starting next year we will have an old favorite; St Andrews Bay Yacht Club in Panama City, Florida, back in the fold as your 2016 Mid Winters host after several years absence. This should be a popular venue based on past history. Then in 2017 we will cycle back to Southern Yacht Club in New Orleans. Hope you all will enjoy the variety of venues. Also – you will note that we are looking (at this moment) for a 2016 NACs location. Any good ideas or proposals – please contact our 1st VP John Domagala, who is managing our major-sanctioned-regatta-planning schedule. Our latest plan can be found on the FSSA website under Future Sanctioned Regattas. Link is: <http://www.fssa.com/content/fssa-future-sanctioned-regattas>.

Enjoy your holidays – See you on the circuit in 2015, hopefully at one of the big 4!
Frank Gerry ▲



See "Midwinter Championships Report" on page 14 for the full story behind this photo. Photo: Bob Maher

SAILING UPWIND: Pointers on Pointing

Ryan Malmgren, FS#6077, Midwest District

Admit it, don't you sometimes wish you could point your boat several degrees higher than the rest of the fleet, without any loss of speed? While I can't grant you that wish, I can provide a checklist of things to help you point higher and go faster.

But before jumping to the list, I would like to make one key point. Contrary to popular myth, sailing at super high angles all the time is not the magic bullet for winning bullets. Yes, being able to point is an important tool, but *all* sailors must frequently ease out the sails and put the bow down to keep the boat moving. Indeed, the only way to accelerate the boat when going upwind is to ease out the sails and put the bow down. So to paraphrase Kenny Rogers — “you gotta know when to point ‘em and when to foot ‘em.”

POINTING BUGS

(in no particular order):

Mast Rake: Generally for most sail designs, the optimum mast rake on a Flying Scot is between 28' 4" and 28' 6". Raked further aft, the boat may be able to point like a bandit, but its efforts will quickly become stalled and mired with weather helm. Conversely, if you go much further forward than 28' 6," the boat will be blazing fast as it tries to bear off and head toward a destination much lower than you were aiming for.

Centerboard: A centerboard that is slopping and banging around in the trunk is not going to maximize sailing height. A tightly shimmed centerboard is a must-have for being able to point your boat like a bandit when you need to, and maintain

any amount of boat speed for any time. Trust me on this.

Sail Trim: Contrary to popular myth, the jib is not the sail that determines how high you can point your Flying Scot. The mainsail, specifically the back edge or “leech” of the mainsail, really determines how high your Scot can point toward the wind and continue to move forward. The optimal conditions for maximum pointing are flat water and medium wind – roughly 7 knots and up (higher wind works too as long as the water remains flat, but that is an unusual combination). Once up to full speed in these conditions, you can achieve maximum point mode by trimming the main until the leech is standing up and actually hooking slightly at the top batten. The jib still has an important job; correctly trimmed, the jib helps optimize the flow of the wind on the leeward side of the main. In most conditions, once up to full speed the jib should be trimmed in so that the top batten is parallel to the centerline. The jib should never, ever be hooked to windward. Most sailors use the front edge of the jib and telltales as a visual indicator to see how close they are getting the bow into the apparent wind. Maybe this is why the jib is considered the sail that determines how high you can point. Again, it is not.

Sail Condition: If your sails are worn and tired, they will become particularly stretchy in high load areas, namely the leech. A stretchy leech will compromise their shape and ability to point as high as they once did. Enough said.

Heel: Generally speaking, the Scot sails faster and points higher in most condi-

tions when it is sailed nearly flat. The centerboard generates more lift as it moves through the water when it is more vertical. With more speed, you are able to take bites to weather – again, especially in flat water conditions. However, if there is a lot of chop — which really isn't conducive to pointing high in the first place — you may be able to maintain more speed with a little more heel in the boat so the bow doesn't punch the waves as hard.

Perceived pointing: The bottom line is, maybe you already are pointing as well as your competition. It isn't always easy to accurately judge the angle of other boats relative to your own. Of course if you're directly behind a boat – it's pretty easy to see they are pointing higher than you are, but that is only natural because you are sailing in their bad air! Same is true of a boat close to leeward... if their bow is slightly ahead of yours, you probably should forget about how high they are pointing and start looking for a clear lane to tack away because they have already robbed your boat of the ability to point.

Also remember that steering takes concentration and if your head is on a swivel and you look over and see Bob is pointing his boat like a bandit over there — it is partly because he is at full speed and has dialed up his main while you were still in second gear spinning your wheels and lacking the concentration necessary to get to that dialed-up gear. What you may never know is that right after you looked away Bob cracked off a few degrees! Now, while Bob is footing a bit and accelerating you're grumbling about never being able to point like Bob. *Continued Next Page*

Finally, don't forget that there are different wind pressures and angles throughout most race courses, and those that are enjoying favorable wind shifts and increased velocity will be able to turn more toward the mark. The grass may indeed be greener over there with a favorable wind shift or increased wind pressure. They aren't sailing any closer to the wind than you are, they are simply sailing a more favorable *angle* toward the next mark. If you want to get over there and "point"(sic) like they are — that correct decision may be to crack those sails out and foot your way over to that dark band of awesome breeze over there — chop, chop!

Upwind Steering Recap:

One more time: rarely can you stay in super point mode for extended periods of time. Soon after your Scot has achieved maximum point mode, it will begin to slow. As soon as you feel the boat begin to

slow for whatever reason (waves, lighter pressure, momentum loss, forward wind shift, etc.) — you should put the bow down slightly and ease the mainsheet to open the leech of the main a touch so you can accelerate. Once you are moving faster you can start the process again — taking "a bite" to weather and pointing like a bandit with the main leech hooking slightly. This takes patience and practice. You can spend a lifetime perfecting it. The skill in sailing upwind is sensing when this is about to happen *before* it happens. And the art is to forestall the stall, so the boat can stay on that knife edge a little longer... and then... just before slowing has begun in earnest ... delicately easing the sails and gently (easy on the rudder!) guiding the bow down from the previous giddy heights so you don't lose momentum. After boat speed is restored... well... you know what to do now...

In my opinion, seeking the proper balance between pointing and footing in the

infinitely varied conditions we encounter on the water is the dance that makes sailing upwind so enjoyable, discouraging, challenging and exhilarating all at once. Have fun, good luck and sail fast upwind! ▲



See "Midwinter Championships Report" on page 14 for the full story behind this photo. Photo: Bob Maher

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The Birth of the Flying Scot

Debbie Cycotte, FS#4603, Capital District, Class Historian

In 1956 Sandy Douglass had just broken away from Douglass and McLeod (builder of the Thistles and Highlanders) and opened up a new shop in Mentor, Ohio. He decided the time was appropriate to introduce a new design in the 19-foot, planing, family-racing boat category, which had been dominated by the Lightning class for many years.

Sandy was a pioneer in the use of molded plywood hulls for sailboats but realized that the time had come to change to fiberglass-reinforced resin (plastic), otherwise known as fiberglass today. Sandy wanted his boat to be “different from anything else on the market and it should contribute something new and interesting to the sport of sailing.”

Designing the hull was no problem for Sandy as he had a clear idea of what was needed for a planing family boat. Such a boat should have the safety of wide side decks and also a roomy cockpit. Wide side decks helps to keep the boat from filling up in a knockdown but leaves little cockpit space. Sandy conceived the idea of having both wide side decks and a roomy cockpit by lowering half of a wide side deck and giving it the shape of a comfortably inclined seat, which provided for a roomy cockpit. He “wondered why no one had thought of this before”?

Sandy took the best qualities of his Highlander design to create a more family oriented boat by increasing stability and reducing the area of sail to a size that two people could handle. Recognizing the value of the Highlander’s reverse sheer in adding ultimate stability, he also realized



1989 NAC

Flying Scot #0, the wooden plug was on display at the NAC as it is sailed in the New York lakes area. (Photo by Paul Nickerson.)

the sales resistance of a public accustomed to the customary sheer. To gain the same results he came up with a compromise by using a straight sheer and giving the deck a high crown to provide greater hull depth. The high crown also adds strength and sheds water better. He calculated 190 square feet of sail for the new boat and that would require a twenty-six foot mast. Since wooden masts were out of popularity he chose aluminum. Two different sections were suggested for the mast — a smaller one that would require the use of diamond stays and spreaders or a larger section that would stand without the diamonds and spreaders. He made a good choice for our mast with the larger section.

In the autumn of 1956 Sandy ran the lofting lines, built the molds and finally built the wooden prototype using a narrow-

plank, glued-and-edge-nailed construction method. Originally the boat had no framing, but Sandy soon found out the boat needed ribs in the area of the mast and chain-plates, as well as a coating of fiberglass cloth below the bottom of the boot top.

