Doc Bellows and Jacques LeBeau
Sail to a Win at the
1999 Midwinter Regatta
Thanks To All Our Customers Who Look Good Making Us Look Good!

Graham Hall and Kris Smith dominate 1998 circuit: 10 firsts, 2 seconds, 2 thirds.

Ira and Cathy Cohen - 1st in wife-husband Nationals

Kelly & Heidi Gough - 1st again at the 1998 N.A.s!

Brian & Greg - proud to be your personal Flying Scot reps

No. 1 in One Design

North Sails One-Design Central
North Sails One-Design East
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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. Updates on the web pages will occur between the first and
fifteenth of the month. Visit the site frequently!
Please save all articles submitted for publication in the ASCII Text Format

Scots ’n Water
Registered Trademark, Publication No. ISSN 0194-5637. Published bi-monthly by FSSA at 3008
Millwood Avenue, Columbia, South Carolina 29205. Volume XI No. 6 Subscription is $8 a year included
in annual membership dues. Periodical postage paid at Columbia, South Carolina 29201.
Publication Deadlines: January/February issue, October 15; March/April issue December 15; May/June
issue, February 15; July/August issue, April 15; September/October issue, June 15; November/
December issue, August 15. Ad Rates: Write FSSA, 3008 Millwood Avenue, Columbia, SC 29205
Postmaster: Please send change of address to Scots ’n Water, FSSA, 3008 Millwood Avenue, Columbia,
South Carolina 29205.
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On the Cover: Doc Bellows and Jacques LeBeau at the MidWinter Regatta.
I’m approaching the end of my first year as your president and it has been a very interesting experience. The one thing I have been most impressed by is the passion that people feel for the Flying Scot Class, its principles, and its uniqueness. For example, as described elsewhere in this issue, a proposal was made last year to consider changing the format of the North American Championships to eliminate the Qualification Series. However, a number of people eloquently defended the current format, with very good justification. A number of alternate proposals were also considered and rejected. The current format, which we will keep, is one of the things that distinguishes us from almost every other one-design class. It allows anyone, no matter how inexperienced, to compete on a national level, yet requires people to earn the right to compete in the Championship Division. There have been a few “tweaks” decided upon. One is the establishment of a new trophy for the highest-placing first-time skipper in the Challenge Division, to encourage new Scot owners to give it a try. Also, on an experimental basis, we plan to expand the Women’s NAC. Thanks to Steve Bramer for heading up this large effort.

As President, I also get to hear a lot of complaints! I actually think this is a good sign that people really care, and they are thinking about things that could be improved. So keep those complaints coming!

One question I’ve heard is why is the Caveat Emptor (used boat listing) no longer on the Flying Scot Sailing Association (FSSA) Web Page. The Executive Committee voted to remove it from the Web Page during its 1998 summer meeting, for a number of reasons.

First, there is a liability issue. The FSSA obviously has no way of knowing about the condition or safety of any used boat, and we do not wish to get into legal disputes. The Caveat Emptor listing now published in Scots’n Water now contains a disclaimer to this effect. The number of available used boats is the same, regardless of whether they are published in Scots’n Water or on the Web Page.

Second, we have replaced the Web Page used boat listing with a contact point at the FSSA. The FSSA maintains a “hotline” of boats for sale, including those not yet published in Scots’n Water. Any prospective owner can easily get this information. In addition, the FSSA provides information about FSSA membership and a sample copy of Scots’n Water. The FSSA also puts prospective new owners in touch with local Fleet Captains or District Governors. We feel that this “personal touch” is very beneficial in promoting membership in the FSSA and encouraging new owners to join. No such opportunities exist for boats sold over the Web.

Third, the FSSA does not wish to be in competition with our own boatbuilder, Flying Scot Inc. The proliferation of used boats for sale on the Web Page has the potential to negatively impact the new boat market. As I discussed in the last issue, it is important that we all (including the FSSA) support our own boatbuilder. We are in a different situation from some other classes in that we still have an active boatbuilder that we need to support.

Speaking of the Web Page, we did a major overhaul in the spring of 1999 to make it easier to use and to update its contents. Also, ex-President Dave Jacobsen has agreed to be the Web Page editor. Dave will perform a monthly review of the Web page, and inform the FSSA of needed changes from a user’s perspective. He will also work with the FSSA to add items such as standardized format for regatta notices.

