

SCOTS 'N' WATER

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**GRITS'N
HAGGIS
REGATTA**

0330
5330

**NAC REPORT
DEEP IN
THE HEART
OF TEXAS**

**BOB NEFF
STEPS DOWN**





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2018 North American Champions

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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: Cullen and Graham Bryant show off their "Lone Star State" pride during the Junior NACs. *Credit: Joe MacKrell.*





Heading Back to Texas

Bill Vogler, FS#6140



This is an abbreviated message as I am also preparing as I write to leave for Dallas, TX where I will be attending the 2018 North American Championships (NACs) at Rush Creek Yacht Club (RCYC) on Lake Ray Hubbard, June 10-14. My very first time at an NAC as a skipper was 23 years ago at the very same site, RCYC. I can't believe it has taken this long to return the NACs to a great sailing venue in a great state!

Some random memories/thoughts of that event/place in '95:

1. I recall it was 100 degrees plus each day with little or no wind.
2. I learned firsthand that reaching in very light air upwind can be faster than pointing.
3. You are supposed to lower your centerboard after rounding the leeward mark before going upwind!!!
4. During a practice sail, Larry Klick (from MN) taught me the need to "weather sheet" the Scot jib.
5. NAC participants included several past FSSA presidents including Don Hott and Ted Glass among others. Don had the reputation of having attended every NAC since its' inception in the early 60's.
6. Observation - Dallas, TX is Flying

Scot country – over 100+ Scot boat owners at nearby White Rock Lake!!

7. Observation – Texans know how to put on a great event with skill, joy, humor and pride.

Here is a little story at the '95 NAC about Ted Glass and his wife/crew Florence, for whom the NAC "True Love" (couples) trophy was named. Ted was a bigger than life personality with a great sense of humor and charm. Florence was a genteel and cultured "Southern" lady who somehow fit in very nicely with sailors from any background and standing. They raced every day in the windless heat, but one afternoon the edge of a storm cloud presented itself over the lake and kicked up a squall. We went in a heartbeat from a meager wind of about 3 mph to 20+ mph going downwind. As a struggling new skipper, my head was "in the boat" - chute up and careening nearly out of control towards the finish line. The inhabitants of the boat next to me squealed with delight as they planed (skimmed) past us yelling, "wahoo"! When I finally got control of the boat, I looked up and noticed that the "squealers" were the octogenarians, Ted and Florence Glass. They looked fresh as daisies while I, the much younger man at 40 something, was physically

exhausted. It dawned on me then that sailing the Scot properly involved more technique and "experience" rather than brute strength. Once I learned this lesson well, I knew I had many years of fun sailing ahead of me!

A side story worth repeating from an earlier article - Florence often said to Ted prior to racing each day at the NACs, "Gunner (she called him), I will give you two gybes,.... use them wisely!!" Keep this in mind when you think of the True Love trophy!

I sign off reminding you of the Flying Scot national events calendar:

The Women's NAC at Privateer YC in Chattanooga, TN, September 15-16; the Atlantic Coast Championship at the Blackbeard Sailing Club near New Bern, NC, September 22-23; and the Wife-Husband Championship regatta at Jackson YC in Jackson, MS, October 27-28. Next year's (2019) Midwinters will be back in Sarasota, FL, March 24-27, beginning a day earlier on Sunday. The NACs will be in Pensacola, FL and the Women's NAC will be held in Sharon, MA at Lake Masapoag at dates to be determined.

Please also enjoy the remaining 45 week-end invitation club regattas, the schedules of which are posted on the Flying Scot website: fssa.com.

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Price is \$30 plus \$8 S&H. To order please call FSSA at (800) 445-8629



A Hard Act To Follow

Ned Johnston, FS#6088, *Scots n' Water* Editor

For the past four years Deb Aronson has been at the helm of this publication and has, as all *Scots'n'Water* readers must agree, handled the job with great energy, passion, skill and good humor. For those of you who do not know

her, Deb is a celebrated author ("Alexandra the Great", "E.B. White") as well as an enthusiastic Scot racer, most often with her husband, Ben Williams. I stepped into this job after watching Deb pull together the past few issues, peering over her shoulder like some aspiring artist watching Picasso smear paint

on a canvas and thinking, "how hard can that be?" I've quickly realized that it only looked easy because she was so good at it. Although her deft touch will be missed in the pages of this magazine, fortunately we can look forward to seeing Deb and Ben at Scot regattas for many years to come. ▲



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American Sailboat Hall of Fame

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

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The American Sailboat Hall of Fame Standard

The American Sailboat Hall of Fame was established in 1994 by Sail America, which is a trade association for the U.S. sailing industry to recognize ingenuity in designs by American boat builders. The basic criteria for the chosen sailboats is that they are production models, built in the U.S. and introduced at least 15 years prior to selection. The defining characteristic the boats share is that each has made a difference and a lasting impact on sailing. The committee, which selected this hall of fame was composed of magazine editors: Sailing Magazine’s Chairman Bill Schanen, Sailing World’s John Burnham and SAIL’s Charles Mason.

The charter class of the American Sailboat Hall of Fame was inducted in 1995 at Atlantic Sail Expo in Atlantic City, NJ. The last year of induction was 2004 before the award became defunct. Guided by the Hall of Fame Standard, a total of 26 production sailboats have been selected. These Hall of Fame boats are true American classics that exemplify the extraordinary skill of American boat builders. Several date back to the dawn of the fiberglass era and are considered collector’s items, while others are still in production and selling briskly. They range in size from 8 to 41 feet. All have had a profoundly influenced the sport of sailing and by their sheer excellence have made sailing better.

Half-hull models of each Hall of Fame inductee were housed at the Museum of Yachting in Fort Adams State Park in Newport, RI before it was dismantled and moved in 2007 to the International Yacht Restoration School of Technology & Trades (IYRS) on Thames Street in Newport, RI. The collection also travels around the country each year to various Strictly Sail boat shows sponsored by Sail America, and is also displayed at Sail Expo in Atlantic City, NJ.