The prototype was used for testing and later as the plug for building the original fiberglass molds. The boat was completed in late December and right after Christmas, Sandy and his family headed south to Corpus Christi, Texas, where they had friends and a Highlander fleet to sail against for trials. Following the trials, Sandy was confident enough of his new boat’s potential that he announced the new design in the January, 1957, issue of Yachting magazine. The new boat sailed well and up to Sandy’s expectations except for two things — she

Continued Next Page

Update on National Events

John Domagala, FS#5577, First Vice President, Southwest District

Sarasota Sets Dates, Modified Format

The Sarasota Sailing Squadron will again be hosting the mid winter regatta March 16-19, 2015. This year's event will keep all the things you loved about it with a couple changes in the format. The warm up regatta will be hosted at SSS the weekend prior instead of Davis Island YC as in previous years. With no need for competitors to pack up and move, the racing schedule was changed to Monday through Thursday. Take advantage of the extra day for easier travel or just a day on some of Florida's best beaches. For those that don't get enough sailing in, the club is hosting their "One Design Midwinters" the following weekend. See you there!

Bay Waveland YC Wins Lipton Cup, Prepares to Host Nationals

The Bay Waveland YC team of Fanberg, Eagan, Stieffel, & Stieffel (with yet more Eagans and Edwards crewing) locked up another Lipton Cup over Labor Day weekend and has turned their attention to preparations for next year's NACs. Join them for some great competition and southern hospitality next summer. The dates are early (June 20-26, 2015) in

hopes of a great weather window. Book your housing today. There are a number of vacation rentals in the area so you can bring the family or book a house with your favorite FSSA sailors.

Wife Husband Regatta Returns to Florida in October

The Davis Island YC in Tampa FL will host the 2015 edition of the Wife Husband regatta. The regatta was scheduled mid (Florida) fall in order to escape the summer heat and peak hurricane season. Join a great fleet for serious hospitality and some great sailing on upper Tampa Bay. Better yet, come for the regatta, leave your boat south for the winter, and join the Florida district series with events each month from October through March. District Governor Mark Taylor would love to see you join.

Midwinter Regatta to Return to Panama City in 2016

FSSA has extended the mid winter regatta rotation with Southern YC and Sarasota Sailing Squadron until 2018, but also included a venue where many of us have great memories. The St Andrews

Bay YC has been awarded the 2016 mid winter regatta. Since many of us have been there the club added a second hoist and is completing a dock expansion and replacement, so the facility will be ready for a great turn out. For those that enjoyed so many great mid winter regattas on St Andrews Bay, you will be pleased to know that Hunts Oyster Bar is still alive and well. So plan to come and see some old friends, enjoy a great week on the water, and stop in and shuck a dozen or two.

Time for Your Club to Consider Hosting a National Event

FSSA encourages all clubs and districts to consider hosting our national events. Great events like the ones we are used to having only happen when fleets and clubs step up to host. The class works the calendar to ensure that we continue to have geographic event diversity and keep our class strong throughout. We are currently taking bids for 2016 NACs and 2018 Wife Husband regatta and beyond. Talk it over with your fleet.

See the National Events pages on the FSSA web site for more information. 🏠

did not need the 250 lbs. centerboard to make her self-righting, as she was stable even with no board. Also, the seats were so watertight they needed drains. After building a new 100 lbs. centerboard and installing seat drains, further tests were done and Sandy was happy with the lighter board, which made her feel like a different boat and act as a planing centerboarder.

The prototype was built purely for trial purposes and to be used as the plug for the mold. But after that job was done, Sandy stripped off all the plaster of paris

he applied, since working with fiberglass requires everything be given a radius (no square corners or sharp angles allowed) and sold her. Known as #0, over the years she has had at least several owners, from Florida to Ohio. The last known sighting of this boat was in 1989 at the NAC at Oswego Yacht Club in New York when the boat was on display. The owner wanted to sell it for an outrageous amount of money. My hope is we can track down this boat and report on her in a future issue. As Sandy said in 1986 about this boat (when it was

already 30 years old) "you can't keep a good boat down." I hope #0 is still sailing and in wonderful condition, but if need be, can be restored back to her beautiful lines.

Please note that #0 is NOT class legal because she does not meet the specs: she is not fiberglass, not balsa cored, not pulled from the official mold, etc. The boat is very heavy, probably around 1200 lbs. compared to 850 lbs. for the current boat.

Next article will be continuing this story with "Getting Into Production." 🏠

35 Years on a Scot Tiller: What I've Learned

Sandy Eustis, FS#5610, Dixie Lakes District Governor

I moved to Cincinnati in the summer of 1978, bought my first Flying Scot that fall, and joined FSSA Fleet One on Cowan Lake the next winter, so I've now been racing Scots for 35 years. I was actually lapped in my first race; I was at the leeward mark the first time around when the leader passed me on his second time around, hollering out helpful advice as he went by ("Let out your main," "Sit to leeward," "Don't try to point until you get the boat going," etc., etc.) Since that first embarrassing outing, I've gradually improved at the racing game. Over the years, I've been a Fleet Champ several times, a District Champ (only once!), and I've probably won a couple of dozen local or regional regattas. I've never finished in the top 10 at NACs, though I have finished in the top 20 a handful of times, most recently at Lake Norman in 2012. Anyway, I'm far, far from being a class "hotshot," and nowadays, my racing mantra has become "...age and low cunning will beat youth and skill most of the time." So you might at least humor me as I share what I've learned about getting better at racing. I only have four main points to make here, but hey, I never said that I've learned a whole heckuva lot in 35 years, just that I've gradually gotten better at the racing game.

(1) Pay Your Dues: Although there are several keys to getting better at racing Flying Scots, the single best piece of advice I can give you is to race as often as you can. If you aren't already doing it, start putting your boat on its trailer and go to a few off-lake regattas in your area.



You'll be amazed at how quickly you improve. At my own second-ever regatta, which was on my home lake, former class standout and all-around fun character Jerry Hartman came to sail, and he won every race that weekend by nearly a leg of the course. Over beers late Saturday night, I asked Jerry very sincerely what it might take for me to ever get as good as he was. Mercifully, he didn't tell me that I'd never reach his level (probably still the truth), but instead told me that I just had to agree to sail under "Hartman rules." When I asked what that meant, he told me I had to go to lots of regattas, get beat up by the good guys, and always, always, stay around on Saturday night until the party closed. In fact he told me that if I

ever won a trophy and had NOT closed the party the previous Saturday night, I really ought to decline the trophy on Sunday! No kidding, that was "Hartman rules." It seemed like pretty strange advice at the time, but what Jerry was saying was just that you have to pay your dues if you want to improve – attend lots of regattas and always try to learn something new from someone who beats you. And of course, most everyone is more expansive on that subject after a good dinner, perhaps a few beers, and after getting to know you a bit. [By the way, I still try to sail under Hartman rules, but I confess that we sometimes retire a bit earlier these days, and that I'm not at all embarrassed about keeping a Sunday trophy when I don't close the party on Saturday night.]

(2) Pay Attention to What Matters: When new folks come into our class, the most common questions they seem to have are about rigging and boat set-up. Although mast rake, stay tension and cleat placement to facilitate boat trim are important, in my mind they just aren't what matters most. I think the three things that matter most, in order, are (1) sailing on the favored tack or gybe as much as possible, (2) having consistently good boat speed, and (3) getting a decent start. Volumes have been written about each of these topics, but here's a piece of advice or two about each:

(1) Sailing the favored course: Get a tactical compass today and start learning how to use it immediately. If you get headed by any more than about 5 degrees, you should tack immediately

Continued On Next Page

unless you have a VERY good reason to continue going the way you're going – something like a big puff you're going to hit pretty soon, or a known persistent shift along the shore you're headed toward. Also, every time you cross tacks with another boat, remember that the other skipper thinks he's going the right way and that you're going the wrong way. So start asking yourself why. Choosing the proper tack also means that you have to get your “head out of the boat.” If all of your attention is focused on what's going on inside your boat (sail trim, boat heel, how fast you're going vs. the boat right next to you, etc.), you're surely going to miss the big picture altogether. I've always been best when I focus on what's happening across the entire the race course, checking out where the next shift is, and looking to see what's happening with the boats all around. For me, it's actually a lot easier to choose the better tack when we're sailing from behind than when we're in the lead; when we're behind, I can figure out a whole lot just by looking at the boats ahead. (Are they pointing higher or lower than we are? Where is their crew sitting? Are they already into the next a wind shift? Why did those guys just tack?) While sailing downwind, I switch roles with my crew; I handle the spinnaker sheet and guy, and I focus on boat speed and sail trim while she looks behind to see where the next puff is coming from, who may be sneaking up to try to take our wind, etc. But we still have one head outside the boat and one inside the boat.

(2) Going Fast: Your boat speed is how fast your hull is moving through the water. Sail trim is very important to boat speed, but it's not the same thing. In my experience, most newer racers focus almost entirely on their sail trim and very seldom on their hull. So start paying more attention to your hull's balance, both fore and aft (are you digging in your stern, plowing your bow) and side to side (are you heeled too far to windward or to leeward?) Imbalances slow you down a lot. One little trick I use is to relax my tiller hand or even

to let go of the tiller altogether for a few moments while I concentrate on just how much lee or, more commonly, weather helm I feel. If you have a lot of helm, you have to push or pull harder on your tiller to keep going straight. Pressure on your tiller hand comes from drag, and drag kills your boat speed. What a drag!