I’m looking forward to my second year as President and meeting lots more Scot sailors! ▲
The 1999 MidWinter Regatta

Participants at this last Midwinters of the century had a full week. Starting racing on Monday was a first and seemed to be well liked by the sailors. The rest of the week was either too windy, not enough wind, too many general recalls (by both fleets), or the sun headed down too soon or the fog came in too heavy. There were to be six races, but it proved impossible to get them in.

Doc Bellows and Jacques LeBeau came in to win the Championship and Ralph Coffill with John Zambriski crewing, mastered the Challenger Division.

The Dees family - Granny, Jerry and his two sons Nicholas and Christopher were a wonderful sight on the power boat "Granny Dees", which is a long standing tradition at the MidWinters. Also pictured is Bud Thurman.

With the competitors party at the home of Jimmy and Brenda Ruthven on Sunday night, the Bayside party on Tuesday night, the St. Andrews Yacht Club cocktail party (and OH what food!) and banquet dinner on Thursday (awards were handed out on the back deck after one race was held on Friday afternoon), it was hard not to be entertained.

Ellen Price as regatta chairperson did an excellent job again with many raffles, lots of music and fun things to do for the competitors. St. Andrews Bay Yacht Club has always been a very gracious host to this regatta for the past thirty years.

The last Midwinter Regatta in the 1900's, won by Doc Bellows and Jacques LeBeau started a new tradition for the next millenium. Doc was thrown off the pier by past winners and their crews. Doc thinks that it's a wonderful tradition and is looking forward to helping throw someone in next year... even if it is himself.
### Championship Division

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1999 Mid Winters Board of Governors Meeting

By Dan Goldberg, FS 4991

In order to increase the communication between the Board of Governors and the membership, we have decided to publish a summary of the Board of Governor's meeting minutes in Scots'n Water. Below is a summary of the 1999 Mid-Winters meeting.

President Goldberg called the meeting to order and everyone introduced themselves.

Peter Christain, 1999 NAC regatta chairman from Gulfport YC, gave an update on arrangements and displayed an information package that will be available to participants, including map, schedule, motel information, etc. He also gave International Race Committee chairman Jim Harris a proposed list of judges for approval. Harris will separately respond. Goldberg noted two corrections that needed to be made to the schedule, including the possibility of a 2-day Women's NAC. Christain agreed to make the changes prior to distributing the packages.

Josh Goldman, potential 2000 NAC regatta chairman from Indian Harbor YC, answered questions regarding available facilities and manpower. Both the Indian Harbor and Grass Island facilities will be used and there is adequate manpower. Most likely time is the 3rd week in July.

Pending receipt of written confirmation from local officials confirming agreement for the use of the Grass Island facility, the FSSA staff will formally notify Indian Harbor of acceptance of their bid.

Jim Harris, representing Carlyle Lake, stated that everything was set for the 1999 Wife-Husband.

The minutes of the 1999 Board meeting were approved as written.

Treasurer Jack McClurkin provided the treasurer's report, with his projection for the remaining fiscal year. No problems are anticipated. Tony DiResta (NY District Governor) suggested that we consider changing the due date for dues from September to earlier in the year (spring time), so that new members feel that they are not paying full year's dues for three months of membership. McClurkin and FSSA Staff will work on this change and make a recommendation during the 1999 NAC.

The 2000 Wife-Husband Regatta was awarded to Saratoga Lake. FSSA Staff will notify the Seidmans. Berlin Lake has also expressed an interest. Ohio District Governor Jack Rudy will encourage them to bid for 2001.

Harry Carpenter presented the Measureur's report in Bob Neff's absence. He recommended that the Chief Measureur's ruling on the use of electronic devices be revised to include a prohibition on devices that perform calculations. This was approved. Larry Taggart will make the change. Neff also completed the creation of a digitized Official Plan, and will provide it to FSSA Staff on disc. Taggart also stated that the Handbook would be divided into two parts: those requiring yearly updates and those that do not. The yearly update part (including Membership Roster) could then be offered for sale each year for a nominal cost (postage and handling). Taggart will prepare an article for Scots'n Water explaining the changes and how to order the yearly updates. FSSA Staff will publish the new Handbook (including previously approved revisions to the Constitution and ByLaws) after receipt of all needed items from Taggart and Neff.

