

SCOTS n' WATER

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NAC REPORT





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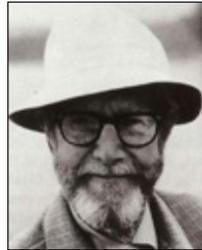
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Attention Web Surfers / E-mail Users: The FSSA Flying Scot website has the latest information. Visit it at <http://www.fssa.com> with your favorite browser.

The email address for regatta notices and regatta results to be published in *Scots n' Water* is info@fssa.com. Please feel free to submit any and all stories and photographs to be printed in *Scots n' Water*. All articles should be submitted in ASCII Text or Microsoft Word. Photos should be in .jpg format, and at least 1mb in size.

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Cover Photo: Boats Battling for the lead with the Newport Bridge behind them.
Photo: Art Petrosemolo.



Kudos to Massapoag Yacht Club for Hosting an Outstanding NACs

John Domagala, FS# 5577, Southwest District



I love it when a plan comes together. In this case it was the Massapoag Yacht Club's efforts to host the 2016 NAC. By now many members know that they hosted a great event this July. What most people don't know is that this was an event they hadn't planned to host until 2017. At least that is what regatta chair Diane Kampf had in mind when she and her husband, Greg, were sailing their cabin boat in Newport harbor and came up with the idea to host our event there. It wasn't until last summer that they were encouraged to move the timeline up a year and host the 2016 event. As Diane does with most things she's asked to do for the class, she took the challenge head on. She was able to work out a deal with the Sail Newport organization, arranged for dates, and started lining up the volunteers. Before she was done she had lined up not only the event but housing for a number of the competitors at the university in town. With the last trophy handed out, they still weren't done. Our hosts have amassed a library of photos from multiple photographers that will challenge even the best broadband. So many that I was left thinking that if you couldn't find a good picture of yourself among all those links, you just aren't all that photogenic! Check the web if you want to see more.

Newport was a bit of change for the class. Rather than a host site with a large Scot fleet, it was a destination sailing venue with the support of nearby Scot sailors. As anyone who has been there knows, Massapoag lacks

enough water to host a NAC. They just didn't let that stop them. This was my first time sailing Newport. After being there I can see what led Greg and Diane to want to bring the event there. It is a true sailing community, with more boats than I have seen elsewhere. Our first day we sailed past a couple different groupings of juniors learning the ropes, a group of sailors with disabilities participating in a program called "Sail to Prevail," past the square rigger at the dock, and out to the course with a fleet of 12 meters doing their daily race. Ashore the biggest complaint was that there weren't enough nights to sample the endless supply of local restaurants and pubs.

With the many miles of the return trip behind me, I am looking forward to next year. We will again try something new with a visit to Sandusky Sailing Club. NACs is returning to Ohio for the first time since 1974. Thanks to the Ohio fleets for their support of this event. Diane and her team set the bar high, but I know that you will be up to the challenge. With a great family destination (Cedar Point Amusement Park plus the Lakeside Chautauqua for those interested in quieter pursuits) and central location, I anticipate a strong turnout. Next year the class will be celebrating its 60th anniversary. Look for more details on Sandusky AND our plans for the 60th in issues to come. ▲



Photo: Deb Anson

A future Scot sailor, perhaps? Junior sailing camp was one of many activities at Sail Newport.



Editor's Note

Deb Aronson, FS# 5897, Midwest District, *Scots n' Water* Editor

This issue marks the second anniversary of my being editor of *Scots N' Water*. I don't need to tell you again that this publication relies on each of you for contributing content, whether those stories are about regattas, a boat repair/maintenance project, an adventure you had on your boat or some other fun/interesting/surprising story.

But what I do want to do, however, is give a really big shout out to all the photographers I have relied on over the years. The longer I work on this publication the more

firmly I believe in the power of pictures. I never get tired of looking at photographs of Scots, whether it's an event I went to or only read about. I imagine I'm not alone.

So this is a message to all those contributors who make *Scots N' Water* extra fun with exciting, gorgeous photographs. Art Petrosemolo inspired this message, because I have relied on his top-quality photographs more times than I care to admit. Sometimes I've used a collection of his photos from a specific event, but at least twice in the last year I've contacted him in desperation needing a really eye-

catching cover photo. And he always comes through. So, thank you Art!

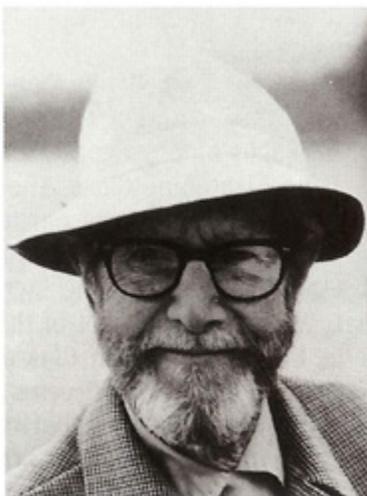
But in addition to Art, we've all enjoyed the fabulous photographs of Danie Paniesiuk (Panama City, FL), Scott Roberts (Ephraim, WI), Richard (Boo) Heusler (Bay Waveland, MS), Even Locke (Massapoag, MA), Hank Sykes (New Haven, CT), Jim Faugust (Sarasota, FL), Gayle Kaufholz (Berlin, OH), and Diane Kampf on the covers (and inside) Scots N' Water over the last two years.