Curious about why they stopped awarding this honor after just ten years, I tried to find out the reason but didn’t have any luck receiving an answer. I first contacted US Sailing who suggested I get in touch with the International Yacht Restoration School, which had absorbed the Museum of Yachting. I then contacted IYRS who said they didn’t currently have a historian on their staff who could provide useful information to me. I tried contacting Sail America three times and never heard back from them at all.

Harry Carpenter, our boat builder, accepted this award on behalf of the Flying Scot in 1998 with a short acceptance speech at the Atlantic City Sail Expo Show. Eric and Mary Ammann, who bought the Gordon Douglass Boat Company after Sandy retired, also made the trip and Eric said a few words as well. 🚤

BOATS INDUCTED BY YEARS:	
1995	Bermuda 40, Catalina 22, J24, Sunfish and Triton
1996	Cal 40, Morgan Out Island 41 and Windsurfer
1997	Hobie 16, Laser, Santa Cruz 27 and Valiant 40
1998	Flying Scot and Tartan Ten
1999	International Optimist Dinghy and J35
2000	Freedom 40 and MacGregor 25
2001	Aqua Cat and Catalina 30
2002	Ensign and Pacific Seacraft 37
2003	O’Day Day Sailer and Sabre 28
2004	Sonar (Keelboat) and F-27

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Bob Neff Steps Down as Chief Measurer

Deb Aronson, FS#6144, Midwest District

Bob Neff has served as the FSSA Chief Measurer for 27 years — almost half of the class’s 60-year history. Over those almost three decades he has seen all kinds of attempts by sailors to pimp their ride. From non-approved rudders or centerboards, to applying a speed polish to the hull, the urge sailors have to fine tune their vessels is just part of human nature.

Neff understands this; he likes speed, and he likes a good race. In fact, he raced motorcycles before he and his wife, Mary Ellen, had their three kids. It’s the same feeling with sailing, that surge of adrenaline that makes you happy you’re wearing a helmet (on a motorcycle), he says.

But for Neff, a devoted sailor and mechanical engineer by training, “there are enough variables already in sailing, you don’t need more variables.” His goal, which aligns with the class philosophy, has always been to keep Flying Scot sailing as one-design as possible.

Hence his dogged pursuit of rule benders and the related activity of being an inveterate writer of CMRs (Chief Measurer Rulings); more than 20 of the 86 CMRs have been written or edited during Neff’s tenure. Neff says his most significant challenge was sailors modifying the shape of their centerboard. He and Dan Baird developed a “foolproof” technique to check it and resulted in many sailors being caught.

Discussions and disagreements about rules can get heated, but through it all, Neff has had the respect and admiration of all the members of the class.

“Bob has the combination of his talent as an engineer — the ability to analyze cause and effect — and the personality to



be able to disarm a situation,” says Harry Carpenter, president of Flying Scot Inc. “I’ve seen someone come up to him stark raving mad about a rule and Bob had the ability to talk them down. I’ve really admired him for that.”

In addition, Bill Vogler, class president, noted at the annual meeting in Rush Creek, TX, that Bob Neff always considered the entire community of Flying Scot sailors in his rulings.

“Bob would always say that of the thousands of Scot owners only a tiny fraction of us were serious racers,” says Vogler. “He was always thinking about the non-racers, as well as the racers.”

Sailing for Neff has always been a family affair. In 1978, when his kids (Lorie, Dan and Dave) were young, they started off with a Catalina 22 at Carlyle Lake, an hour east of St. Louis. With a Catalina they could fit all five family members in the boat. But Neff noticed that the Flying Scots (Fleet 83) that raced at the other end of the lake, looked like they were having much more fun racing and so he switched to a Scot.

In 1979, Carlyle Sailing Association hosted the nationals and Neff won the first race in the challenger division. With that success, he kept racing. When they moved east in 1981 — Neff was a Kawasaki consultant to NYC for their new subway cars — to the Chesapeake Bay they joined the West River Sailing Club. In about 1990 Bob bought Selby Bay Marina and started the sailing club there, which his son, Dave, still runs.

Neff, who moved to Wyoming with his wife, Mary Ellen, in 2004, is now retiring from the chief measurer position. Roger Sharp will be stepping up to take over the job.

“Roger ran measurement at the NACs held in Newport and did a fine job,” says Neff. “He is a good sailor and has the correct philosophy.”

Does Neff have any regrets? Although it wasn’t done in his tenure, Neff still regrets that the membership voted for seat cleats. He says this makes the Scot less of a family boat. His boat does not have them. Still, Neff is philosophical. “You can’t unring that bell,” he says with a grin. 🚢

Meet Our New Chief Measurer

Roger Sharp, FS#6014, Class Chief Measurer, New England District

I have been around boats, sailboats primarily, all my life. My first sail was with my parents when I was just six months old. We spent summers cruising on Long Island Sound until I went to college at SUNY Maritime to study shipboard engineering and naval architecture. At Maritime I picked up racing, mostly on one design keel boats and offshore. After college I raced Lasers, Stars, did some match racing and volunteered as a US Sailing senior judge. Now the Flying Scot is the boat I race most often. I sail with either my wife, Kate or our daughter, Laura.

We've done many of the sanctioned events and nearly all of the New England District Championships since joining the class and Massapoag YC, Fleet 76, in 2003.

The opportunity to give back to the class became available this year, as I just retired after nearly 40 years as a loss prevention engineer. I am excited to fill the Chief Measurer's role and give back to our excellent class and to stay involved with technical subjects. Of course, my goal is to build on



the achievements Bob Neff has accomplished in his 25+ years as Chief Measurer. I join a great team comprised of John Eckart, Harry Carpenter, Larry Taggart and Tyler Andrews. Each brings very strong technical skills and experience, ranging from former class measurers to working in the marine industry. Together, we will provide our best guidance

to the Board of Governors and members to help maintain the Flying Scot as a strong and vital one design class. ▲

2018 Wife Husband Regatta – Goin' to Jackson?

Jim Leggette, FS#1518, Regatta Chair, Gulf District

Flying Scot Fleet 45, Community Sailing on the Rez and the Jackson Yacht Club are looking forward to hosting the 2018 Wife-Husband Regatta, October 26 through October 28. The sailing area is the Ross Barnett Reservoir (commonly known as the Rez). The Rez features open water allowing for fairly long legs with a minimal land effect. It is a short sail from the club to starting line. The Jackson Yacht Club (JYC) was established in the early 60s when the Rez was created by the damming of the Pearl River. The clubhouse sits on a prime location offering a wonderful view of the water including the race course and the spectacular sunsets.