(3) Getting a Good Start: Getting the “best” start, going fast in clear air right at the favored end of the line, is a very dicey game; most of the top competitors in every race at every regatta try for it, but only one or two achieve it in any given race. Over the years, I've tried every kind of starting strategy known to man. Sometimes I've had great starts, and sometimes I've quickly fallen behind. In the past few years I've come to believe that a “pretty good start” – being in the first rank of boats, but maybe not even at the favored end, just somewhere on the line with decent boat speed and clear air – will soon put me ahead of all but those few boats who get a great start at the favored end. Then, we'll be free to tack on the shifts as they hit us, and I'll be able to concentrate on boat speed and getting my head out of the boat. Having to pay a lot of attention to boat traffic just after a start is SLOW. Nowadays you'll seldom find us slugging it out with the hotshots for the best possible start, but you'll almost always see us up near the leaders after the first few minutes of the race.

Learn Your Style and Sail Your Own Race: Some skippers are just naturally “pinchers,” always trying to point absolutely as close to the wind as possible when sailing upwind; they run the risk of stalling out their boats. Others are just naturally “footers,” they always seem to point a degree or two lower than others, but they keep their speed up and may eventually tack and cross ahead of the pinchers. Downwind, some sailors like to sail directly at the leeward mark, gybing as necessary when skewed puffs overtake them. Others like to sail a somewhat higher angle, always trying to go a wee bit faster, but at the cost of sailing a longer distance to get to the leeward mark. In

my experience, it really doesn't matter much in a Flying Scot what your natural preferences are, but it wasn't until I realized that I'm naturally a footer that I was able to get comfortable not pointing quite as high as other boats around me. If your style is to foot upwind, starting at the committee boat end of the line might not be a good idea unless there's a big hole below you; you'll soon be forced to pinch by boats starting further down the line who are pointing higher. And if you like to sail downwind directly at the leeward mark, maybe you should just gybe away from a boat trying to take your air, instead of sailing higher and higher to fend him off. In my mind, the biggest difference between the truly great racing skippers and the rest of us is that the great ones point high AND go fast. The top sailors at any regatta usually figure out pretty quickly that they're going to be among the leaders in every race. And as soon as they realize that, they start sailing their own race; they separate themselves from the pack as soon as possible after the start. They seldom throw a hard lee bow tack at someone else, and they seldom tack right after crossing on top of another boat. When they do cross another boat going upwind, whether ahead or behind, they usually wait for a few boat lengths before tacking back themselves, and thus they're almost always sailing in a clear air lane. All other things being equal, I prefer to gybe while rounding the windward mark and to start the downwind leg on port gybe – just because most skippers automatically start downwind on starboard gybe, and I want to get away from them ASAP. I really don't want to get into a boat vs. boat duel with anyone. Win or lose, dueling is very likely to slow us both down relative to the rest of the fleet. Only if we're near each other in the last half of the last leg of the race and there's a decent gap back to the next boat behind am I happy to duel.

Yelling Does Not Make the Boat Go Faster: I'll admit it; this one took me many years to learn. During a race, lots of stuff is going to go wrong. Both skipper and crew will fumble; fickle wind gods will decide to absolutely screw you at the worst possible moment; other skippers

sometimes do something brilliant and sometimes do something totally stupid; either can result in a mini-disaster for you. When things go south, or when you're at a critical moment (during a crowded mark rounding for example), it absolutely does not help your cause at all to start yelling or screaming – especially not at your crew, who will just feel terrible, tense up or get angry, and fail to perform well at the next critical moment. My wife and I race mostly as a wife-husband team, and she just plain doesn't tolerate any yelling on my part. If I do get over-excited and raise my voice a wee bit (yes, dear readers, it has been known to happen), or even if I say something slightly sarcastic or negative, she almost always reminds me that "a happy boat is a fast boat," that she's not very happy, and that I'm not fun to be with. And if you scream aggressively at other skippers and/or try to bully them verbally, the good ones will ignore you altogether or may even state the applicable rules right then. Even if you're in

the right when you scream at other skippers on the water, they won't want to have anything to do with you ashore. Only new racers will be intimidated by overly aggressive or bullying language, and even they won't want to sit with you at the Saturday night dinner. If you're a screamer on the racecourse, nothing will make your competitors happier than beating YOU. So don't put a target on your own back by deliberately antagonizing your competitors. Fortunately, there aren't many yellors or bullies in the Flying Scot class, and the closer you get to the top of the fleet, the fewer of them you'll cross tacks with during a race – one more reason to try to get better at this game.

Flying Scot class hotshots still beat up on me pretty good at bigger regattas, so maybe I haven't learned as much as I should have over my racing career, but after 35 years in the game, I'm still asking the skippers who beat me just how and why they did whatever it was that put them ahead of me to stay. Just maybe I'm

still learning a wee bit more as the years go by, and just maybe one or more of the four main points I've shared here might help you improve as well. If so, fetching me a beer after the race the next time we see each other would be a very nice thing for you to do. ▲

Sail Donation Program up and Running

As of June 2014, Flying Scot sailors have donated 46 gently used sails to the Foundation's Sail Donation Program. These sails have been repaired by Ryan Malmgren of MAD Sails and sent to sail training programs that use Flying Scot's to teach adults how to sail. The donors have received "tax letters" that allow them to deduct the value of the sail from their taxes, and the recipients have been pleased to have good sails for their boats. The Foundation has also provided a decal for each sail to inform the students about the program. Many thanks to the generous donors! If you would like to donate gently used sails, please contact Charles Buffington (Buffingtoncw@gmail.com).

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How Fleet #111 Grew with the Awesome Support of the Flying Scot Foundation

Scott Adams, FS#3438, Fleet #111 Captain, Dixie Lakes District

Lake Lanier, just northeast of Atlanta, is the home of Fleet #111. Lake Lanier is a US Army Corps of Engineers Lake covering 39,000 acres and home to thousands of boats, large and small. I grew up sailing and boating on Lanier and never came across many Flying Scot's. Several years after I got married, my wife and I were looking for a boat that offered an opportunity for her to learn to sail and a one design racing class for me. After lots of research and test sails on other boats, the Flying Scot seemed the perfect choice. We drove up to Charlotte with our two-month-old baby and bought a Flying Scot. After almost 13 years, we have not been disappointed. Just don't ask us why we waited until we had a newborn to buy our first sailboat together, we have no idea!

When I bought my Scot in 2001, I was the second Scot at the Lake Lanier Sailing Club. I didn't have much hope of being able to build a fleet. Several longstanding fleets were already well established, including well established, including 2nd generation Thistle sailors, and other's (MC's, Melges 24, J22/24, Laser, Lightning, C-22's and 80 PHRF boats). My wife and I enjoyed sailing the Scot on Lake Lanier. We day sailed and



Photo: Scott Adams

participated in a couple local Portsmouth events as well as limited traveling for weekend regattas. When a third Scot showed up a year or so later, the three of us started talking about getting out together and sailing, maybe trying some local fleet races. Another year goes by, and another Scot or two shows up. Each of us has our own interesting story about how we ended up with a Scot, but we didn't get one because there was a strong local fleet that was out racing all the time. At that time we were not very active in local fleet racing or traveling regattas. What I was able to do was set up an email list so we could all start communicating and let everyone know when at least one of us was going sailing and encourage the others to come out. We also met at least once a year for a social get together. Simple email updates and building a social component was the key to keeping everyone interested.

By the time the late Charlie Fowler moved from Florida to Georgia, we had 6 or 7 local Scot's. With that many boats, we were starting to get out for weekend fleet races occasionally. Charlie was a great inspiration and helped continue the momen-

tum by forming the Dixie Lakes District. Previously, Fleet #111 was an outlying club in the Carolina District, almost five hours away from the nearest district club. With the new Dixie Lakes District, we now had 6 active clubs all less than five hours travel time (and several only a couple hours away).

By 2010, we had seven active Scots at Lake Lanier Sailing Club and two others nearby at another facility. Visibility was increasing as we were out more and having fun; taking our kids out with us; having work days to get the boats updated and tuned, etc. We wanted to get more people into the boat, so in the fall of 2013, we hosted a “Sail a Scot” day. We figured if we can get people in the boats, the boat would sell itself. We advertised the event on the club web site and four of us launched our boats for test sails to anyone interested. We were excited to have several club members and at least one non member couple come visit the club to test the boats. Two months later, one of our test sailors bought a Scot to sail with his daughters. Another joined LLSC and has been crewing and is currently in the market for a good used boat.

By the end of 2013, we had ten boats and LLSC and members were really starting to take notice of the Scot. At the same time, the club was also looking to develop an adult learn to sail program. LLSC already had a well-established Junior Program for kids ages 7 to 17, but when their parents or other adult members asked what we had to offer for adults, there wasn't anything. The LLSC explored opportunities with several fleets, including an interesting proposal from the Flying Tigers where they provide five boats and an instructor. At the end of five years, the club owns the boats. As you may imagine, this turned out to be an expensive option. Some other fleets have a version of a grant program, but nothing seemed to make sense. The Flying Scot was the ideal boat for the program (and proven as a training platform in other venues around the country). The local fleet was getting pressure to loan our boats for sailing classes.