Thanks to you all for making my job so much fun! ▲

Flying Scot Boat Builders

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

Considering that approximately one-third of the US boat builders have vanished since 2008, we are indeed very fortunate to have our principal boat builder still in production and building high quality Flying Scot sailboats with 59 years of continuous production! No wonder the Flying Scot is one of the leading One-Design Classes in the US. Gordon Douglass Boat Company (1957-1991), now called Flying Scot, Inc., has always been our primary builder, beginning in Mentor, Ohio, and moving the following year to Oakland, Maryland, to their present location in 1975 in Deer Park, Maryland.

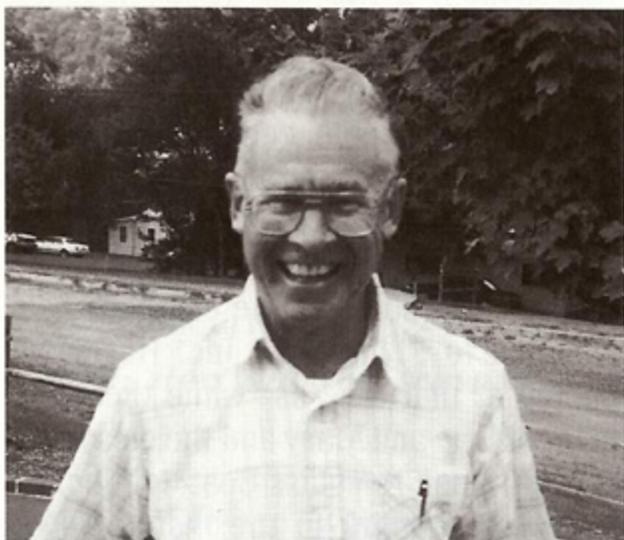


Sandy Douglass

There have been nine other boat builders throughout the years as well.....

The second largest builder was Customflex, Inc., accounting for 1016 boats built between 1959-1979. Their shop was located in Toledo, Ohio, and builder Vince DiMaio was an active Scot racer. Other One-Design Classes they built included the Interlakes, Comets, Penguins, Highlanders, Crescents and Mallards — which is a cuddly cabin cruiser with a hull similar to a Flying Scot. It's thought that less than 40 were built. Another Midwestern builder was Lofland Sail-Craft, Inc. in Wichita, Kansas. They built 223 boats from 1963-1971. They also

Continued On Next Page



Eric Ammann



built other One-Design classes including the Snipe, Lightning, Rhodes-Bantam, and cruisers — Picnic 17 and Rhodes 22.

We've had several Canadian builders with Tanzer Industries, Inc. of Dorion, Quebec, building 38 boats between 1963-1966. They also built the M-16 Scow, Tanzer 16 and many cruising boats from 22' to 35'. Challenger Yachts Limited in Pointe Claire, Quebec, built 15 boats from 1970-1971. Other boats they built included the Fireball and Flying Dutchman and larger sailboats between 24'-41'. The Shark Shop in St. Catherin's, Ontario, built six boats in 1982. They also built the Shark Catamaran as well.

Ranger Boat Company in Kent, Washington, was our West Coast build-

er, building 44 boats between 1966-1975. They also built sailing canoes, and sailboats from 8' to 26'. West Scot Corporation in Salt Lake City, Utah, built 25 boats from 1984-1989. They ended up doing mostly government work for the military.

The last builder, P.I.T. Fiberglass Co. Inc., offered a "Lofland spin-off." This article appeared in the April, 1972, issue of *Scots n' Water*:

"Unnumbered Scots Offered For Sale - P. I.

T. Fiberglass Co. Inc., Wichita, Kansas, is advertising the manufacture and sale of Flying Scots along with other class boats. This firm is not a licensed builder of Flying Scots and therefore, the boats sold by this company would not have an official number nor a certificate of registration. The FSSA by-laws do not permit unregistered boats to compete in sanctioned events such as Districts, Regional and North American Championships. Sandy Douglass has informed Scots n' Water that in view of the fact 'Flying Scot' is a copyrighted name, it is his opinion the boats offered for sale by P.I.T are not Flying Scots."

These eight boats without sail numbers ended up as training boats in New

Orleans, but were never allowed to compete in Flying Scot events.

At the time of this writing, almost every number below 6100 has been delivered, and a few above 6100. The boats are not built in exact number sequence as owners sometimes have a request for certain numbers. The numbers come in blocks of 30 and our builder pays a measurement certification fee to the FSSA for these. The trademark for Flying Scot and the FS logo are owned by Flying Scot, Inc. Douglass provided production molds for all the licensed builders. All the production molds have been made from the same master mold that Sandy built in 1957. The most boats built in a single year was in 1970, with around 200 produced by licensed builders.

We have been blessed with always having dedicated and caring builders through a truly unique succession of ownership, which resulted in boat production without interruption. When Sandy and Mary Douglass decided to retire in 1971 they sold the business to Eric and Mary Ammann, longtime employees since the early days in Ohio. Eric and Mary continued to build on the tradition of quality and personal contact and started the replacement parts of the business and rented property on Deep Creek Lake for a sailing school and boat rental. This was managed by a college student, Harry Carpenter. In 1978, Harry went to work full time at the shop. When Eric and Mary decided to retire in 1991 they sold the business to Harry and Karen Carpenter, who formed a new company, Flying Scot, Inc. The name was new but the philosophy and operations were the same established tradition. The Carpenters will celebrate their 25th year owning Flying Scot, Inc., on October 1st, 2016. Their daughter, Carrie and her husband, Tyler Andrews, came aboard last summer to eventually take over operations for them when they retire. In "keeping it in the family," the Flying Scot has a bright future and potential to grow even more. One last bit of exciting news is next year will mark the Flying Scot 60th Anniversary!