In 2015, the JYC hosted the J22 Midwinters with thirty six boats, garnering rave reviews. Building on that success the same group of J22 and Flying Scot sailors decided to host another

national level regatta and began making plans to host the Wife-Husband Regatta. Our PRO will be former US Sailing Area D race officer, George Hero IV. George is no stranger to the Scot class, having served as PRO at the Midwinters as well as for other national level regattas in a variety of classes. The Chief

Judge will be Chris Luppens, a US Sailing certified judge, who also has national level experience in many classes. In addition, he is the current Commodore of the Gulf Yachting Association. Chris will be assisted by past FSSA President, Larry Taggart.



In order to reduce expenses for those attending the regatta, and to extend true Southern hospitality to our guests, a large number of JYC members are standing by to host teams. Most of these homes are within five minutes of the club. For those

Continued On Page 20

Regatta Report: The Great 48 at Lake Norman Yacht Club

Smita Quinn, FS#5784, Carolinas District. All photos courtesy of David Rink.

Great 48, our fleet's signature event, took place this past weekend. Thank you to Joe Lux and Walter Rothschild for organizing the event with 32 registrants from as far away as Pittsburgh, Sarasota, New York and many places in between. The Friday on-the-water practice and video review was attended by 8-9 boats, and with pizza and beer afterwards, it made for a fun evening. Thanks to Sean O'Donnell and Dave Safirstein for organizing. On Saturday, the dinner spread, music by

Mike Robinson's trio, and the mint juleps were all hits.

And yes, there was sailing. Thirty boats were on the line on Saturday with 6-8 knots of breeze. The fleet sailed three good races, although the doldrums in the second race were a little challenging. Due to a complete lack of wind, there were no races on Sunday. Charles Clifton and son Chip from Sarasota Sailing Squadron took first place. Bruce and Lynn Kitchen from Cowan Lake took second place. Ben Williams and Deb Aronson from Clinton Lake took third, and Tim Porter and Chris Vermillion, from

host Lake Norman Yacht Club, took fourth. Sean O'Donnell and Joel Blade, also from LNYC, finished in fifth place. Also notable, both Don Smith (LNYC) and John Kriedler (Western Carolina Sailing Club) had a first place finish in a race. Congratulations to all. The Flying Scot sized stepladders, awarded as prizes were unique and much appreciated.

Thanks also to Dave and Kathy Rink, who brought enthusiastic spectators out on a pontoon boat to cheer the sailors and to video the races. View the videos on Youtube (<http://bit.ly/LNYC48>). 🚩





Tim Porter and Chris Vermillion.



Sean O'Donnell and Lux.



Ben Williams and Deb Aronson.



The Lefflers.



Charlie and Chip Clifton.



Bruce and Lynn Kitchen.



When You Can't Sail in the NAC

Diane Kampf, FS#5857, FSSA Web Editor, New England District

This year, Greg and I were not able to sail in the NAC for the first time in many years due to my recent surgery, but that did not stop us from being there with our Flying Scot family! When we found out the “official” photographer could not be there for much of the event, I took out my camera (which I did not know how to use) and volunteered to take photos. Greg signed up to help with measurement and anything else that might be needed.

We flew into Dallas Love Field on Friday night and stayed with Greg's brother Danny and sister-in-law Nancy. We got to Rush Creek Yacht Club early on Saturday, a beautiful and sunny morning with a really nice breeze. Greg went right to work with Robert Cummings, measuring and weighing boats. As always, it was great to see everyone and meet some new folks as well. There were hugs all around – I just love our class!

The registration and measurement teams worked like a well-oiled machine! Fleet 209 from Rush Creek, and Fleet 23 from Corinthian Sailing Club, and all the volunteers were definitely ready for the 2018 NAC. You just needed to look for folks wearing bright orange 2018 NAC hats if you needed help or had a question. Now all we needed was some wind and not too much heat!

On Sunday, another warm and breezy day, the registration and measurement folks continued to work with the 52 teams they were expecting. Meanwhile, the Juniors were ready to rock and roll. Five teams competed for a trophy that we hold especially dear, since it was donated

We flew into Dallas Love Field on Friday night and stayed with Greg's brother Danny and sister-in-law Nancy. We got to Rush Creek Yacht Club early on Saturday, a beautiful and sunny morning with a really nice breeze. Greg went right to work with Robert Cummings, measuring and weighing boats. As always, it was great to see everyone and meet some new folks as well. There were hugs all around – I just love our class!

by our own Fleet 76. PRO Steve Comen and his crew set a course in 12-15 mph winds, and after 2 races there were just 2 points separating 1st and 3rd place. After they came in for lunch, we knew that anything could happen in the 3rd race. Full results are on FSSA.COM, but the final places are 1st - Lucy Brock, Julius Heitkoetter and Taylor Snyder, 2nd - Rachel and Greta Mittman, 3rd - Sydney Calk and Jeff Progelhof, 4th - Cullen and Graham Bryant and 5th - Jamie Weston, Thomas Bergeron and Brandon Evans. Congratulations to all the competitors! It is wonderful to see our younger people sailing and loving our boat!

Sunday night there was a pot-luck social with dishes brought by lots of volunteers. You couldn't walk away from that place hungry. The same was true for breakfasts each day and the lunches provided by the club's kitchen were yummy!