Dave Jacobsen confirmed his acceptance of the position of Chairman of the Electronic Media committee. Hank Sykes revamped the Web site in February 1999. Jacobsen will review the Web site monthly and advise FSSA Staff of any needed changes and updates. McClurkin suggested putting the Handbook on the Web site. Jacobsen will make a recommendation at the 1999 NAC. The disadvantage is that non-members could access the information therein, although many see no problem with them doing so. Jacobsen will also design a streamlined standardized form for the Web page for regatta announcements, and will provide this to FSSA Staff. At Joni Seifrick's (Texas District Governor) request, Jacobsen will also determine if the Cavea: Emptor listing can be restored to the Web site in a way that resolves all current concerns.

First Vice-President Jim Harris provided the Publicity and Development report. Highlights of Scots'n Water update was completed last summer and over 200 have been sold. For the first reprinting, Harry Carpenter agreed to supply pictures in exchange for permission to use Highlights as part of a new

Continued on page 10

Chief Measureur Report

by Bob Neff

CMR 69 prohibits the use of electronic devices, which aid in a boat's performance with the exception of compasses and timers. I believe the compasses that calculate lifts and headers are in violation of this CMR. Further, I believe if we allow any device that calculates (a computer) aboard while racing, we will have fundamentally changed the nature of our sport.

Note: These devices could be used for practice. The same is true for golf...you are not allowed to use a wind speed indicator in official play, however, they can be used in practice.
boat package. Harris encouraged increased communication between the boatbuilder and FSSA Staff regarding boat owners who are not members. Harris also recommended that the responsibility for Publicity and Development should be reassigned to the Second Vice-President, because of the other responsibilities assigned to the First VP. All agreed. Harris will contact Peter Seidman to transfer this responsibility. Goldberg suggested that the future actions in this area should take advantage of Website opportunities, and requested Harris to request Seidman to coordinate with Jacobsen in this area. Also, Harris was requested to ask Seidman to recommend whether used boat owners should be offered a one year free membership in FSSA to foster development. Harris agreed to do so.

Scots'n Water Editor Lynne Hartman gave her report. Articles are needed for the upcoming issue and requested each Governor to provide something. Goldberg agreed to provide a summary of the meeting minutes, a From the President discussing the Caveat Emptor Web Page issue, and an interview with Kelly Gough. Hartman requested guidance on whether to publish sensitive or controversial letters to the Editor. Goldberg stated that she should continue to do what she is doing - use her judgement but bring such items to the President's attention prior to publication.

Paul Moore reported on Ted and Florence Glass. Ted has shown improvement after a change in medicine.

Steve Branner, Chairman of the Championships Committee, provided his report with input from Bernie Knight, Joni Sellick, and Tom Pinkel, on the format of the NACs. Various options were considered, including eliminating the Qualification Series and continuing it with points counted into the Final Series. However, the final recommendation was to not change the format because it has worked well in the past. Some minor changes were suggested, as discussed below. For the Women's and Junior's there is a division of opinion. Some want to continue with a one-day regatta, and some want a two-day regatta. The weather at the last two Women's/Junior's has not permitted good one-day regattas. On the other hand, some women feel that a two-day regatta would be too tiring prior to a full week of the regular NAC.

The following interim By-Law changes were recommended and subsequently improved:

The Championship/Challenger split should be changed from 55/45 to 45/55 to discourage "sandbagging" and to allow more meaningful competition for good club racers who may otherwise be in the back of the Championship Division.

The Host Club should provide some take-away recognition (ribbon, certificate, small memento, etc.) for everyone that makes the cut.

A trophy should be awarded to the highest placing first time participant in the Challenger Division, subject to the approval of the IRC (to preclude "ringers"), to promote participation by new owners. Goldberg volunteered to donate a perpetual trophy for this. Ten trophies should be awarded in each division.

The Women's/Junior's should be a 2-day event with five short races (30-45 minutes each), on a trial basis during 1999 and/or 2000. The 1999 and 2000 participants will be polled to determine their preferences, and should include consideration of changing the awards ceremony to the Annual Meeting.

It was also recommended that the host club be encouraged to hold the award ceremony as quickly as possible after the last race of the series, to increase attendance and permit people to get an earlier start for home.

Goldberg thanked Branner and his committees for all the hard work on this difficult issue. The meeting was then adjourned.