The Awesome Support from the Flying Scot Foundation

Just about the time the fleet was trying to politely say no to the “loan us your boats” program, I received an annual update from the Flying Scot Foundation outlining activities from the previous year, including some significant support for adult learn to sail programs. It was one of those “DUH, why didn't I think of that sooner” moments. Brainstorming between myself, Martine Zurinskas, the junior program director, and Amy Larkin, club commodore, some ideas were developed in how to get Foundation support for our learn-to-sail program. The concept was pitched to the Board of Directors and they came up with a solid and realistic plan for fund raising. If the membership wanted to do it, the Board was in, but to prove it, individual members had to pony up. The Board would match any amount raised up to \$3,000. We were all a little skeptical that the individual members would support the purchase of club owned Flying Scots. I was totally surprised when almost \$3,500 was pledged. With the \$3,000 match from the general fund and the Flying Scot Foundation's matching grant, we now had close to \$10,000 to purchase two Flying Scots! Without the support and matching funds from the Foundation, I am convinced the Board of Directors and individual members would never have been able to raise what was needed to buy two Flying Scots. The Foundation's support is the only reason this happened.

In less than 6 weeks, we quickly purchased two used, but excellent condition, Flying Scots and by May 31, 2014, the first adult sailing class was held. With two Scots, beginner classes are limited to six people, three in each boat with an instructor, and our instructor-to-student ratios decrease with more advanced sailors. Classes are open to club and non-club members and include 2+ hours on the water and ½ to 1 hour rigging, chalk talk, debrief, etc. Since May 31, the program has taught over forty sailors in a variety of classes: Adult Sailing 101, Adult Racing 101, Women's WWW Sailing, aka “Wine, Women and Water.” Just about every class is full, and with 40% of the participants

being non-LLSC members we are spreading our sport outside our current membership. Needless to say our available crew list is LONG, everyone wants to get back out on a Flying Scot! The boats will also be available for use by the membership when not being used for teaching.

I expect we will add several new Flying Scot boat owners in the near term! And as an added bonus for LLSC, several new sailors are considering joining. The connection with the Junior Program is also bringing interest from parents who want to sail with their children.

Bottom Line: Keep communication going within your fleet. Use emails, set up a group page on Yahoo or Google, Facebook, whatever the people are using. Post pictures, especially out on the water. Build a sense of community within your fleet. Check out our Group page at: <https://groups.yahoo.com/neo/groups/LanierFlyingScotsFleet-111/info>.

With hundreds of pictures of regattas, boat repairs, socials, fleet member listings, regatta reports, resources and links, a message board, a group page is a great way for a new fleet member to get up to speed on the fleet activities as our history for the past 10 years is there.

Get people out on your Scot. Provide sailing opportunities for keelboat owners, couples, women, families — think outside the box and create new occasions for your sailing community to try the boats out (Open House Day at LLSC had 140+ participants). The Scot is a boat that appeals to a wide audience that can be comfortable, relaxing as well as exciting and challenging to sail. It sells itself with a relatively lower cost of entry than many one design classes — reach out — give someone an the opportunity to try it.

Last but definitely not least – Support the Flying Scot Foundation. This truly is a shining star in an already strong national class with a great builder and active fleets all over the country. The Flying Scot Foundation's support of learn-to-sail and other activities that promote the Flying Scot is certainly a key to the future of the Flying Scot. All the other fleets are trying to figure out how to get people in their boat, we need to keep the Flying Scot in front of the sailing community! ▲

Lake Lanier Hosts Scot-a-Hoochee Regatta

Scott Adams, FS#3438, Dixie Lakes District

The Flying Scot fleet had a great time this past weekend (9/13 and 9/14) at our Scot-a-Hoochee regatta at Lake Lanier, about one hour from Athens, Ga. Racing was challenging as storm clouds moved around us Saturday, creating big wind shifts. The wind started from the south, clocked around to the west and then blew from the northeast as a storm cell moved around the lake. Once the cell passed, the wind went back to the west and we finished the fourth race in near calm conditions. We had one exciting downwind

leg when a big blow came through and a couple of us nearly capsized. We had another exciting moment when an auxiliary boat meandered a boat length away from the windward mark as the fleet approached and rounded. Race committee had their own excitement as the RC barge anchor became stuck and could not be retrieved. It was fun to see Mike Krantz, our PRO, performing all sorts of radical maneuvers in the RC barge trying to dislodge it!

Sunday conditions were light rain and a shifty east breeze. Mike got in two races

for us and we headed in for lunch.

Locals have some work to do as the top four finishers were from out of town. In our defense, the top four finishers having been doing it for a long time, including some top notch national competitors. One of highlights of the regatta was the after dinner leader's debrief when the top three for the day (Rob Fowler, Peter Beam and Sandy Eustis) sat down and discussed the technical aspects of the days racing, sail trim, settings, tactics, boat set up, etc. ▲

GULF DISTRICT

Better late than never! We apologize to our readers (and to host club SYC) for not running this story sooner. We deeply regret our oversight ~ SnW editor

2014 Flying Scot Midwinter Championships Report

Larry Taggart, FS#5510, Gulf District Governor

The gods smiled on us! As if to make up for the three days of stormy weather that plagued competitors when Southern Yacht Club last hosted the Flying Scot Midwinter Championships in 2012, the 2014 Midwinters brought fair skies and gentle, challenging breezes all week. And this provided a very welcome relief for those escaping the ice and snow of the northern climes. In fact, this was the first time since 2007 that all eight races were completed, no matter where the venue was!

The Midwinters is one of three annual

national events of the Flying Scot Sailing Association (FSSA). In recent history it has rotated between SYC and the Sarasota Sailing Squadron. The other two FSSA national events are the North American Championships (which include Junior, Woman's, Master's and Senior sub-events) and the Wife-Husband Championship.

And the demonstrated "family" aspect of the Flying Scot continued at the Midwinters. In the Championship Division three father/son teams trophied: Zeke Horowitz (1st place) sailed with

his dad, Jay as crew; Dave Bolyard, Jr., (6th place) skippered for his dad, Dave Bolyard; and Greiner Hobbs (7th place) raced with his dad, Robert, acting as crew. And two of the teams that trophied were guy/gal combinations: skipper (and Flying Scot builder) Harry Carpenter (4th place) skippered with crew Melanie Dunham; and Larry Taggart (5th place) had Carrie Berger as crew. In the Challenger Division this aspect continued: Dave Safirstein (5th place) had daughters Leah Rankin and

Continued On Page 17



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2014 Great Scot Regatta and Dixie Lakes District Championship

Dave Hackney, FS#4377, Fleet #118 Captain

Photo: Lori Helms.



Kilt contestants. Photo: Lori Helms.

Fleet 118 hosted the annual Great Scot Regatta at Birmingham Sailing Club on October 4 and 5, 2014.

The regatta also served as the Dixie Lakes District Championship, which rotates annually among the seven district clubs.

The fleet made a collective effort to “raise the bar” for the Great Scot this year, with a theme that was basically all things Scottish. Plaid table decorations. Flying Scot mixed drinks (yes, there is such thing ... one ounce of scotch, one of sweet vermouth, ¼ ounce of sugar syrup and two dashes bitters). Shepherd’s pie. A kilt contest with a bottle of 18 year old single malt as the prize. Add a DJ and a karaoke contest to the mix. Plus Alabama and Auburn football on the big screen. All happening at BSC on October 4!!

Past experience would say not to expect

many early arrivals on Friday, but this year was different. “Beer and Burgers” were advertised, and a great crowd of 25 was on hand to deplete the beer supply and enjoy some genuine “hand-made” burgers cooked up by our newest fleet member Hobson Riley.

Saturday morning registration finished with 25 boats, 16 from BSC and nine from other clubs including Privateer YC in Chattanooga, Lake Lanier SC, Western Carolina SC, Muscle Shoals SC, and Bay Waveland YC. We were also pleased to have Kelly Gough, 2004 FS National Champion, visiting from Corinthian Sailing Club in Dallas. We missed seeing Sandy Eustis. Sandy has served as the District Governor for the past three years and had planned to attend, but was sidelined at the last minute with a bad shoulder.

Saturday winds were anything but

calm, but what a beautiful day! A cold front arrived in the area on Friday, with forecasted winds in the 14 – 23 range. That was little on the high side, but not by much. It would be somewhat correct to say winds averaged 13 - 15 out of the northwest, but the full story has to include a few lulls between 3 – 8, gusts in 18 – 20 range combined with a lot of sudden shifts.

Racing competition was, as expected, stout. Richard Wade from BSC and Jennifer Judkins took first place in the first race, followed by Corky and Molly Hadden from BWYC and Kelly Gough sailing with fleet member Paschal Redding. Kelly and Paschal scored two bullets in the second and third races, but the remainder of the field mixed it up, with some second and third place finishes by BSC skippers H. Mike Graham and Mike J. Graham, Rob Fowler from Privateer and John Kreidler

from WCSC. At the end of the day, Kelly held onto first, followed by Corky, with Rob Fowler rounding out the top three.