On the qualifier day, Monday, we had winds that were above our class guidelines with some gusts to 30 mph, so up went the postpone flag. There were 3 more postponements before the competitors

finally headed out around 2PM. We had 10-14 mph south to southwest winds with temperatures in the eighties, and the sun peaked out from time to time and made it a little warmer. PRO Mark Foster and his wonderful Race Committee got in 2 excellent 4-leg windward leeward qualifying races. In both flights the leaders split off from the rest of the pack before ever reaching the windward mark and their chutes were flying well before the next teams rounded the mark. After qualifiers, the leader was Zeke Horowitz with his dad Jay crewing. Based on the results, the fleet was split 50-50 between the Championship and Challenger Divisions, with 26 boats in each division. Monday evening we all enjoyed a scrumptious steak dinner put on by the club.

The days of reckoning - the finals - started on Tuesday with 12 mph south to southwest winds, partly cloudy skies and temperatures in the 80's. The wind was forecast to last all day so the decision was made to complete a race, come in for lunch and go back out after lunch. The first race, a 5-leg windward-leeward

ended with the Championship Division's top 3 boats, Zeke and Jay Horowitz, Samuel and Mike Mandell and Tyler Andrews and Bill Bruss finishing within seconds of each other, with the next 10 boats finishing all within 2 minutes of the leaders – a really close race. In the Challenger Division things were very different with Forest and Mandy Atkins pulling a horizon job on the rest of the fleet, so far ahead that I could not get a picture of them finishing that showed the boats behind them! After lunch the boats went back out, but the wind did not agree with the forecast. Up went the postpone flag and the boats came back in. At 4 PM the wind picked up and the boats went back out for the second race. The RC posted a 5-leg race, but when the wind began to die, the race was shortened to finish downwind at the gates. We got back in later than expected for our free night, but still enjoyed a nice dinner.

On Wednesday we had another awesome weather day, with south/southwest winds at 10-12 mph and temps in the 80s. With only a brief delay to make sure the pin was set correctly, both the Championship and Challenger Divisions started by 10:30. In race 3, the Challenger Division was anxious to start and there was a general recall. The wind had shifted quite a bit from south to southwest during the race so between races the marks and gates were moved accordingly. In race 4, it was the Championship Division with a general recall. At the end of the day, Team Horowitz, with two 2nds for the day, maintained their 1 point series lead over Tyler Andrews and Bill Bruss. In the Challenger Division, Steve and Renee Comen took the series lead with a daily score of 1,2.

Wednesday night was the Annual Meeting and Dinner at the lovely Hidden Creek Event Center. Nina Cummings did a wonderful job planning the dinner (as she did with all the meals). The tables were decorated with beautiful centerpieces made by Robert Cummings. After a perfect chicken dinner with all the fixings and yummy desserts, President Bill Vogler called the meeting to order. He spoke about how active and vibrant the Flying Scot Class is and asked that we

each work to ensure that our fleets join the FSSA to keep it that way. We elected two new officers this year: Ned Johnston replacing Deb Aronson as Scots 'n Water Editor, and Roger Sharp stepping in for Bob Neff, our long-time Chief Measurer. We awarded a plaque to each of the outgoing officers, thanking them for their wonderful service to FSSA. We had a slideshow of all the pictures I had taken to date and the attendees seemed to enjoy the show. There was a raffle for a Quantum spinnaker – how cool is that? John Domagala presented information on next year's NAC at Pensacola – are you going?

Each year at this time the Fleet of the Year Award is presented to an outstanding Flying Scot fleet. This very prestigious award is given to the fleet that demonstrates some or all of these attributes: percentage of FSSA members in the fleet; numbers of racing Flying Scots; providing articles for *Scots 'n Water* and FSSA.COM; members of the fleet in FSSA leadership - Executive Committee or Board Of Governors; attendance at District and National regattas; special activities such as clinics, seminars, sailing schools, and activities that encourage membership in the fleet and in FSSA. This year's Fleet of the Year embodied many of these and is one of our largest fleets. They held the 2017 Women and Junior NAC after weather prevented us from holding them in conjunction with the rest of the NAC and they were instrumental in establishing the Women's NAC as a separate event. This fleet also provided lots of help for this year's NAC at Rush Creek Yacht Club. Congratulations to Corinthian Sailing Club's Fleet 23 from Dallas, Texas. This is a well-deserved honor and the fleet should be very proud.

Now, back to racing: we started Thursday celebrating Flag Day with the participants holding up a giant flag in honor of our country and our wonderful veterans! Thursday's final race was held on a 90-degree sunny day with winds shifting from south to southwest to southeast at 5-10 mph. The Race Committee did a great job with another 5-leg windward-leeward course, moving the marks a few times as the wind shifted. Once again, places changed many times and it was an

Each year at this time, the Fleet of the Year Award is presented to an outstanding Flying Scot fleet...Congratulations to Corinthian Sailing Club's Fleet 23 from Dallas, Texas - this is a well-deserved honor and the fleet should be very proud.

exciting race to watch. The one protest resulted in no changes to the scores.

It was time for the trophy presentation and Melissa Miller did a nice job of organizing the awards. The keeper trophies were plaques, handmade by Robert Cummings with some help from his friends. Each of the perpetual trophy winners and winning skippers were given a cool 2018 NAC hat! The top 3 in Championship were 1. Zeke and Jay Horowitz, 2. Tyler Andrews and Bill Bruss, and 3. Jeff and Amy Smith Linton. In Challenger, the top 3 were 1. Randy Pawlowski and Rafael Melendez, 2. Jody Smith and Annette Johnson and 3. Steve and Renee Comen. Full results are on FSSA.COM. Pictures are at <http://imagevent.com/ericbussell>.

Thanks to all the sponsors who so generously donated to the event – Quantum Sails, North Sails, MAD Sails, Flying Scot Inc., Cummings Marine, Coral Reef Sailing Apparel, Rush Creek Yacht Club, Corinthian Sailing Club, Sail with Scott, Vela Sailing Supply and Makeska, Peschel McBee Group of Wells Fargo. We could not do this without you!