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As the current Treasurer of the Flying Scot Sailing Association, I would like to inform you about the financial side of our organization.

Our fiscal year begins on September 1 of each year. A budget is prepared for each fiscal year, and is presented to the Board of Governors for their approval at their meeting which occurs during the NACs.

For Fiscal Year 1999, the total budget of the association is approximately $95,000.00. Our budgeted income and budgeted expenses are closely matched. This means that your dues and the other sources of income are used to fund the expenses of the current year. There is no additional surplus, or unspent income, being generated during this fiscal year.

The Association receives income which can be placed into five general categories. These categories are:
- Memberships - 75%
- Transfers, Royalties, and Boat Numbers - 11%
- Scots’n Water Advertising - 8%
- Merchandise Sales - 3%
- Interest - 3%

Looking at the budgeted income, you will see that the Association receives 75% of this year’s annual income from member dues. The continued success of the Association is highly dependent upon maintaining or increasing the number of dues paying members.

The next largest category is Transfers, Royalties, and Boat Numbers. These are fees that are paid when an owner registers a Flying Scot, when a sailmaker sells a Flying Scot sail, or when our builder manufactures a new Scot.

The three remaining categories are important, yet smaller sources of income to the Association. You will also notice that there is no income generated from regattas. The host club is not required to “rebat” any funds to the Association.

The expenses of the Association fall into four general categories. These are:
- Scots’n Water - 56%
- Administration - 37%
- Merchandise - 3%
- Association Advertising - 4%

Looking at the budgeted expenses, you will notice that the largest expense of the Association is for Scots’n Water. In fact, over half of the expense of the Association is for publishing the magazine.

The second largest expense of the Association is for its administration. This consists of a number of specific categories of expenses, all relating to the operation of the Association. The remaining two categories of expenses are important but smaller in size than the first two.

As you may know, the Flying Scot Sailing Association contracts with an association management company for the day to day operation of the Association. That company is J. Edgar Eubanks and Associates of Columbia, South Carolina. In addition to our Association, they also manage eight other professional associations.

Each month I receive detailed documentation from Eubanks and Associates on every expenditure which they have made on our behalf. I review the monthly report, question any unclear areas, and provide a brief report to the President of FSSA.

As of the halfway point of this fiscal year, income and expenses were both as expected for this point in the fiscal year.

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Gulfport Yacht Club is located in the small craft harbor, at the "foot" of Highway 49, east of the commercial State Port facility. It is adjacent to the small craft harbor channel, and the race area is very accessible to participants. The clubhouse offers dining facilities, full service bar (lounge), snack bar, a lower-level covered deck, an upper-level open deck, a swimming pool for adults and another for infants. There is a sand beach along the waterfront adjacent and south of the club, as well as a fenced playground. In anticipation of the event, the house committee has initiated interior clubhouse renovations to painting and carpeting, and the docks and piers committee is currently upgrading the bulkheads and adding an additional 6000-pound capacity hoist.

The weather in July in Gulfport is generally 32-38 degrees (Centigrade), and breezes vary between an average 6-12 knots, and can increase dramatically in thunderstorms. Our intention is to confine the racing to the afternoons, coinciding with the arrival of the afternoon sea breeze. We currently foresee that morning races will be scheduled and sailed only in a "make-up" race capacity.

Gulfport is located on the Mississippi Gulf Coast, and easily accessible via Interstate-10. It is located almost directly between New Orleans, Louisiana (80 miles west) and Mobile, Alabama (80 miles east). Gulfport also has an airport, which is serviced by a growing number of the major airlines. Amtrak also has passenger train service to the immediate area. If someone in your crew flies into New Orleans, Coastliner bus service offers direct passenger pickup, approximately every hour, at the New Orleans International Airport, and transportation directly to hotels in Gulfport at a very reasonable rate.