I would like to thank Harry Carpenter for his invaluable assistance with this article. ♣

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2016 NAC at Sail Newport - Sailing Nirvana and Then Some

Diane Kampf, FS# 5857, FSSA Web Editor

Photo: Evan Locke



Regatta chair Diane Kampf with her skipper, Greg.

Who was it that originally said “Let’s do a NAC in Newport?” Well, from the moment I started planning the 2017 NAC at Newport, which turned into the 2016 NAC at Newport, our Fleet 76 knew we were in for something special as well as a pretty big undertaking. The discussions started in 2014 about whether we could pull off the event at a venue without a club and without a Flying Scot fleet but the “Little Club That Could” pressed on.

We started with a meeting with the Sail Newport Office, in beautiful Fort Adams State Park on Newport Harbor at the south end of Narragansett Bay. Sail Newport, Rhode Island’s largest public sailing center, had run many national and international and multi-class events, including hosting a leg of the 2015 Volvo Ocean Race. Jim Tichenor, who has been the PRO of several previous NACs gave us the name of Dr. Robin Wallace, a founder of Sail Newport, and a PRO for many large events. Sail Newport gave us some budget numbers, Dr. Wallace agreed to be PRO and we submitted our bid to the FSSA Executive Committee, who said yes! Harry Foote agreed to be Chief Judge, the NCC approved the PRO and Judge and we were on our way to sailing nirvana!

I am told by many participants and spectators that Massapoag Yacht Club and Fleet 76 rocked it from registration and measuring on Saturday and Sunday, to the catered meals from Blue Rocks Market in Newport, the make-your-own PB&J sandwiches, liquid refreshments, launching and retrieving boats, trophy presentations, and all the way through

the juggling of boats and cars at the end of the day on Thursday. We had some help from other New England and the Candlewood, CT, fleets in registration and measurement and that went very smoothly thanks to some very organized and patient Fleet 76 members. With 46 boats and suits of sails to juggle at registration and measurement and then on the water, this was no easy task.

On to the races and the food! Every day brought us beautiful weather with challenging conditions on the water. Historically this time of year has the lightest air in Narragansett Bay, but this year was different. With heavy air, waves, current and chop, all the teams worked very hard to sail the event. We were able to hold the Women's NAC and the NAC itself, but unfortunately, we did not get enough participants to hold the Junior NAC. We hope to change that for next year.

On Sunday, four women's teams sailed out under the Newport Bridge for the 2016 Women's NAC. When they left the dock around 11 AM the wind was light but by the time they got to the race course, the wind had picked up and there was plenty of breeze. The finishes were close between the 1st and 2nd place boats in all three races. But in the end, Lynn Bruss and her smiling crew, Deb Aronson and Stacey Rieu prevailed. A great big congratulations to all four teams and thanks so much for making us proud!

The evening welcome party barbecue was a blast seeing so many people we only see once or twice a year and some new faces who decided to give the NAC a try. We fed over 100 people and talked about how incredible the venue was. I personally felt like I was living in someone else's life – participating in/hosting an event in Newport of all places! In total, we travelled close to 30,000 from 18 states to get there. Our President John Domagala was awarded a plaque for the Furthest Distance Driven, having driven 1834 miles, not including the side trip to Pensacola, FL, on the way to Newport. We noted that we had skippers ages 20 to 71. It was great to see the range of ages as well as the number of family and wife-husband teams participating. We ate well then headed back to our homes

away from home for the night. Several teams had rented houses in the area, some had relatives they could stay with, some stayed at hotels and B&B's and some of us stayed in the Hedges dorm at Salve Regina University, five minutes from Sail Newport and across the street from the cliff walk right on the Atlantic Ocean, just a few doors down from the Breakers! The anticipation for a great week was felt and expressed by many people there.

On Monday, things were wild on the water for the Qualifiers. We had a nice ride out to the race course past so many beautiful sailboats, yachts and ships, you could not count them all, and then we sailed out under the Newport Bridge - what a beautiful sight! On a nice sunny day in the 80's, 46 boats were ready to vie for their place in the Championship or Challenger Division. Hopes were high for getting in all three races today, and we did.

Race 1 with group A and B sailing together then group C and D sailing together, brought 10-12 MPH southwest winds, fairly manageable and everyone sailed the race. By the end of the race, the wind was building and building and getting close to 16 MPH upwind. Race 2 with groups A and D and B and C, brought 12 MPH winds which had built to 16 on the whole course by the end of the race and a few boats retired immediately after the race. Race 3 with group A and C and group B and D, was yet a different story. The wind at the starting line had continued to build and was getting close to the limit in our guidelines. Upwind we definitely had gusts way into the 20's and several boats retired before the race ended. Sailing back we had two huge car carrier ships coming through the channel and the second fleet had all they could do to avoid them. Such is the fate of sailboats in a busy harbor with commercial traffic and it is a learning experience for all of us. After the race, even with all that wind, there was just one protest, which was denied, and one request for redress, which was granted. Monday night was a free night so there were no formal social events.