The days' racing was over quickly and by about 4 PM everyone was back the club for attitude adjustment. We quickly conducted a little official business, with all in attendance unanimously electing Rob Fowler as the new District Governor. The fleet also recognized BSC founding member Harry Reich for all his contributions to the club. Harry is currently serving as Vice Commodore for Race Management.

The evening weather was perfect – crystal clear and dropping into the mid-50's after sunset. BSC has a fabulous deck/patio overlooking the lake, and we all dined al fresco on a menu that included chef Ziggy's Shepherd's Pie. After dinner entertainment was led by Master of Ceremonies Barry Hambrick and included music provided by a local DJ. Bea Picou (who sails our newest boat, #6002), in full, authentic Scottish regalia, was the hands-down, undisputed winner of the Kilt Contest. To everyone's delight, she was generous in sharing her prize bottle

of single malt. The evening just got better as Tracy Hambrick circulated serving the Flying Scot drinks and the karaoke contest cranked up. Written words can't do this justice. You had to be there to appreciate Tracy Hambrick, winner David Reich, his guest Mo and whole host of others as they took turns at the mike. Those who stayed late enjoyed a bonfire at the lake's edge.

Sunday morning breakfast was provided by fleet member Marty French. The weather was cool and clear, but no one was sure that the day held in the way of wind, with some forecasts showing only 3 to 5. How lucky we were that this was wrong! Conditions were near perfect, with south winds ranging from 10 – 12. Opportunities to sail in weather like that MUST be taken advantage of, and PRO David Reich and his crew did just that, running three outstanding races. Richard Wade was back on top in two out of the three (and a second place in race 6), but that wasn't enough to overcome a DNF after a capsized on a downwind leg of the third Saturday race. The top three remained the same, but Corky Hadden

moved up to first in the overall standings, followed by Kelly Gough and Rob Fowler in third. Rounding out the top five were BSC Thistle champ Loy Vaughan and John Kreidler. Full results are available on www.fssa.com.

In the Dixie Lakes District Championship, Rob Fowler took home the gold and will add his name to the big plaque. John Kreidler won the silver, and Richard Wade the bronze.

The Great Scot happens every year because of the time and talents of our fleet members, people who care and want to make this a marquee event for the fleet, the District, and BSC. Thanks are owed to many, but the contributions of Barry and Tracy Hambrick, my wife Toni, BSC Commodore Sally Morris, and PRO David Reich deserve special recognition. We definitely raised the bar this year and will look to do the same in 2015. We're even thinking about 2016, which will be the 40th anniversary of the fleet 118 charter. Information about BSC and the Great Scot is always available at www.birminghamsailingclub.org. 🍷

Continued From Page 14 **GULF DISTRICT**

Amy Safirstein crewing; Frank Vandall (4th place) had Patty Copeland crewing; and Alanna Strong (1st place) had an all women team with crew Greta Mittman and Bowman O'Connor.

This "family" concept could also be seen at recent North American Championships (NAC). In the Championship Division at the last NAC, 5 of the top 10 teams were guy-gal combinations, and the top two teams were husband/wife; additionally there were 2 father-son teams. At the same event, in the Challenger Division the top two teams were husband/wife and another placed 4th; and three other top teams were father/son.

The Midwinter week was preceded by a "Warm-Up" – literally for some – Regatta on Monday, whose entry fees went entirely to the benefit of the Leukemia Cup Regatta. Participants were asked to make donations rather than pay a flat entry fee, and some were quite generous. Many thanks to those who participated!

The series was close throughout, with the overall winner not decided until the final race. The overall winner after the 8-race, no throw-out series was Zeke Horowitz, with crew, father Jay, proving that consistency is king. Despite not winning a race, Horowitz lead for much of the regatta, closing strong with a second in the final race. Three of the top seven in the Championship Division were "locals": Benz Faget/ RJ Trejo (3rd); Larry Taggart/ Carrie Berger (5th); and, David Bolyard, Jr./David Bolyard, Sr. (6th). To witness the final day of racing, visitors were invited to join SYC member and sometimes Scot racer Guy Williams on his yacht the *City of New Orleans* – boat, not the train!

In addition to a week of good competitive racing, everyone was treated to some distinctive New Orleans cuisine. The welcome reception on Monday was a typical SYC buffet of local favorites; on Wednesday evening there was a seafood boil, which included enough oysters on

the half shell to satisfy everyone (thank you Flying Scot Inc. and North Sails One design), as well as introductory lessons in the art of peeling crayfish; on Thursday there was a beignet breakfast sponsored by Café du Monde and SYC members Bob Maher and Burt Benrud (thank you Bob and Burt); and, on Friday was a barbeque and trophy presentation by the SYC Tiki Bar. There was also complementary beer after each race day (some of which were sponsored by FSSA Past Presidents), with SYC "red drinks" and bushwhackers often seen enjoyed by visiting sailors. To quote one of the out-of-towners, "No one walked away with their belly empty!"

And, keeping with an SYC-hosted Midwinters tradition of "honoring" the current FSSA President, each skipper was presented a "Frank Franc" coupon redeemable toward merchandise purchases on-site at Coral Reef Sailing Apparel. In past years they received a "Buffing-ten" and "Diane Dollars." *Continued On Page 21*

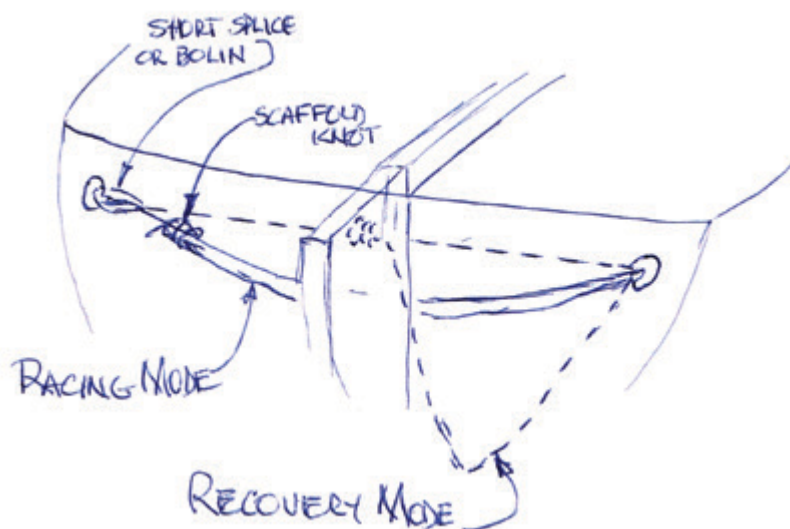
Man Overboard! How to Get Back in Your Scot

Steve Berglund, FS#5359, Greater New York District

Saturday, August 30, was the last race of the summer series, our 14th race over eight Saturdays in the BBYRA, the hundred-year-old Barnegat Bay Yacht Racing Association. It was a trophy race and the series awards ceremony for all ten one-design classes would follow the race. It was a big day with big winds to go along with it; winds of 15 mph or so and pretty steady with enough spray over the bow to make it interesting.

The starting line was long and had been set for the 28-ft A-Cats which had the start before us. Our course was five legs of Windward-Leeward. For those who sailed the 2014 NACs, this was the same course as we used during the qualifiers, with the wind again out of the south. Our start was good and we made good time to the first windward mark. The middle of the fleet is pretty even and several of us got to the mark at about the same time. I had to duck Ron Kiss, #5509, and Dan Ioli, my long-time crew on #5359, called a perfect tack seconds later. We got a header just before the mark and Ron tried to squeeze his way around the mark but ended up head to wind, blocking our path. We tacked around him and Donald Owens, #5290, came over the top, clear of the mess.

We turned downwind after the offset and headed off to catch Donald who, like most of the Seaside Park YC boats had come out to play with three up. We were closing on Donald about half way to the leeward gate, with a boat having chute problems off to starboard. When that boat had finished his gybe he came across hot, heading for Donald and the left side of the gate and giving us a clear shot at the right. As we rounded, the shouting coming from the left side sounded like Donald was on



the outside of an overlap and not liking it. This was our chance and we set our sails and headed up the course on leg three.

I was looking back to see where the other two boats were and heard a bang. When my head snapped around I saw Dan's legs making an arc over my head as he executed a perfect back half flip right into the water. I dumped the main fast but the jib was still cleated. Dan swam to the safety line on the stern and I dumped the jib.

In the time it took to dump the jib, Dan had deployed the loop that we had designed into the safety line. That gave Dan a foot hold and with our combined pulling and lifting Dan came in over the stern. Two chase boats were standing by to offer assistance and I signaled them that we were OK. We sheeted in and continued racing. We didn't catch Donald and almost caught Ron, but any finish number is much better than a DNF.

So this article is really about getting Dan back into the boat. The diagram shows how

we devised a carry along, always with us, reboarding foot loop that works. Our class mandates a safety line on the transom. Our boat's take on this line is a double line with the fixed end spliced onto the port ring, run through the starboard ring and back to a scaffold knot, which is loose enough to slide along the fixed portion of the line. There is enough slack when the scaffold knot slides back to the pintle to create a loop on the opposite side of the rudder which Dan used successfully to reboard after his dunking.