Rush Creek Yacht Club pulled out all the stops to give us a great regatta. Thanks to Regatta Chair Mike Brown and his crew for super regatta management and PRO Mark Foster and his crew for excellent race management. Was it worth flying down to this event even though we could not sail? You bet it was! I hope we will see another national event at this site soon. 🏆

North Americans at Rush Creek Held Many Pleasant Surprises

Deb Aronson, FS#6144, Midwest District

Anticipating this year's NAC in the Dallas area in June, I pictured heat and humidity, topped off with skimpy wind. Although I knew the organizers — a combined group from both Rush Creek and at Corinthian yacht clubs — were an energetic, enthusiastic team, I can't say I pictured much sailing. I thought we might eat barbecue and drink some beer.

Happily, I couldn't have been more wrong.

The venue was fantastic, with lots of shade trees and grass, plenty of boat parking and dock space, two hoists plus a ramp, and tons of people to help with boats and trailers. It was a breeze (pun intended) to get 52 boats in and out of the water every day. In addition, we sailed right in front of the club so it took just a few minutes to get to the racecourse. That has not always been the case at the big venues. Much as I loved Newport and Sandusky, NAC venues for 2016 and 2017 respectively, in both those events it took an hour in heavy wind to even get to the racing venue.

Although the weather was hot, it didn't feel particularly humid to me and with an almost constant breeze it was surprisingly comfortable the entire week. It might also have helped that the hosts not only reminded us frequently to stay hydrated, they had enormous cooler chests filled to the brim with ice and bottled water strategically located by the hoists and elsewhere on the property. I was quite proud of how hydrated I stayed all week!

Speaking of breeze, most days we had



The view of the Yacht Club from our rented house.

Photo: Deb Aronson

some whitecaps. In fact, the qualifying series, which should have been three races, was reduced to two because the wind exceeded class guidelines until about 3 pm Monday (the day of the qualifiers), which gave us time to do just two races (it was enough!).

On Tuesday we came in for lunch after one race and by the time lunch was over and we headed out again the wind had died to below the class minimum. They sent us in — I heard rumblings about storms in the area also — for maybe 20 or 30 minutes and then, once more into the breach, we headed out for the third time of the day. The wind had come in nicely and we had a great race. All that coming and going made for a long day, however; we were on the course before 10 am and off the course for the last time at 6 pm, not counting pulling the boats and covering and tying them down for the night.

Tuesday was the only day the wind faded on us. On Wednesday, the PRO (Mark Foster) and other race organizers heard the competitors' desire to stay out and sail the day's two races without breaking for lunch in the middle and so that's what they did. Again, the wind was plentiful and even if not all of us figured out its quirks, it never left us drifting. This day we were off the water by 2 p.m. which left plenty of time to shower and relax before the annual meeting and banquet. We had the final race of the series Thursday morning and the wind had come down a bit. There were no whitecaps, we did not have to hike the entire upwind leg, and we only sometimes put on the vang and cunningham, which meant my overworked shoulder and elbow got a much-needed break. It was a perfect ending to a perfect week of sailing.

But enough about sailing, the other



Photo: Deb Amerson

thing I want to talk about is friends.

One of the things I love about the Flying Scot is how many new friends we've made over the last 11 years, since Ben (my skipper and husband of 30 years) and I started traveling to regattas. We go to at least a dozen regattas in the course of each season, traveling as far as Sarasota and as close as Indianapolis. This point is related to the NAC because another thing that added to our perfect week was that we shared a house with three other teams made up of several of these friends.

Thanks to John Kreidler's legwork finding a house, we teamed up with John, his crew John Wake, Tyler Andrews, Bill Bruss, Ryan Malmgren and Stacey Rieu. These are friends we've made over the years, bonding over all the experiences you share at regattas: no wind, too much wind, good races, bad races, the whole range. Only Ryan and Stacey are in our district, the others we've met over the years by traveling outside our own district.

When you rent a house with fellow sailors you end up talking about all kinds of things beyond sailing: we talked about

Tyler and Carrie's new baby, Caleb; about the use of semicolons; about the sprinkler business; we even talked about gender identity. These are not things that typically come up at the sailing club! Several housemates, fueled by Bill Bruss's painkillers, helped me write a post for the Midwest District blog, When Bill wasn't making painkillers, John Kreidler was making margaritas. Ben had packed our cappuccino maker and he made cappuccinos every morning.

So here is my call to action: For those of you considering going to a week-long event in the coming year, I highly recommend staying in a shared house. It doesn't hurt to start looking early. Because John Kreidler decided right after the Sandusky NACs last year that he was coming to Rush Creek, he found a VRBO a stone's throw from the club; I think I could have swum to the docks in 10 minutes. He simply asked around to fill it up with fellow sailors. Sharing a house adds an extra layer of fun and camaraderie to the already outstanding Flying Scot sailing experience. Next year's NAC, in case any of you are inspired to house hunt by this article, is in Pensacola, FL. 🌊

North American Championships!

All photos courtesy of Diane Kampf, FS#5857, FSSA Web Editor, New England District, except where noted.



Renee and Steve Comen at the weather mark.



Flag Day at the NACs.



Jeff and Erin Progelhof enjoying perfect sailing conditions

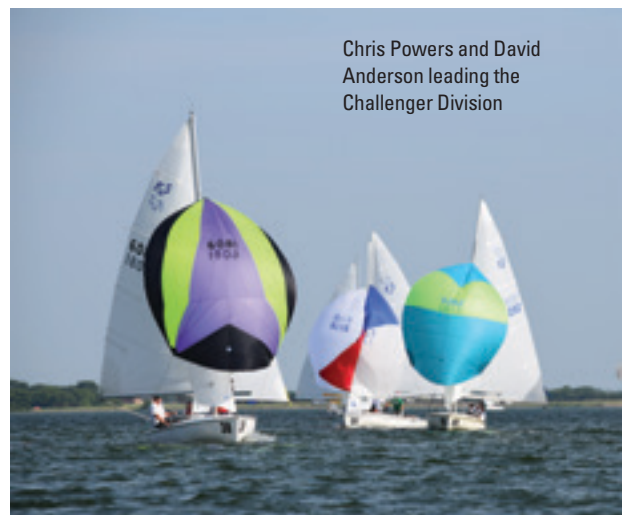


Rachel and Greta Mittman hike in a puff during the Junior NACs.