Day 1 of finals was a lot more civilized than the qualifiers. Although the 12 MPH northwest wind was more than the expected 8-10, we had a postponement in the AM

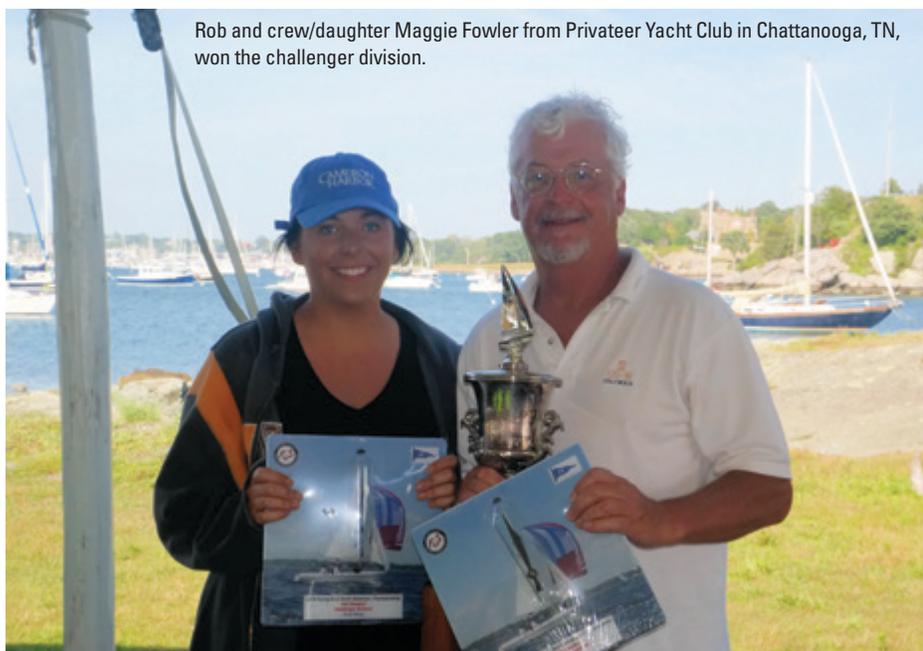
to validate some results, but once that was done, down came the postpone flag and we were on the way out to race. It was tough getting out to the race course with the tide and the wind against us and several boats tacked back and forth in place for a while trying to get to the Newport Bridge. Once we got out to the committee boat south of Gould Island, we had the wind we needed and were less affected by the tides. The first race saw a significant wind shift requiring a course change on the second upwind leg. Between races, the RC moved the marks twice with another significant wind shift that eventually came right back to where we originally were. Hopefully, during the delay, the sailors were taking in the local scenery which is just so pretty. After Day 1, Zeke and Jay Horowitz were leaders of the Championship Division and Rob and Maggie Fowler were leading the Challenger Division.

Two races down and three to go! Zeke Horowitz and Brian Hayes from North Sails gave a great chalk talk after racing with lots of participation and great questions from the racers. Several of us wanted to know what Zeke and his dad Jay did so well and what we might have done differently. Hopefully we can all use what we learned on the race course tomorrow. After a nice Italian dinner under the tent on the Newport Bay waterfront, we all headed back to rest up for the next day's racing.

Wednesday was another beautiful sunny 80-degree day in Newport, and the morning brought us some breeze, but it was just inside the harbor and the current was against us, plus the sea breeze was coming if we could only wait for it. The RC put up the postpone flag and we waited. While we waited, Zeke Horowitz and Brian Hayes from North Sails put on an impromptu clinic for us that drew most of the competitors to the tent area to listen. Lots of information was shared about rigging, sail trim, position of the team in the boat, and in general how to make the boat go faster. About the time they were finishing up, in came the sea breeze, down came the postpone flag, and out went the fleet to the race course. What a great way to pass the time with

Continued Next Page

Photo: Evan Locke



Rob and crew/daughter Maggie Fowler from Privateer Yacht Club in Chattanooga, TN, won the challenger division.

Photo: Evan Locke



Zeke (right) and Jay Horowitz won the championship division.

Newport Harbor as a backdrop and Zeke and Brian putting on the show!

Despite the postponement, the RC was able to hold two races one 4-leg W-L and one 3-leg W-L finishing upwind near the Newport Bridge which was on the way back to Sail Newport. The southwest winds were steady at 10-12 for both races. The windward mark was not far from a channel marker and boats had to decide whether to sneak in between the mark and the channel marker or go around

the channel marker. A few boats had trouble navigating that area but everyone got around it and it didn't look like any places changed based on which side of the marker you chose. The right side had the freshest air in both races and the spinnaker runs were really a blast. On the way back in we mixed it up with a couple of 12-meters and I think we were beating them, well, maybe in our dreams!

Following racing was our Annual Meeting and Dinner, with "Lobsta" and

chicken and steak, and no one went away hungry. Our President John Domagala and I as Regatta Chair presented Qualifier awards with Zeke and Jay Horowitz winning the Overall Qualifiers with 3 bullets. We then gave away some fun raffle prizes - 50% off a Quantum Spinnaker, Quantum gift certificates and other Quantum items, 50% off a MAD spinnaker and other MAD items, several fun prizes from Flying Scot, Inc., Coral Reef Sailing Association, APS gift certificates, and some coolers and other neat stuff. John held the Annual Meeting, where we announced upcoming events, the Fleet of the Year, the slate of officers for next year, a few changes to our Class Rules, and finished off with the rest of the raffle prizes. Congratulations to Birmingham Sailing Club's Fleet 118 and Fleet Captain Andrew Fox for beating out the competition to become the 2016 Fleet of the Year, a very prestigious honor from the class for being an active fleet, FSSA participation by the fleet, and having great ideas on how to increase participation and keep our fabulous class going! A fun night for everyone and there's just one more race tomorrow.