**TENTATIVE SCHEDULE OF EVENTS**

**FRIDAY - SUNDAY**
- Registration and measurement

**SUNDAY JULY 25TH**
- Women and Junior’s NAC

**MONDAY JULY 26TH**
- Qualifying Rounds begin
- 4 Races (2 races for each of the two groups)

**TUESDAY JULY 27TH**
- Qualifying Rounds Continue
- 2 Races (1 race for each of the two groups)

**WEDNESDAY JULY 28TH**
- Championship Division (2 races)
- Challenger Division (2 races)

**THURSDAY JULY 29TH**
- Championship Division (2 races)
- Challenger Division (2 races)

**FRIDAY JULY 30TH**
- Championship Division (1 race)
- Challenger Division (1 race)

**ACCOMODATIONS:**

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<td>3 min</td>
<td>800-465-4329</td>
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<td>GROUP PACKAGE (Ask for FSSA Group package)</td>
<td>2 min</td>
<td>600-749-8969</td>
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<td>Holiday Inn Express (15 min)</td>
<td>228-864-7222</td>
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<tr>
<td>Best Western Seaway Inn (15 min)</td>
<td>800-822-4141</td>
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**CONTACTS**

- GYC Sailing Director, Michael G. Hage, 228-864-0206
  Email: HYPERLINK mail to: GYCGYA@aol.com Website: HYPERLINK http://member.aol.com/member/YGYCGYA
- Flying Scot Headquarters: Andrella 800-445-8629
  Email: HYPERLINK mail to: info@fssa.com Website: HYPERLINK http://www.fssa.com

Gulfport Yacht Club is also hosting a NAC WARM-UP REGATTAs.

GYC is hosting the annual Weatherly Regatta, a GYA Cape Code event, July 17-18, sailed the weekend before the NAC.

We are including Open Class Flying Scots, and anticipate a great turnout. Come and sail and leave your boat until the NAC, the following week.

Pre-registration.....$20 (Prior to June 17)
Registration........$25
US Sailing Members subtract $5 from each fee.

For further information contact the GYC Sailing Office: (228) 864-0206
1999 FLYING SCOT JUNIOR NAC REGATTA, SUNDAY, JULY 25

Name: ___________________________ Date of Birth: _______________________
Address: _______________________________________________________________
City: ___________________________ State: _______ ZIP: ______________________
Phone: __________________________ Fleet#: Hull and/or Sail#: ___________________

REGISTRATION FEES:
Postmarked Prior to June 20, 1999
☐ $15 US Sailing Member (US Sailing Membership # ____________)
☐ $25 Non-US Sailing Member

Postmarked June 21, 1999 or later
☐ $20 US Sailing Member (US Sailing Membership # ____________)
☐ $30 Non-US Sailing Member

1999 FLYING SCOT WOMEN’S NAC REGATTA, SUNDAY, JULY 25

Name: ___________________________ Date of Birth: _______________________
Address: _______________________________________________________________
City: ___________________________ State: _______ ZIP: ______________________
Phone: __________________________ Fleet#: Hull and/or Sail#: ___________________

REGISTRATION FEES:
Postmarked Prior to June 20, 1999
☐ $15 US Sailing Member (US Sailing Membership # ____________)
☐ $25 Non-US Sailing Member

Postmarked June 21, 1999 or later
☐ $20 US Sailing Member (US Sailing Membership # ____________)
☐ $30 Non-US Sailing Member

1999 FLYING SCOT NAC REGATTA, JULY 26 - JULY 30, 1999

Name: ___________________________ Date of Birth: _______________________
Address: _______________________________________________________________
City: ___________________________ State: _______ ZIP: ______________________
Phone: __________________________ Fleet#: Hull and/or Sail#: ___________________

Is this your first NAC?  ☐ Yes  ☐ No

REGISTRATION FEES:
Postmarked Prior to June 20, 1999
☐ $125 US Sailing Member (US Sailing Membership # ____________)
☐ $135 Non-US Sailing Member

Postmarked June 21, 1999 or later
☐ $135 US Sailing Member (US Sailing Membership # ____________)
☐ $145 Non-US Sailing Member

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MAY/JUNE, 1999
NAC Trial Format - 2000

by Steve Branner

I n an effort to resolve some perceived problems with the NAC format and to encourage more participation in the NAC, the Board of Governors, at its MidWinter meeting, adopted the following trial changes for the 2000 and 2001 NACs.