Photo: Jon Mackell



Tom and Melissa Miller through the leeward gate ahead of a pack.



Chris Powers and David Anderson leading the Challenger Division



Griffin Orr and Tim Ponter, aboard *Sir Boaty McBoatface*, looking for the wind.



Challenger Division winners, Randy Pawlowski and Rafael Melende



Kelly and Heidi Gough lead a pack in the Championship Division.



Zeke and Jay Horowitz, winners of the Championship Division trophy.



The start of Race 2 in the Challenger Division.



Junior NA Champions: Lucy Brock, Julius Heitkoetter and Taylor Snyder.

A Serving of Grits'n Haggis

Sam Secrest, FS#3679, Dixie Lakes District

The 10th Annual Grits 'n Haggis Regatta was hosted by Fleet 193 on May 18, 19 & 20 of 2018. In the past 10 years our fleet has grown to be the largest and most active fleet at the Keowee Sailing Club in Seneca, South Carolina. The club sits on Lake Keowee with a view of the Blue Ridge mountains in the distance. At this year's event we had 18 teams from 7 fleets.

On Friday, sailmaker Ryan Malmgren of Mad Sails was our special guest. Ryan gave a seminar, beginning on land and then heading out on the water to a practice race course, hopping boat to boat to give individual tuning tips. The subject was 'Sailing a Scot in light air', which we all experience on inland lakes from time to time. The evening was topped off with a lasagna dinner.

The first race of the regatta was run in extremely light wind and Ryan & Stacy

Malmgren again took us all to school on light air sailing, taking 1st place followed by Don Smith of Lake Norman Sailing Club in 2nd, with Sandy Eustis of Keowee in 3rd place and John Kreidler of Western Carolina in 4th. The racing was tight. There was a tight cluster of boats around every mark. The most remarkable finish was by the Dixie Lakes District Governor, Andrew Fox, who recovered from an OCS to finish 5th.

The race committee moved the course for the second race, and it played much like the first although the wind did fill in. John Kreidler finished first, followed by Sandy Eustis in 2nd and Ryan Malmgren in 3rd. Don Smith was 4th and once again Andrew Fox came 5th.

The skies had been overcast all day, but by the 3rd race the clouds turned dark. There was not any thunder or lightning, but a light drizzle began. The wind picked up on the downwind leg and the fleet was

tightly packed. As we turned the final mark the rain increased and it became difficult to see. The sun glasses, needed earlier in the day, came off and finishers headed back to the docks. The third race was won by Ryan & Stacy Malmgren followed by John Kreidler in 2nd and Andrew Fox in 3rd. Tom Clark & Hannah Ginese of Privateer Yacht Club took 4th just ahead of Barry & Tracy Hambrick of Birmingham.

Everyone came in, dried off and the sun returned while the sailors cooked steaks on the grills and listened to music from the Pattersons, Colleen Terry and their son Michael. Keith & Sandy Eustis organized the "Flying Scot Olympics"... and then the lying started.

On Sunday, the Race Committee did their best, but there was no wind so the regatta ended in calm sunshine. The final results show the depth of the talent coming from various clubs. ▲



New Florida District “Snowbird” Series

Tom McNally, FS#5810, Governor, Florida District

Don't put your Flying Scot away in November. Come to Florida, leave your boat! We have four weekend get-aways planned for you – Nov, Dec, Jan and Feb. Each of these four regattas are part of the bigger, 8 regatta, FL District Championship series, but the Snowbird Edition will be scored as its own sub-series, with the best 3 of the 4 regattas counting toward fantastic Snowbird trophies. In March, of course, the Midwinters take place in Sarasota, and your boat will already be here. You have friends in Florida to help with the logistics, boat storage, etc. Lodging possibilities include Hotels, camping, RV, Air BnB, or better yet, staying with friends. Each event makes a great three-day weekend. Many teams arrive on Friday afternoon, with plans to set-up and get some sailing in. Friday evening is a good chance to sample some of the local flavor with the gang.

Sarasota Sailing Squadron – Jeff Penfield Memorial Regatta, Nov 10 – 11, 2018.

If you have been to the midwinters in Sarasota in the past, you know what a great venue SSS is. If you haven't been, this is your chance to find out. The Squadron has a welcoming, low-key vibe. One would have a hard time finding a better spot to spend a weekend in the middle of November. Sarasota Bay can produce a variety of sailing conditions, depending on the weather. The Penfield Regatta usually draws about 25 Scots. Camping is available onsite. Local flavor is plentiful - the Salty Dog, or the New Pass Grill & Bait Shop (great for a breakfast sandwich), St Armand's Circle, or the hip downtown area.

The Rudder Club of Jacksonville – Gator Bowl Regatta, Dec 1 – 2, 2018.

Located on the shores of the St Johns River just south of Jacksonville, The Rudder Club is small and low-key, but the hospital-

Sunrise over Lake Eustis.



Photo: Randall Manning



ity is BIG. Local flavor abounds at the Friday evening gathering at JL Trent's Seafood & Grill. The regatta banquet at the Rudder Club on Saturday is always home-spun and delicious (look for leftovers on Sunday). The sailing venue is unique – pretty well protected, typically flat water. Watch the current because, although it is a river, the current does actually reverse with the tide. Here, the battle is on – FL District against all-comers for the honor or taking home the coveted Wally Gator perpetual trophy.

Davis Island Yacht Club – FL District Regatta #4, Jan 19 – 20, 2019.

This is our “Yacht Club” weekend – nice club restaurant (tip: come for breakfast), bar upstairs and pool down. The yachties are very welcoming of our lot (it's really a sailor's yacht club - no blazer required). The sailing conditions are varied, usually fairly flat, but if the wind goes south, you will find out what

they mean by “square chop”. Looking for local flavor - Farrell's ice cream, 220 East, Hard Rock Casino, pirate ships.

Lake Eustis Sailing Club – George Washington's Birthday Regatta, Feb 16 – 17, 2019.