The final day's conditions were not much different from the others, a beautiful sunny day except there was NO wind first thing in the morning and we were under postponement again. But the sea breeze came in earlier than the day before so we started out about 11AM to get in the last race of the event. The RC set up a course to avoid the huge car carrier scheduled to come through around 12:30 PM. With a 5-leg WL course, we had lots of challenges with the 15-22 MPH SSW winds and unfortunately one capsized occurred. But our other 30-foot sailboat Independence was there to pick up the crew and assist in the rescue. Luckily no one was hurt and even the team's camera was not lost! The scores were called in from the committee boat by Kate Sharp so we could get that chore done while the committee boat was busy assisting on the water. We all know that everyone on shore was waiting on the results! Congratulations to all the teams for coming and sailing the event and to all the winners for working so hard - they definitely earned their awards!

Let's not neglect to mention our spon-

Best Sailed Father-Son Boat	Father/Son Trophy – Awarded to the best sailed boat with a father and son on board, with one as a skipper.	Zeke and Jay Horowitz, Sarasota Sailing Squadron
Best Family Sailed Boat	Mary Douglas Trophy – Awarded to the best family sailed boat with at least one woman on board.	Roger Sharp and Laura Favecchio from Massapoag Yacht Club
Best Fleet in NAC	Fleet 1 Trophy – Awarded to the best fleet in the NAC.	Clinton Lake Sailing Association Fleet 135 For the following winners: Ben Williams and Deb Aronson Frank and Marianne Gerry Eric Bussell and Chris Tesdal
Best Finishing Skipper – Age 55 and Over	Master Trophy	John Aras from Annapolis Yacht Club
Senior Championship – Skipper and Crew Both Age 60 or Over	Silver Piper Bowl	John Aras and Jowhn Wake, Annapolis Yacht Club and Fishing Bay Yacht Club.
Women's NAC Champion	Joan Burnside Trophy - Awarded to the highest placing skipper in the Women's NAC	Lynn Bruss from Privateer Yacht Club with Deb Aronson from Clinton Lake Sailing Association and Stacey Rieu from Ephraim Yacht Club
Junior NAC Champion	Fleet 76 Trophy - Awarded to the highest placing skipper in the Junion NAC	Not awarded in 2016
Fleet of the Year	FSSA - Awarded to the Most Active Fleet	Awarded to Birmingham Sailing Club, Fleet 118, Andrew Fox Fleet Captain
Challenger Division	3rd Place - Terry Schroeder Trophy	Dave Rousseau and Jay McNeff from Massapoag Yacht Club
Challenger Division	2nd Place - Sam Tellschow Memorial Trophy	Phil Scheetz and Rob Bausom from Nockamixon Sailing Club
Challenger Division	1st Place - Max and Mary Doolittle Trophy	Rob and Maggie Folwer from Privateer Yacht Club
Championship Division	4th Place - Ratsey & Laphom Trophy	Greiner and Robert Hobbs from Davis Island Yacht Club
Championship Division	3rd Place - GL Foster Trophy	Roger Sharp and Laura Favecchio from Massapoag Yacht Club
Championship Division	2nd Place - Tea Party Trophy	John Aras and John Wake from Annapolis Yacht Club
Championship Division	1st Place - Gordon K. Douglass Trophy	Zeke and Jay Horowitz from Sarasota Sailing Squadron

sors who help to make it all possible – Sail Newport, Massapoag Yacht Club, North Sails, MAD Sails, Quantum Sails, Flying Scot, Inc., Coral Reef Sailing Apparel, Annapolis Performance Sailing, BJ's Wholesale Club and a very generous anonymous benefactor. Without them our events would just not be the same. Thanks so much to Massapoag Yacht Club's volunteers and helpers from other clubs in the area, to Vinnie Pattavina, Sail Newport's regatta chair, and to PRO Dr. Robin Wallace working along with our NCC Chair Bill Ross, They all worked so hard to make this happen and we could not have done this without them. Sail Newport provided the venue and we all provided the entertainment. We owe a huge thanks to Roger and Kate Sharp, John and Connie Eckarts, Harvey

and Margy Davidson and of course Greg Kampf for their tireless efforts in getting the work done behind the scenes. And a big thanks to Dennis Dubuc, Evan Locke, Dan Abram, Bob Flynn, and Leila McNeff for getting boats in and out of the water, driving boats, taking thousands of pictures of the event and taking good care of our trophies. Thanks also to Hank Sykes and Art Petrosomolo who spent a day or two on the water and took several photos of the event - this may have been the most photographed NAC "eva"! I know it took a village to put on this event and I am very proud to have been the village leader.

Well, the 2016 NAC at Newport is a wrap - and the winners are a Son-Father team and a Father-Daughter Team - how cool is that! We sailed through challeng-

ing conditions for the entire week, but it was NEWPORT and we were in one of the most beautiful sailing venues in the world. Congratulations to Zeke and Jay Horowitz, winners of the Championship Division and Rob and Maggie Fowler, winners of the Challenger Division. The Fleet 1 trophy was hotly contested with 5 fleets eligible this year at the start of the regatta, but Fleet 135 from Clinton Lake Sailing Association, with Ben Williams and Deb Aronson, Frank and Marianne Gerry, and Eric Bussell and Chris Tesdal took home the award. Full results and other Special Award winners can be found on FSSA.COM. I think we'll talk about the 59th NAC for a long, long time. We hope everyone can make it to Sandusky OH, next year - let's make our 60th NAC the biggest and best ever! 🏆

2016 North American Championship!



Photo: Hank Styles



Photo: Larry Taggart





Photo: Art Perosomido

LEFT, TOP: Zeke and his crew/father, Jay, coming in to the final finish.