- The Women's and Junior's NAC will be expanded to a two-day event and will include five races of approximately 30-45 minutes each. These events will be held on the Saturday afternoon and Sunday immediately preceding the NAC instead of only on Sunday as has been done in the past. Registration and measurement will be conducted on Friday afternoon and Saturday morning with two races to be held on Saturday afternoon and three races to be conducted on Sunday. The current Women's/Junior's NAC is compressed into a three race/one afternoon event (with the length of the races exceeding one hour). If the weather on that day is less than desirable (as has been the case in the last few events), the racing and competition ceases to be a test of sailing skill. Five shorter races over a two-day period should provide ample opportunity to allow all competitors to sail to their highest level.
- Revise the cut-off for the Championship Fleet to include the top 45% of the boats in the Qualifying Series instead of the top 55% as is currently done. Trophies for top finishes will be awarded to the same number of boats (10) in both the Championship and Challenger Fleets. Making "the cut" to qualify for the Championship Fleet is, for many sailors, a much sought after goal. Those who just make it into the Championship Fleet (most of whom are very good club and district racers) end up as "tail-enders" of the fleet and don't enjoy the higher levels of excitement and competition that comes from "being in the hunt" for good race finishes (which occurs in both the Championship and Challenger Fleets). This revised fleet split will help to get more of the good club racers into a fleet where they can be truly competitive and may also help to eliminate the perceived "sandbagging" that sometimes occurs during the Qualification races to keep from ending up in the lower end of the Championship Fleet.
- Encourage the host fleet to provide an award (plaque, ribbon, banner, transom sticker, certificate, etc.) to all Championship Fleet qualifiers. All sailors who qualify for participation in the Championship Fleet should be recognized with a tangible token of accomplishment (especially those whose finishes don't qualify for a trophy). This recognition may also help to eliminate the "sandbagging" problem.
- Recognize novice participants with an award for achievement. Many first-time sailboat/FS owners have come to the NAC for their first major regatta experience and have been disheartened when they end up in the back of the pack. In an effort to encourage participation of first-timers and to recognize them for their accomplishments, an award/trophy will be given to the top novice sailor. A novice is defined as a sailor attending the NAC for the first time who does not "make the cut" for the Championship Fleet subject to the approval of the FS International Race Committee. Dan Goldberg will be donating an award for the Best Novice or First-Time Skipper.

It should be noted that the current NAC schedule format will remain unchanged. After much deliberation, it was determined that the five day schedule (Monday thru Friday) worked well and that there was nothing to "fix".

At the end of each of the 2000 and 2001 NAC events, each participant will be asked to complete an evaluation form that will ask for pro and con opinions of the trial changes as well as suggestions for improvements. The Board of Governors will review these evaluations prior to recommending any permanent changes to the FS By-Laws concerning the NAC. ▲
Kelly Gough - Personality Profile
by Dan Goldberg, FS 4991

Kelly Gough, age 41, won the Flying Scot North American Championship in 1998 and also won the US Sailing Championship of Champions later that year. I cornered him at the 1999 Mid-Winters to find out more about him and how, as an "amateur" sailor competing against professional sailmakers, he has been so successful. His answers to my questions are not verbatim, but are based on the notes of our conversation.

Q: Where are you from and what is your real job?
A: I live in Dallas, Texas and for the last three years have been an independent sales representative in the footwear industry.

Q: How old were you when you started sailing?
A: I started at age 6. I grew up in a sailing family. My dad and mom had a Rebel and I crewed a lot for them. My sister had a Santana 20. So I've been sailing all my life. My dad was really supportive of all my sailing and racing when I was a kid.

Q: When did you start skippering a Scot?

Q: How did you get so good so quickly? (Kelly has won the North Americans, Mid-Winters, and Wife-Husband with wife/crew Heidi.)
A: I really improved as a sailor during my Flying Dutchman Olympic Trials experiences, in 1980 and 1984, crewing for Kelsam Elam. We traveled all over the world and learned a lot about how to make a boat go fast, as well as tactics and strategy. I also sailed on John Kohus' America's Cup boat that went to Australia in 1986. I was the port taller. I learned the importance of communication between skipper and crew. When I sail now, there is a constant dialogue between me and my crew (Heidi at North Americans and Jeff Grinnan at Mid-Winters). Our boathandling is pretty much automatic so we can get our heads out of the boat and get input on the wind and other boats. I always want to be prepared for what's coming next. Jeff and Heidi are both great crews and they know exactly what I expect and they know what to expect from me. I think good teamwork is really important to do well on a National level.

Q: Tell us more about Heidi.
A: She is a stockbroker and loves her job. She never sailed before I met her; but she loves sailing and racing and going to regattas. I really enjoy being able to go to regattas with her and being competitive on a national level. We always have a great time at regattas. She loves the Scot people and the regatta atmosphere. We don't have any kids yet so we can take the time to go to regattas.