The club is in a great spot on the Eastern shore of Lake Eustis. This is lake sailing – flat water, shifty breezes (lots of passing lanes). LESC is another easy-going sailing club. This regatta typically has the largest turnout of the district series – 35+ boats. Camping is available onsite. You'll find local flavor Friday evening at the legendary Oyster Troff, and at the Saturday evening sunset celebration at the club.

Why come to the Florida District Series – “Snowbird Edition”? **Good friends. Great sailing. Great escape.**

Please contact me. I can help with the planning and logistics. 🚩

of you who prefer to stay in a hotel, we have arranged for a special rate with the Hilton Garden Inn (ten minutes away in nearby Madison). There are also bed and breakfasts available. Details are available on the Regatta Network site under the housing tab.

Any history buffs in the crowd? Plan a side trip to historic Vicksburg or Natchez, both filled with Civil War history and antebellum homes. Downtown Jackson has two new museums: The Museum of Mississippi History and the Mississippi Civil Rights Museum. Both are receiving rave reviews. A little farther away, Starkville boasts Mississippi State University, the U.S. Grant Presidential Library and the Lincolniana Collection. Other attractions include Oxford, the home of the University of Mississippi (Ole Miss) and William Faulkner. Of course music fans may want stop at Graceland in Memphis (or hop over to Tupelo to see Elvis’ birthplace), or hit the Blues Trail in the Mississippi Delta.

In addition to the races there are a variety of events planned to make sure you have a good time off the water as well. A Go Fast/Go Smart clinic hosted by the sailmakers and the other experts in the fleet is scheduled for Friday afternoon. Friday evening will officially kick off the regatta with the competitors meeting followed by a welcome party sponsored by Quantum Sails. Bring a burgee from your club for an exchange with JYC!

Saturday morning we’ll have a full southern breakfast, including Chef



Thomas’ famous cheese grits. After racing on Saturday there will be a keg of beer, courtesy of Mad Sails, so sailors can go through the “would have, could have, should haves” for the day’s racing while waiting for a barbeque dinner with all the trimmings. Will and Linda, former members of JYC and a popular duo on the Florida beach bar scene, will entertain us with all your favorite tunes. Since college football is king in the Deep South, we’ll tune in the game(s) and cheer on our teams, so be sure to wear your colors!

Sunday will once again start off with a full breakfast by Chef Thomas, with cheese grits of course. In honor of Charlie Fowler, Flying Scot, Inc. will provide adult breakfast beverages (i.e. mimosas), which Charlie so readily shared with everyone at past regattas. Following the

races, winners will be presented unique trophies designed and made by a JYC member and local artist.

The Regatta Network site is up and ready for you to register to enjoy the sailing and camaraderie of your Flying Scot friends before the winter sets in (for what always seems like too long). Your registration fee includes 2 tickets for all of the social events mentioned above in addition to the sailing. Lunches are available on site both Saturday and Sunday for an additional fee. Social passes are also available should you have extra folks in your group. If you are still not convinced, go to FSSA page on Facebook and take a look at the video for the event.

Hopefully like Johnny and June Carter Cash you are “goin’ to Jackson, and that’s a fact. Yeah, we’re goin’ to Jackson, ain’t never comin’ back.” See ya’ll in October! 🚩

STARTING LINE

STARTING LINE Calendar Of Monthly Events (FROM JULY 2018 TO SEPTEMBER 2018)

Regatta: Sandy Douglass Clinic
 District: Capital • State: Maryland
 Date: 07/25/18 - 07/27/18
 Info: tyler@flyingscot.com

Regatta: NY Lakes District & Scots Adirondack Open
 District: New York Lakes
 State: New York • Date: 07/27/18 - 07/29/18
 Info: johnjeffery124@gmail.com

Regatta: 2018 Sandy Douglass Memorial Regatta
 District: Ohio • State: Maryland
 Date: 07/28/18 - 07/29/18
 Info: fs3668@yahoo.com

Regatta: 2018 113th Annual Ephraim Regatta and Midwest Districts
 District: Midwest • State: Wisconsin
 Date: 08/04/18 - 08/05/18
 Info: jiked@eyc.org

Regatta: 32nd Annual Fleet 161 Flying Scot Invitational
 District: New York Lakes • State: New York
 Date: 08/10/18 - 08/12/18
 Info: info@SaratogaFlyingScot.org

Regatta: Fishing Bay Yacht Club 79th Annual One-Design Invitational
 District: Capital • State: Virginia
 Date: 08/11/18 - 08/12/18
 Info: dycotte@yahoo.com

Regatta: 2018 Flying Scot New England District Championship
 District: New England
 State: Massachusetts • Date: 08/18/18
 Info: dianekampf@charter.net

continued on back cover

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15 – Douglass; 1958; **\$5,999.99**; John Izmirlan, Bradenton, FL; fishermensheadquarters@yahoo.com

209 – Douglass; 1960; **\$2,900.00**; J. Penwarden, Orwell, VT; johnnyshootsfilm@mac.com

970 – Ranger; 1966; **\$650.00**; Mr. Hinds, Toledo, OH; nphinds@embarqmail.com

2499 – Douglass; 1974; **\$3,975.00**; Fred Breekland, Ridgefield, CT; 203-438-3385; fbreekland@gmail.com

2535 – Custom Flex; 1974; **\$3,500.00**; Elk Rapids, MI; puffzilla@earthlink.net

3162 – Custom Flex; 1978; **\$2,500.00**; Scott Ulrich, York, PA; 717-575-6598; jscottulrich@gmail.com

4124 – Douglass; 1985; **\$5,500.00**; William Leobold, Tampa, FL; tleobold@gmail.com

4140 – Flying Scot, Inc.; 1985; **\$5,500.00**; Sarasota, FL; norris.elswick@gmail.com

4228 – Douglass; 1986; **\$10,900.00**; Doug Schollenberger, Baltimore, MD; fds1612@yahoo.com

4561 – Flying Scot, Inc.; 1989; **Call or Text**; Frank, Washington, NC; 252-717-0552; franklgay@gmail.com