LEFT, CENTER: Wind on the heavy side the last day of racing made sailing a challenge. Returning to the dock was an hour's sail upwind.

LEFT, BOTTOM LEFT: Several Flying Scots dwarfed by a majestic 12-meter. Only in Newport!

LEFT, BOTTOM RIGHT: Cargo ships this large crossed our racecourse virtually every day of racing. You learn fast to keep a weather eye out for them and skedaddle fast.

TOP: Close finish even after four long legs were the norm for this event.

RIGHT: Spray from waves and wind coated just about everything in salt

BOTTOM, RIGHT: Everyone pitched in to pull boats out and put them in.



Photo: Art Perosomido



Photo: Evan Locke



Photo: Hank Sivas

Make Your Scot Fly: An Investment Strategy

Ryan Gaskin, Captain Fleet 158 - Lake Murray Sailing Club, FS# 5673, Carolinas District

“Investment Strategy?” “Wait!” you ask. “This is the *Scots ‘n Water* isn’t it?” “Are we into ‘Fiduciary Sailing’ now?”

Fidelity Investment and Charles Schwab need not be concerned about a competing startup. Still, long-term growth of an active one-design fleet and sustaining a strong one design class does require sound invest-

ment in developing its people. Based on our success this spring, Fleet 158 is convinced that it has an ‘investment formula’ worth your consideration.

Make Your Scot Fly, a stand-alone performance clinic held at Lake Murray Sailing Club on April 30th and May 1st was well attended. Harry Carpenter and Carrie Andrews conducted the two-day clinic. For our first-ever event of this type, we hosted 10 boats. Four were Fleet 158 members and six were guests from the region. The format for Saturday morning included dry land demonstrations of tuning the rig, tips on sail trim, and the most efficient mechanics for spinnaker sets, gybes, and douses. The afternoon was dedicated to on-the-water coaching followed by

a video de-brief (during happy hour) and a great South Carolina BBQ dinner. Short course competition with on-the-water coaching was planned for Sunday morning, but threatening weather thrust plan ‘B’ upon us. Apropos of adapting to weather, Harry Carpenter facilitated a seminar on heavy weather trim tips, capsize rescue, light air trim, and opened the floor to an enthusiastic Q and A session. Fleet 158 is massively grateful to Harry Carpenter and his daughter, Carrie Andrews, for their expert assistance facilitating all these learning activities.

The concept of a one-design performance clinic is hardly new in the Flying Scot community. What does the *Make Your Scot Fly* event offer that is different? How is it distinguished from what we already ‘invest’ in getting our sailors to the next level of performance? Let’s have a look.

From an instructional perspective, the beginning and novice sailor is the ‘target’ learner. Most Flying Scot perfor-

Continued On Next Page



Lynn and Bill Bruss practicing.



Carrie Andrews recording sailors for coaching.



Harry Carpenter and Carrie Andrews demonstrate trimming techniques on land.

mance clinics are associated with regattas. Coaching in this venue is offered to sailors who have already committed to regatta competition. *Make Your Scot Fly* welcomes more advanced sailors but specifically invites and encourages those who are novice racers or who have just learned to sail and would like to learn how to get more from their Flying Scot, including how to race it.

A second element not found, indeed not practical in regatta-associated performance clinics, is on-board coaching. Flying Scot regatta-experienced volunteers offered their services as needed as on-board coaches. It is an approach that creates immediate, extended feedback for the learner and dramatically shortens the learning curve compared to the more common “megaphone method” of instruction.

Finally, the event is dedicated exclusively to coaching, even in its “apply what you learn” competitive format. It is not unique in this regard, but it is rare and certainly not readily available to the novice sailor.

It is likely evident by now that the *Make Your Scot Fly* investment strategy is long term. It targets the entry level Flying Scot sailor; the one that we need to grow our fleets. It is understood that the ROI will not necessarily be evident at the next invitational regatta. It will, however become evident as those novice sailors become active in local sailing events. It will become evident as these sailors remain active in local fleets while new sailors join. It will be come evident in the long term when these sailors, because we invested in their continued development, eventually join in the camaraderie and sailing fun at our favorite regattas.

We hope to *Make Your Scot Fly* again next year and the year after that. We hope there will be other experienced Flying Scot “guest coaches” in the region who can help us make our on board coaching event an annual reality. We also hope that Flying Scot Sailors in other locales can find the time and energy to invest in this type of ‘fleet building’ event.

Bottom line? If we want to grow our local fleets; if we want to grow FSSA, we must invest in the people in our fleets. Locally. Continuously.

What do we have to invest? Ourselves. 🏆

Low-cost Marketing Ideas

Eric Bussell, Publicity Chair, FS# 5631, Midwest District



As we work together to raise awareness about the sport of sailing and the awesomeness of the Flying Scot class, we are constantly brainstorming low-cost marketing ideas. As with most low-budget volunteer groups, we must always be on the lookout for unconventional marketing tactics that yield maximum results. What we lack in advertising budgets, we try to make up for with energy and creativity. In 2016, Fleet 135 at Clinton Lake partnered with local non-profit organizations to promote our sailing programs by helping them to raise money for local charities. Talk about the best of both worlds!