Neither Dan nor I figured out what had caused the jib sheet to come loose with a bang. We both agreed that the jib had been set before he started hiking out using the jib sheet as his hiking strap. Sure, the jib sheet has come out of the deck cleat before, but never releasing enough line for him to fall overboard. Dan will continue to hike hard when the wind is blowing hard but he plans on leaving future demonstrations of Newton's laws of motion to others. ▲

Loads of Fun at the 2014 Wife-Husband

Diane Kampf, FS#5857, FSSA Commodore and Web Editor

Greg and I looked forward to the opportunity to sail in Great South Bay for the 2014 Wife-Husband Championships, but we did not have enough vacation time to get there early. So we left at 2:30 A.M. on Saturday morning, August 23, and headed to Long Island. That turned out to be an excellent decision since we had no traffic in New York City or on Long Island and we got to Sayville Yacht Club at 7:00 A.M. As we drove across the island on the Sunrise Highway, we were treated to a beautiful sky view and sunrise and we knew we were in for a beautiful day. We had heard a great deal about how tough the wind is at Sayville Yacht Club and it worried me a bit. But I was not going to miss a chance to sail in the Wife-Husbands because we have come to like it so much. Three couples from Massapoag Yacht Club made the trip by car and ferry to join in the fun – Roger and Kate Sharp, John and Connie Eckart and us.

With weather in the 70s and the wind blowing steady 13-15 MPH mostly from the south, we looked forward to getting out on the water on Saturday. The prevailing winds made it challenging to get out of the dock area but all the boats helped each other and made the quickest possible work of getting the boats into the water and out to the harbor. The PRO was SYC Commodore Paul Abel and he asked us if we wanted 3 or 5 races and the majority voted for 5. Saturday the RC ran 3 W-L races with 12 boats, 8 Championship and 4 Challenger, participating in the event. The courses were just right and the races were well-run, and that was sure appreciated. After day 1, John Luard and Toni Gahn



The team from Massapoag Yacht Club, from left, Diane and Greg Kampf, Kate and Roger Sharp, and Connie and John Eckart.

lead the Championship Division and Paul Mac Menamin and Patricia Mizzi lead the Challengers.

After racing, several of us were treated to a boat ride to Fire Island, a barrier island south of Long Island that had been one island for some time, but Hurricane Sandy changed it to two. The island has about 300 permanent residents which expands to thousands during the summer. We walked to the beautiful beach on the ocean side of the island, then walked the beautifully built wooden structures through the nature trail and spotted a deer and a horseshoe

crab along the way. It was so different from one side of the island to the other. From the nature trail area, you would never know you were just a few thousand feet from a touristy area at the beach and the dock areas where hundreds of boats tie up every day and a constant ferry goes between the islands.

We came back to the club where we had live music and hors d'oeuvres, followed by a steak dinner cooked by club members and homemade blueberry cobbler. It was great to see everyone but we were

Continued On Page 25

Got Water? We Had Just Enough at the MYC 65th Annual Regatta

Diane Kampf, FS#5857, FSSA Commodore and Web Editor

When the time approached for the 2014 Massapoag Yacht Club 65th Annual Regatta in Sharon, MA, as regatta chairperson, I knew we had some hard decisions to make. There had been some unexpected lowering of the lake this summer, followed by a very dry spell resulting in no recovery of the lake level. As the beach got bigger and bigger, we thought it would be great for the Sunfish and Lasers because they would have more room to rig their boats. But the lower the water got, the harder it got to launch and retrieve dry-sailed boats and the more worried we got about getting our motor boats and moored sailboats out of the water at the end of the season.

Yeoman's work was done continuously by our members to dig out the ramp and launch area. When the time came to make the final decision, we decided that due to the ongoing work, it would be possible to include the Flying Scots and Day Sailers in our regatta. As boats arrived, we stationed Gene Neault, John Day, Harvey Davidson, and other folks willing to help, on the ramp and in the water to assist in launching boats and ensure they did not hit bottom, get scraped by the dock chains or get damaged in any way. We truly lucked out, because just one week later we reluctantly cancelled Flying Scot and Day Sailer racing for the remainder of the season because there was just no more we could do to safely launch boats.

Now back to the regatta. On Friday 9/5/2014 our welcome party was hosted by Margy Davidson and crew with hamburgers and hot dogs on the grill and lots



of yummy appetizers and snacks and lots of tasty beverages. Many good friends joined us along with some new friends that most of us had not met before. We were thrilled to have 16 Flying Scots, 2 Day Sailers, 16 Lasers and 24 Sunfish registered for the regatta. Now the challenge was how to keep this many boats racing on the water with less water than we usually have.

On a sunny 80-degree+ Saturday, with 20 MPH west winds and some heavy gusts, the PRO agreed to run Windward-Leewards,

and Gold Cup courses, but on the water we had all Windward-Leewards. The W-L courses were great for us but not so great for the board boats, and we believe there were more near misses than there should have been – an area for improvement for sure. While we traditionally race a few races in the morning, come in for lunch and go back out for more racing after lunch, the forecast called for major thunderstorms later in the day. At the skippers' meeting we agreed to stay out and have up to 4 races for the day and come back in for lunch later than usual. We got in all 4 races, three 6-leg and one 8-leg W-L courses, with 2 Flying Scot capsizes, both needing rescue support, and several capsizes and self-rescues by the board boats.

Because of the unexpectedly warm day - over 80 degrees and sunny in September in eastern Massachusetts is not the norm - we had plenty of cold water for people to take out with them, plus a support boat with a huge cooler full of cold water. Between the 86 sailors, the on-the-water support team and the onshore support crew, we went through 700+ bottles of water in one day! I know many regattas we go to give you one bottle of water when you go out and if you want more you supply it yourself, but we strongly feel it is the right thing to supply as much water as people need since we might be out for several hours at a time on a really hot day. We anticipated a warm day and bought lots of water and had our shore crew ready to buy more for the evening and the next day.

We all came back in exhausted and glad to be done for the day and ready to relax and enjoy lunch and visit with each other. In yet another break from tradition, we usu-

ally don't tap the keg for lunch since we are going back out to race more, but knowing we were not going back out, there was just no reason to wait! And our shore crew did not disappoint with the buffet lunch – it was waiting for us when we came in. While a few people ate lunch then went home to freshen up for dinner, most of us stayed around and chatted about the escapades on the water and discussed improvements that could be made by the Race Committee on the following day. Due to scheduling conflicts we had different PROs for the two days and we wanted to make sure the PRO for Sunday got a decent report of what happened on Saturday.

Our cocktail party followed hosted by Marjorie Newman and her crew, and every time I think we cannot outdo ourselves, this crew proves me wrong. There was beer and wine, shrimp, chips and dips, crackers and cheese, veggies and many hors d'oeuvres that were too pretty to eat, but of course we polished them off! Meanwhile, the caterer arrived with the lobster, chicken and steak tip dinner with tons of fixings. We had our traditional moment of silence to remember those who lost their lives in the 9/11 tragedy 13 years ago. We recalled how lucky we were to enjoy each other's company on 9/8 and 9/9/2001 for this regatta and how we

are still so lucky to still be able to do so.

We all enjoyed the dinner and some people even wanted seconds! But wait, wait, there's more! In another tradition we are fortunate to repeat, my mom, Kay Wilson, was there, this time celebrating her 89th birthday. We sang Happy Birthday and then shared her birthday cake and our famous all-you-can-eat, ice-cream-sundae bar. At one point, the rains came down furiously and we hoped it would last a while and help fill the lake, but it lasted just long enough to chase some people away. Those of us who stayed were treated to a lightening show across the lake, the likes of which most of us had never seen. Luckily the campers were able to sleep in their tents without too much interruption by the storm.

Sunday was a totally different day, much more civilized. The storm had cooled things off considerably and we had another beautiful sunny day, this time in the low seventies with 10-12 MPH northerly winds. This day's PRO ran W-L courses for us and triangles for the board boats which kept the fleets a little more separated. That did not keep all incidents from happening because, as we know, if there are 2 boats on the water, there is a chance they will meet at some point. But it was much better than the day before when we were always on the same course. The Flying Scots and

Day Sailers raced two more races and went back in and the board boats stayed out for five more races.

Thanks to our shore crew, we once again enjoyed a great lunch, including some leftovers from the night before. In one more break with tradition, we had decided that even the Flying Scots would have a throw-out, so we really had no idea who the winners actually were. When the Race Committee came in and tallied the results and once everyone had an opportunity to get lunch, we awarded some really nice steins to the winners and their crews. In the Flying Scot fleet, Jim Cavanagh and John Houstile won, Randy and Scot Rubinstein were 2nd and John and Connie Eckart were 3rd. In the Flying Scot B fleet, Harvey Davidson and David Levy were 1st, Wally and Carl Lueders were 2nd and new Flying Scot owners Jeff Kink and Corey Lake were 3rd, sailing their boat for the very first time.