5155 – Flying Scot, Inc.; 1997; **\$8,500.00**; Pete Scott, Island Heights; 732-762-5737; wascotty1@yahoo.com

5339 – Flying Scot, Inc.; 2000; **\$9,400.00**; Beaufort, NC; downeastgator@gmail.com

5393 – Flying Scot, Inc.; 2001; **\$9,500.00**; Jim Sparkes, Syracuse, NY; 315-415-4791; jsparkes@sparkeslaw.com

5394 – Flying Scot, Inc.; 2001; **\$6,500.00**; Bob Gleeson, Stevens Point, WI; 414-331-7462; drbgleeson@msn.com

5518 – Flying Scot, Inc.; 2003; **\$10,000.00**; Diane Parvin, Crossville, TN; 931-484-6818; tdparvin@frontiernet.net

5598 – Flying Scot, Inc.; 2003; **\$9,080.00**; Rick Lyons, Pinckney, MI; rl@chartermi.net

5671 – Flying Scot, Inc.; 2005; **\$12,500.00**; Josh Goldman, Westport, CT; 917-859-7764; joshua.goldman@lushwike.com

5712 – Flying Scot, Inc.; 2006; **\$11,500.00**; Mamee Maness, Lee's Summit, MO; mamaneess1@yahoo.com

5721 – Flying Scot, Inc.; 2006; **\$10,900.00**; Larry Bigus, Overland Park, KS; 913-707-7745; lwbigus@gmail.com

5751 – Flying Scot, Inc.; 2006; **Call or Email**; Glenn Grummon, St Louis, MO; 314-576-4714; gegeccmo@aol.com

5825 – Flying Scot, Inc.; 2007; **\$11,500.00**; Jefferson City, MO; jrcrab@embarqmail.com

5828 – Flying Scot, Inc.; 2007; **\$12,700.00**; Tampa, FL; dacrytj@gmail.com

5842 – Flying Scot, Inc.; 2007; **\$16,000.00**; North Georgia; 770-519-2833; nphj@yahoo.com

5866 – Flying Scot, Inc.; 2007; **\$14,500.00**; Bill Ross, Lake Norman, NC; 704-564-7418; wbross11@windstream.net

5897 – Flying Scot, Inc.; 2007; **\$19,500.00**; Deb Aronson, Urbana, IL; debaronson@nasw.org

5928 – Flying Scot, Inc.; 2010; **\$8,650.00**; Rick Lyons, Pinckney, MI; rl@chartermi.net

6038 – Flying Scot, Inc.; 2014; **\$16,500.00**; Bill Ross, Lake Norman, NC; 704-564-7418; wbross11@windstream.net

Compass & Mount – Flying Scot, Inc.; **\$170.00**; Mark Evans; 336-817-4891; mrevans@fcbinc.com

Sails – see website for details; **\$700.00**; Mark Wright, Ft Lauderdale, FL; 954-914-8182; wrightmarkw@outlook.com



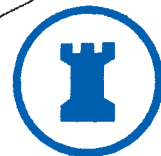
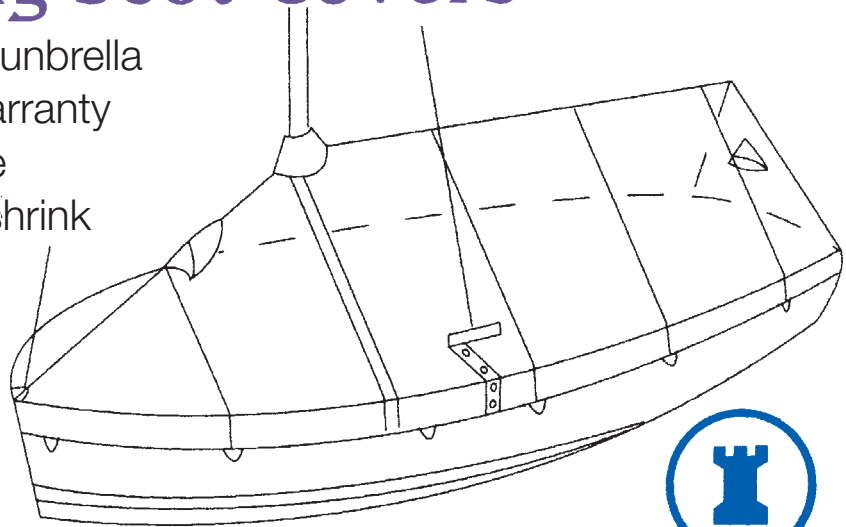
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Fleet # 177

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MIDWEST DISTRICT

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STARTING LINE *Continued From Page 20*

Regatta: MAYRA Flying Scot Championship

District: Greater New York • **State:** New Jersey

Date: 08/18/18 • **Info:** linbnich@hotmail.com

Regatta: Capital District Championship

District: Capital • **State:** Delaware

Date: 08/18/18 - 08/19/18

Info: swalbrecht823@yahoo.com

Regatta: 2018 Mary Doolittle, Queen of Scots Memorial Regatta

District: Michigan - Ontario • **Date:** 08/19/18

Info: gkdt@sbcglobal.net

Regatta: Blackbeard One Design Regatta

District: Carolinas • **State:** North Carolina

Date: 08/25/18 - 08/26/18

Info: bjarvis1@suddenlink.net

Regatta: Scots on the Rocks

District: Carolinas • **State:** South Carolina

Date: 09/01/18 - 09/02/18

Info: r98gaskin@gmail.com

Regatta: 2018 Atwood Harvest Moon Regatta

District: Ohio • **State:** Ohio

Date: 09/08/18 - 09/09/18

Info: jckczoar@roadrunner.com

Regatta: 2018 Massapoag Yacht Club 69th Annual Regatta

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

Date: 09/08/18 - 09/09/18

Info: dianekampf@charter.net

Regatta: 2018 Sail for the Grail

District: Ohio • **State:** Pennsylvania

Date: 09/14/18 - 09/16/18

Info: prow@windurance.com



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