The formula is quite simple. Most communities have non-profits that raise money through the charity auctions. Here in Champaign-Urbana, IL, we have several. For instance, the Fur Ball raises money for the local Humane Society. The local Rotary clubs each have auctions that support countless other local charities. It turns out these auctions are always looking for unique things to auction off. So we figured it would be easy to offer the “Ultimate Sailing Experience” that would allow the winner and a group of their friends a fun day at the lake on a Flying Scot. For one Rotary auction, we even partnered with a local catering company who didn’t hesitate to contribute the meals to make our auction

item even more attractive.

We told the organizations they could sell multiple packages if there were multiple bidders. To our surprise, it was an amazing success we helped raise more than \$2000 for local charities and counting. We sold two 10-person sailing packages and five 3-person packages in our first two auctions. Everyone who was sitting at those auctions was introduced to a new concept that sailing exists in central Illinois. We didn’t have to spend a dime on advertising and we expect to have more than 30 prospective sailors take their first sailboat ride on a Flying Scot. As crazy as this might sound, we actually had to put the brakes on other marketing efforts so that our small fleet could catch up to meet the sudden demand.

One of the best things about this effort was how simple it was to execute. We are sharing this with you in hopes this formula just might work for your fleet. To get started, all you need to do is send a local non-profit an email asking if they are looking for something amazing and unique to auction off at their next fundraiser. What we learned is the type of people attending these fundraisers are typically networked into the community with hundreds of Facebook friends, they have disposable income, and they are excited to recruit their friends, colleagues, and clients on your behalf. It almost seems too good to be true, but we will definitely be incorporating this into our long-term marketing plan. We hope others out there will give it a try and will experience similar success.

Cheers! 🏆



2016 Wife-Husband Championship

32 Boats competed in the 2016 Wife-Husband Championship hosted by Fishing Bay Yacht Club in Deltaville, VA.
Photo: Ruthanna Jenkins.



Racing was close, as always.



Photo: Ruthanna Jenkins

Jeff and Amy Linton lead the way around the course with their teal spinnaker.



Photo: Ruthanna Jenkins



Left: Lynn Bruss (from Chattanooga's Privateer Yacht Club) spearheaded a surprise baby shower for Carrie and Tyler Andrews. Right: And Diane Kampf made and brought the cupcakes from Massachusetts. Photos: Amy Linton

Here Tyler and Carrie Andrews lead the fleet fleet.
Photo: Ruthanna Jenkins



Dan Vought Wins His Third Full Moon Regatta Title

Story and Photos by Art Petroseolo

Dan Vought and Ted Duffy have sailed together for years. They won the Monmouth (N.J.) Boat Club Flying Scot Full Moon Regatta in 2011 and both skipper and crew sail multiple one-design boats.

So it was no surprise on Saturday, June 11, in building winds — with gusts in the 20 mph range — that the pair guided their boat cleanly to three wins to take top honors in the Full Moon's 25th anniversary renewal. Many of the fleet of competitors made trips to the dock for repairs of booms, masts and rudders during the four-race regatta.

Sailing three up, Vought, Rumson, and Duffy (Shrewsbury), got off to a great start winning the first windward leeward race set by PRO Dale Barney by a minute over defending champions Bernard and Andre'e Friel (Rumson), as the Navesink River winds — blowing on a long fetch from the West — increased in velocity and brought a short chop and small whitecaps to the river.

In the second race, an Olympic Course off the Red Bank shore, with the wind increasing, the pair prevailed again topping the Friels, Dave Watts (Oceanport), and Larry Nociolo (Fair Haven), as

several boats retired or were towed back to the MBC docks to make repairs.

In the third race sailed in early afternoon before the competitors took a lunch break, Vought and Duffy again topped Friel and Nociolo in that order while Watts, sailing with his brother Robert, capsized while leading the race and had to return to MBC for repairs.

After a nearly two-hour delay, what was left of the 13-boat fleet that answered

the morning's first gun, returned to the course under cloudy skies but consistent 10 mph winds. Watts, having made repairs to his mast returned to the course seeking redemption and won the final race with Vought second, Nociolo third and Friel fourth.

Vought won the regatta with five points. The Friels finished second with 10 and the Nociolos were third with 13. Vought had won the regatta previously in 2010

with Jack Huntsman and in 2011 with Duffy and crewed with Bill Ewing for wins as a teenager.

In the Challenger class, Lee Davidson (Fair Haven), sailing with Mary Nicosia (Red Bank), and Tal Pratt (Red Bank), took top honors, winning all three races. Davidson learned to sail at MBC less than five years ago and sails regularly in women's and club events. The Full Moon challenger class win was her first regatta title.

The regatta was organized by the Ewings (Bill and Eileen) former Flying Scot fleet captains and sailed for the first time in 1991. The Ewings won the event multiple times — along with many regional and national Flying Scot and Albacore one-design class events — before retiring. 🚩



Gusting winds proved challenging to spinnakers.



Berlin Multi-class Regatta a “True” Douglass Bonanza: Hosting Highlanders, Thistles and Flying Scots

Tom Dawson, FS# 5723, Ohio District

The Berlin Yacht Club (BYC) Annual Invitational Regatta has been called “a true Sandy Douglass regatta” because it is a multi-class event featuring Flying Scots, Thistles, and Highlanders. The regatta is held on Father’s Day weekend every year at Berlin Lake near North Benton, Ohio.

This year the BYC Regatta was held on June 18-19. Sixteen Flying Scots attended, along with 21 other boats from other classes. Scot sailors traveled from as far away as Chicago, Illinois, to attend the regatta. The Ohio weather was warm and sunny, but winds were light and variable on Saturday. One shortened race was held on Saturday, and all in attendance returned to shore to enjoy a sumptuous appetizer buffet, pulled-pork dinner, and folk music provide by BYC member Lesa Miller.