As you would imagine, we are hoping the water level rises before the next event at our club. We do expect that the winter will bring us enough snow and perhaps the spring will be good to us as well. We invite you all to come have a blast with us on 9/11-9/13/2015 at our 66th. And for those who came this year, y'all come back, okay? 🌟

Continued From Page 17 GULF DISTRICT

The Flying Scot class is well known for being a close group of sailors; really good sports who step up to help each other when needed. At the Midwinters each year, an individual is selected by the competitors and acknowledged as one who demonstrated exemplary sportsmanship during the event. This prestigious award is in honor and memory of Allen M. Douglas, a long-standing member of the Flying Scot class, who served as Class President (as well as Commodore of the Gulf Yachting Association and the St. Andrews Bay Yacht Club) and who gave a great deal to the class. This year's winner received the award for giving up a day of racing so her husband, Dave, could crew for another skipper whose crew had

become ill and was unable to sail that day. While she minimizes this by saying she was able to have a great run, sit in the sun, have some great soup and just relax and enjoy the day, everyone thought this was a great gesture and she deserved this award. She is truly a generous person who always makes herself available to help whenever anyone needs anything – you don't even need to ask. Congratulations to Florida District's Kim Thinel from Sarasota Sailing Squadron for being the 2014 recipient of this award.

Special awards were also presented to the team towing their boat the greatest distance – Greg and Diane Kampf of Whitinsville, MA drove 1,528 miles; the oldest participating skipper – 76-year-old

Al Rees, of Lafayette, LA; and, those participating for the first time were presented a special Midwinter label bottle of wine!

The Midwinter Regatta Chair was Larry Taggart, ably assisted by numerous volunteers, including PRO Wallace Paletou and Chief Judge Mike Posey. Participants came from as far away as Massachusetts and Wisconsin. SYC has been selected to host this event again in 2017.

Want to see who was at the Midwinters last year? Use this link for some of the most wonderful candid shots of your sailing buddies that you'll ever see. Thanks to Bob Maher of SYC for sharing his wonderful photographs ~Ed: <https://picasaweb.google.com/java46mail/FSMIDWINTER14#>. 🌟



Don't Miss It!!! Y'all Come to the 2015 NAC

Larry Taggart, FS#5510, Gulf District Governor

Y'all come on down to the Deep South for the 2015 North American Championship (NAC)!

This NAC is hosted by Fleet 98 and the Bay-Waveland Yacht Club (BWYC) in Bay St. Louis, Mississippi (www.bwyc.org). BWYC is the home club of no less than 7 NAC or Mid-Winter champions, plus Mallory Cup and Adams Cup champions. And, a BWYC team just won the prestigious Gulf Yachting Association Lipton Cup Interclub Championship (also sailed in Flying Scots). So, expect the competition to be excellent!

The PRO will be internationally known Jim Tichenor from Texas. Jim has been a Judge or PRO for several of our national events. He is certified as an International



Race Officer as well as a National Judge.

There are reasonably priced accommodation nearby, and camping/RV's are permitted on-site. And, there are MANY good seafood restaurants in the area!

After launching, it is a *VERY SHORT SAIL TO THE RACING AREA* on Bay St. Louis. "The Bay" is a coastal bay off of Mississippi Sound, which itself is adjacent to the Gulf of Mexico. The Bay is approximately 2.5 miles wide at its narrowest point and about 5.5 miles "long." Average depth is about 8-10 feet. Nice breezes are expected this time of the year.

BWYC is a *family friendly club*, with a freshwater pool (want to cool off after racing?), restaurant and bar.

There is plenty of boat and car parking close to the clubhouse.

THIS WILL BE A REGATTA NOT TO MISS!!! Look for upcoming information in S'nW and on the FSSA website. ▲

Flying Scot® Foundation News

Challenge Grant Match Program



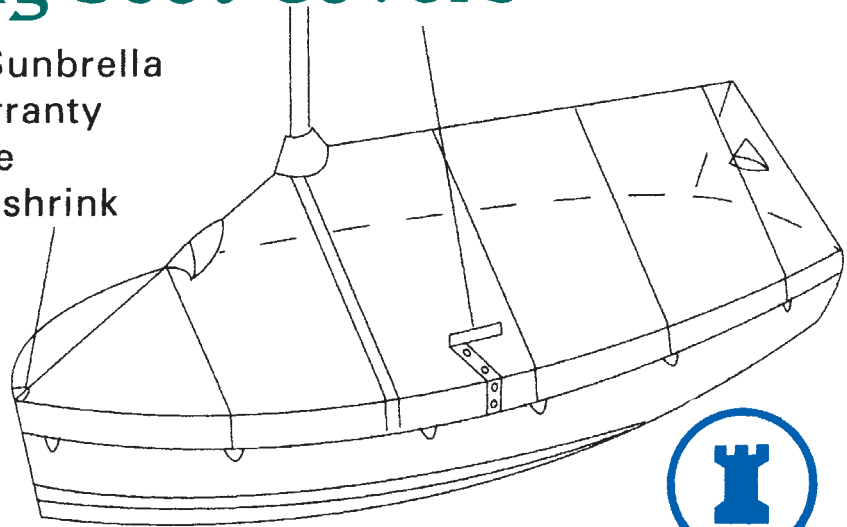
The Foundation receives numerous small donations each year from Scot sailors. This coming year, several generous supporters have banded together to offer the Foundation a \$10,000 CHALLENGE GRANT. Starting with the FSSA fiscal year in January, 2015, **Donations up to \$250 will be matched dollar-for-dollar with Challenge Grant funds, doubling the impact of these donations on Foundation programs.** Please help the Foundation capture these Challenge Grant funds. Donations of any size are appreciated and can be made easily during the FSSA membership renewal process. Donations also can be made anytime during the year through the FSSA website Foundation page. Thank you for your support and many thanks to the sponsors of the Challenge Grant. ~ Charles Buffington, FS#5947, Ohio District

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

2014 Pacific Districts and First Annual Sandy Douglass Memorial Regatta

Dale Dunning, FS#4372, Pacific District



Photos: Dale Dunning.

par·a·dise

noun

- *an ideal or idyllic place*
- *the first annual Sequim Bay Yacht Club Sandy Douglass Memorial Regatta*

For sailors, it was paradise! Eleven Flying Scots and eight Thistles participated for two days in the 1st Annual Sequim Bay Yacht Club Sandy Douglass Memorial Regatta which also was the westernmost Flying Scot regatta in the world this year.

Sequim Bay (pronounced “skwim”) sits approximately 60 miles northwest of Seattle on the Olympic Peninsula. It is bordered on the south by the Olympic Mountain Range and the Olympic National Park, and on the north by the Strait of Juan de Fuca. The bay is protected from the open water, wind, and waves by Travis Spit. It has its own wind that is usually unrelated to what is occurring out in the strait and the water is generally very “lake like” flat. It is the perfect venue for small boat racing.

The regatta was also the Pacific District Championship. Last year’s district champions Brian Tyrrell and Laura Bolin on 5472 sailed a nearly perfect regatta to capture back-to-back District Champion titles. With nine races sailed over two days, the duo had 8 bullets and a 4th place. They were clearly the dominate team on the water during this regatta.

The real battle of the regatta was for second place. Day one saw nearly perfect conditions with temperatures in the mid 70’s and wind generally in the 8-12 knot range. Early in the racing the left side of the course was favored but as the day went on the right side of the bay became the favored side. Ray Peters on 4887 sailed tactically very smart and consistent and trailed Tyrrell by seven points and led local Sequim Bay sailor Dale Dunning on 4372 Trouble Maker by five points and Seattle sailor Brian Bolen by six points after five races.

After racing on Saturday, racers and guests enjoyed burgers and hotdogs grilled on the deck of the SBYC clubhouse. The

clubhouse is situated in the John Wayne Marina main building and overlooks both the marina and bay. The Marina was built in 1985 on 22 acres of land that was donated by the John Wayne Family. John Wayne would often visit the area on his yacht, the “Wild Goose” and his vision was to eventually see a marina built on beautiful Sequim Bay. The marina and this regatta was a result of his dream.

On the second day of racing the race committee flew the “AP” postponement flag as the bay was glassy smooth for the 10 am start. Boats drifted around, avoiding crab pots and enjoying the sunshine, serenity, and the occasional harbor seals who are always curious about what is happening on their bay.

Around 11:30 am the reliable Sequim Bay wind showed up. The race committee patiently set marks as the wind direction oscillated between west and north before settling on a nice northerly with 6-8 knots of wind. Finally, the battle for second place was on!

Continued On Page 24

NEW MEMBERS

Capital District

Boat #2886 / Fleet #103

Blakely Kimbrough
665 Genessee Street
Annaplois MD 21401

Boat #C4122 / Fleet #103

Ed O'Connor
331B Horseley Down Ct
Richmond VA 23233

Boat #5016 / Fleet #203

Sailing Club of
Washington
P.O. Box 14138
Washington DC 20044

Boat #2624 / Fleet #103

Michael Toms
1372 Dunlora Drive
Charlottesville VA 22901

Carolinas District

Boat #3633 / Fleet #126

Mark Wilson
1004 Fairmont Street
Greensboro NC 27401

Dixie Lakes District

Boat #4851 / Fleet #118

Hobson Riley
4821 Southlake Pkwy
Hoover AL 35244

Florida District

Boat #4832 / Fleet #0

Bruno Felix
9811 NW 51st Lane
Doral FL 33178

Boat #5123 / Fleet #90

Greg McPhee
435 Bianca Avenue
Coral Gables FL 33146

Boat #5627 / Fleet #0

Naomi Van Den Bergh
611 Kentucky Avenue
Lynn Haven FL 32444

Greater NY District

Boat #1774 / Fleet #0

William King
50 Debaun Ave.
Ramsey NJ 07446

Gulf District

Boat #0287 / Fleet #0

David McDonald
4195 Old Brookhaven Rd.
PO Box 107
Summit MS 39666

Ohio District

Boat #A539 / Fleet #0

Albert Farrell
5398 Ivy Brook Ct.
Cincinnati OH 45236

Boat #3887 / Fleet #80

Scott Grosh
709 Brafferton Drive
Pittsburgh PA 15288

Pacific District

Boat #3560 / Fleet #0

Edward Sessions
771 Old Blyn Hwy
Sequim WA 98382



Larry Taggart and Carrie Berger celebrate a good finish. See "Midwinter Championships Report" on page 14 for full story. Photo: Bob Maher



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especially surprised to run into Dan and Christine Neff and their children. They were not sailing in the event, but came down to visit those of us who were sailing or working the regatta. We had met them on the circuit sailing "PB&J", but that was pre-kids and we had not seen them in a while. They have not aged a bit, while I think we sure have! What a very nice finish to a very nice day. We were ready to go out again Sunday and hoped for great conditions like today, but perhaps a different wind direction.

We decided to call it a night and head out to our camper, conveniently located right on the club property. I was wide awake and headed back at the clubhouse for a little while where I could get internet access. The deck was such a perfect place to sit and look out on the water while I got the website updated with the day's results. There were a few club members out on the deck with me and it was nice to have company while I got my work done.

Day 2 was a gorgeous sunny day but

the winds started out at 3-4 MPH. Once again everyone helped the others get off the dock, this time with a little more favorable wind. After a short postponement, the wind came up to 10 and stayed right around that for the rest of the day. Two great races later, we headed back in wanting more!!! We did not do our best racing, but we worked hard and had a good time trying. Day 2 leader results were the same - John Luard and Toni Gahn won the Championship Division and Paul Mac Menamin and Patricia Mizzi won the Challenger Division. Congratulations!

After racing, we were reminded of how much fun it is to trade burgees with other clubs especially since I have been collecting burgees for our club for a few years now. I find it interesting to have burgees from so many other clubs to hang up back at Massapoag, and when I see them hanging there I always remember the time we spent at that club. I had the opportunity to do that again with Vice Commodore Steve Kelley before the award ceremony

and now we have a Sayville Yacht Club burgee. I then had enough time to update the website with final results before we moved on to the awards.

After the awards ceremony, where the wives were given (or they took) the better hardware, we took our time hugging and saying good bye to everybody and realized it was another year before the wife-husband event at Davis Island Yacht Club in Tampa, FL, and I missed everyone already! Ted Cremer and his team did a fabulous job hosting us and we had a great time! I look forward to sailing again at Sayville someday. It is a great place to sail!

Results are at www.fssa.com. ▲

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2064 – Ranger; 1972; **\$2,500**; Robert Bridges; 707-263-5187; bbridges26@mcshi.com

2445 – Custom Flex; 1973; **\$3,500**; Martha Sweterlitsch; Westerville, OH; mssweterlitsch@beneschalw.com

2549 – Custom Flex; 1974; **\$3,300**; Bert Smith; Canton, OH; ahsmithjr@gmail.com

2753 – Douglass; 1975; **\$2,200**; James Barge; Greenwich, CT; jameswbarge@gmail.com

2811 – Douglass; 1976; **\$3,950**; Richard Smith; Richmond, VA; 804-741-2171; jsmith1@verizon.net

3397 – Custom Flex; 1979; **\$4,000**; Victor; Columbus, OH; 614-746-4515;

3629 – Douglass; 1981; **\$3,500**; Sail Boat Shop; Glen Gardener, NJ; snash@sailboatshop.com

4321 – Flying Scot, Inc.; 2012; **\$8,000**; Quakertown, PA; flyingscot4321@yahoo.com

4478 – Douglass; 1988; **\$7,000**; Gary Nackman; Princeton, NJ; 609-921-1733; gn4478@comcast.net

4499 – Douglass; 1988; **\$6,000**; John Clark; Duxbury, MA; john@cutterassociates.com

4723 – Douglass; 1990; **\$6,800**; Jeff Undercoffler; East Haddam, CT; 860-873-3443; jeffun@comcast.net

5021 – Flying Scot, Inc.; 1995; **\$8,200**; Denis Farley; Red Bank, NJ; 732-571-5142; denisfpf@verizon.net

5047 – Flying Scot, Inc.; 1995; **\$8,500**; Charles Ramsey; Stone Harbor, NJ; 267-625-6031; chramsey124@comcast.net

5073 – Flying Scot, Inc.; 1996; **\$8,500**; John Spargo; Cedar Rapids, IA; jspargo@spargoconsulting.com

5150 – Flying Scot, Inc.; 1997; **\$10,800**; Larry Klick; Minneapolis, MN; 763-553-1680; Iklick@comcast.net

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

5702 – Flying Scot, Inc.; 2006; **\$12,800**; Tom Crawford; Oceanport, NJ; 732-222-6585; thomas.w.crawford@gmail.com

5823 – Flying Scot, Inc.; 2008; **\$16,000**; Carmine Frumiento; Auburn, ME; 207-753-0374; maplehill123@yahoo.com

5847 – Flying Scot, Inc.; 2009; **\$16,500**; Keith Andreyko; Sewickley, PA; 412-225-1050; andreyko@id-design.us

5862 – Flying Scot, Inc.; 2009; **\$18,000**; Richard Baucom; Lake Nockamixon, Phil, PA; 610-442-3252; richard5862@msn.com

5944 – Flying Scot, Inc.; 2011; **\$17,000**; Rick; South Easton, MA; rick_tattersfield@hotmail.com

6004 – Flying Scot, Inc.; 2012; **\$18,200**; Dave Safhay; 570-390-4401; dsafhay@gmail.com

Sails – see website for details; Jim; 772-214-5028; jprmer244@bellsouth.net

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

Parts – Compass & Mount; Mark Evans; 336-817-4891; mrevans@fcbinc.com

Sails – North: Main, Jib & Spinnaker (lightly used); **\$1,200**; Bob McNeil; Kimberton, PA; rjmcneill@comcast.net

Other – Gear, Sails, Boom, Spinnaker; call; David Jacobsen; 203-263-0769; dmjacobsen@charter.net

STARTING LINE

STARTING LINE Calendar Of Monthly Events (FROM NOVEMBER 2014 – OCTOBER 2015)

Regatta: Florida District Series and Gator Challenge

District: Florida • **State:** Florida
Date: 12/06/14 - 12/07/14
Contact: jon.hamilton@cox.net

Regatta: 45th Annual George Washington's Birthday Regatta

District: Florida • **State:** Florida
Date: 02/14/15 - 02/15/15
Contact: koa499@centurylink.net

Regatta: 2015 Midwinter FSSA Championships

Date: 03/15/15 - 03/19/15
Contact: limerun@gmail.com

Regatta: 2015 National Championships

Date: 06/20/15 - 06/26/15
Contact: chdanneman@gmail.com

Regatta: 2015 Wife Husband Championships

Date: 10/24/15 - 10/25/15
Contact: hanlon.sailor@gmail.com

BE THE FIRST TO KNOW!

Check for the latest information on upcoming regattas and other events at www.fssa.com/events

Continued From Page 25 **PACIFIC DISTRICT**


First-year Flying Scot owner Dale Dunning and crewmember Sean Dulaney put together a good day on 4372 Trouble Maker with three seconds and a bullet to come from behind and pick up second place. Columbia Basin Sailing Club's Ray Peters and Mark Bowden held on for third place and Seattle's Brian Bolen and daughter Lindsay came in fourth.

This regatta was a very important event for the local Flying Scot sailors of the Sequim

Bay Yacht Club as they are establishing a brand new fleet of Flying Scots. There are currently four Flying Scots in the Sequim group with potential owners actively searching for boats. Unfortunately the West Coast does not have a huge supply of good used boats but the Sequim group of sailors is determined to actively pursue every lead.

There was a happy glow from all of the participants at the awards ceremony that was held after racing in the SBYC club

room. After the awards presentation sailors and guests shared a fine Macallan scotch that by tradition is donated by the previous year's district champions.

The SBYC race committee had put together nine great races, the weather was perfect, competition was robust, the scenery was spectacular, and the memories and new friendships that were formed will be long lasting. What else would you expect in paradise? 

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