Many families, children, and folks of all ages were in attendance to enjoy the festivities. Berlin Yacht Club has been in existence for over 66 years, and participation in the BYC Regatta is an annual tradition for generations of sailors who

have grown up at Berlin Yacht Club. Over 80 guests were present for the regatta dinner and festivities on Saturday night.

The wind returned on Sunday morning to the delight of all sailors present, and three windward-leeward races were held

before noon. Winds of between 6 and 8 knots provided great racing action on a relatively short course shared by four classes of boats (Flying Scots, Thistles, Highlanders, as well as single-handed boats such as Lasers and Force 5s). 🚤



Sixteen Flying Scots competed in close racing in light winds at Berlin Yacht Club. Photos: Gayle Kaufholz





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3951 – Douglass; 1984; **\$6,500.00**; Jeff Gilman; Wilmette, IL; 630-926-8971; jlgilman426@gmail.com

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District: New England

State: Massachusetts

Date: 09/10/16 - 09/11/16

Contact: dianekampf@charter.net

Regatta: 2016 Ohio District Championship - Sail for the Grail

District: Ohio

State: Pennsylvania

Date: 09/16/16 - 09/18/16

Contact: prowan@r2jtech.com

Regatta: 2016 Atlantic Coast Championship & Greater NY District Championship Regatta

District: • State:

Date: 09/17/16 - 09/18/16

Contact: FLEET157@GMAIL.COM

Regatta: Massabesic Yacht Club Annual Regatta

District: New England

State: New Hampshire

Date: 09/17/16 - 09/18/16

Contact: apdendobe@aol.com

Regatta: Scot-a-Hoochee

District: Dixie Lakes • State: Georgia

Date: 09/24/16 - 09/25/16

Contact: sadams4000@charter.net

Regatta: Moraine Sailing Club - Fall Series of Sailing

District: Ohio • State: Pennsylvania

Date: 09/24/16 - 10/08/16

Contact: prowan@r2jtech.com

Regatta: Glow in the Dark

District: Midwest • Date: 09/24/16 - 09/25/16

Contact: eric@ericbussell.com

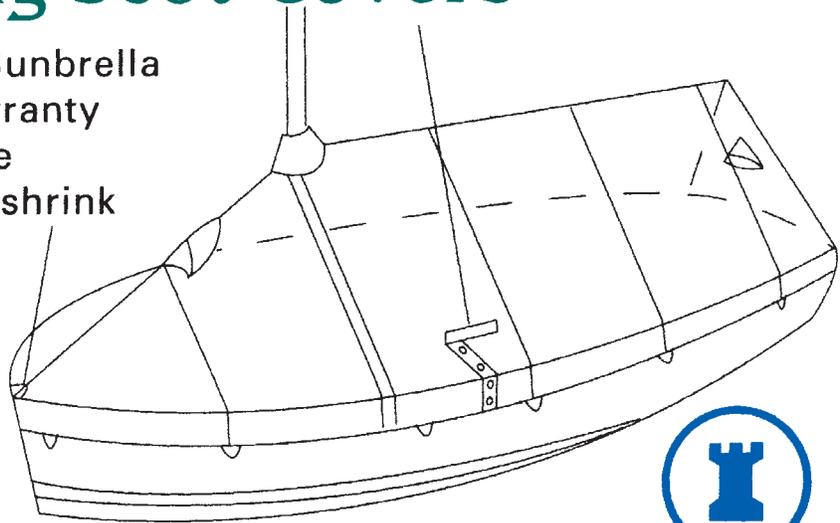
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Boat# B003

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Anniversary**

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State: Connecticut

Date: 10/01/16

Contact: fs5516@yahoo.com

Regatta: 2016 Flying Scot Chaos Cup

District: New England • **State:** Massachusetts

Date: 10/01/16

Contact: bsds30@gmail.com

Regatta: Great Scot Regatta 2016

District: Dixie Lakes

State: Alabama

Date: 10/08/16 - 10/09/16

Contact: flyingscot@birminghamssailingclub.org

Regatta: Hospice Regatta

District: Dixie Lakes

State: South Carolina

Date: 10/15/16 - 10/16/16

Contact: jakreidler@mindspring.com

Regatta: 2017 Mid-Winter Championship

District: Gulf

State: Louisiana

Date: 03/12/17 - 03/16/17

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2016 FLYING SCOT NAC PHOTOS



PREVIEWING, REVIEWING & ORDERING PHOTOS

Competitors ... happy to be with you in Newport July 20-21...always exciting! You may view photos at:

nauticalphotography.us. Click on the **Sailing Regattas** folder, then **2016 Flying Scot NAC** folder to choose

photos. There is no formal online store, so I will make it simple... I will do 8.5x11 prints @ \$12 each plus \$2 to mail. **OR**, I will email you the original electronic photo (*to print on your own*) at **\$20 for one, \$50 for three**. Be sure you **WRITE DOWN THE NUMBER** that appears under the photo and e-mail me at: apetrose@icloud.com If you want something special (ie with crew names, etc.), e-mail or call me at 908-770-5507. – Art Petrosemolo

A large image of a sailboat race. Several white sailboats are on the water, with people on deck. The text 'Join Today!' is written in a large, yellow, cursive font across the top of the image. The image is framed with a black and white checkered border.

Join Today!

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