Q: What is your normal pre-race routine?
A: I try to get out on the race course at least an hour before the start to take wind direction readings on both tacks and determine the frequency of the oscillations. For example, yesterday (1st race) we were out early and determined that the wind was oscillating 17 degrees every 20 minutes. This paid off on the second beat when we went hard left because we knew the wind was due to go left, and we went from 7th to 3rd.
Q: Are you a stern taskmaster on the boat?
A: Not really. When I was younger, I was very aggressive and intense. Now I’m a little more relaxed. I once yelled at Jeff about 10 years ago, but haven’t done it since. Occasionally there are disagreements on the boat, but we usually resolve them quickly.

Q: What was your most significant sailing accomplishment?
A: Winning the US Sailing Youth Championship at age 17 in a Laser. It was my first national competition and I didn’t expect to do that well. Winning the C of C last year was also very rewarding. I expected to be in the top 4 but didn’t really expect to win it.

Q: What was your most disappointing experience?
A: Not winning the Olympic Trials in 1984. We had done well at the Nationals and Worlds, but couldn’t get our speed up for the Trials.

Q: What’s the funnest thing that ever happened to you on a Scot?
A: She didn’t think it was funny at the time, but it involved Heidi. One day at White Rock Lake in Dallas it was blowing about 20. We were under spinnaker when the boat started to capsize. So I told Heidi to step over the side onto the centerboard. Only problem was I had pulled the board all the way up! So she slid off right into the water as I sailed on by. We eventually rescued her and the boat.

Q: You’ve won a lot of Scot national events. Are there any sailing goals you haven’t achieved?
A: Someday I may try another Olympics. Otherwise, I’ve pretty much met all my goals. That is also why I’m not as intense as I used to be. [Author’s note: I asked Greg Fisher about this statement afterwards, and he doubled over with laughter!]

Q: What other boats do you sail now?
A: Mainly a Melges 24, as crew.

Q: Why is your concentration mainly on Scots, since you have the opportunity to sail other boats?
A: It’s mainly the people. At White Rock lake, there are lots of great people and great racers. On any given race, I can get my butt kicked by two or three local guys. We always have a great time after the races kidding each other. It’s the same way at national Scot regattas. Everyone is very friendly and helpful. I remember how much help people like Greg Fisher and Doc Bellows gave me when I first started out. I remember one of my first NACs, when Ted and Florence Glass went right by me on a run! I had no idea what I was doing wrong but people were glad to share their downwind techniques with me. So now I like to help people in return. I see a lot of helping and sharing in the Scot Class that I don’t see in other Classes. As I mentioned, I really enjoy the whole regatta scene and being able to do it with my wife.

Author’s Note: Thanks, Kelly, for taking the time to share your experiences and thoughts with our readers, and good luck in the future!
In the 25 years or so I have been sailboat racing, there have been highs and lows, some stellar successes, numerous dismal failures, and many events that have been humbling and even awe-inspiring. I have been many places, read many books, and done lots of things, but I still find myself generally in the middle third of the fleet at regional and national events. Some would say that the problem is my boat. FS 264 is old (a 1961 Customflex) but nevertheless it is competitively equipped and thoroughly modernized. Over the fifteen years I have owned it, I have become convinced that particularly in winds below 8 or 9 knots, it is as fast as any Flying Scot out there (provided it is pointed in the right direction!). Beyond that, the biggest and most pervasive problem in the boat is obviously "the nut that holds the tiller".

Recognizing that what I need to do is point the boat in the right direction better and especially much more often, I set out to find some help. After investigating several seminars, publications, sailing schools, gathering advice and pondering the possibilities for a while, I decided to take the plunge. On March 31, 1999 I showed up at the Houston Yacht Club in LaPorte, Texas as one of 13 students at the Kolius Sailing School. This 4 and a half day course is a mixture of classroom work and very intensive Laser sailing on a daily basis. The program starts at 0900 with 2 hours or more of classroom lecture and discussion on virtually all areas of boats, sailing and sailboat races, led by either Cameron

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Dunn, a very talented Laser sailor from New Zealand, or John Kolius. We started with basic principles on the first day and ended the last full day’s classroom session with a thorough exploration of racing strategy, tactics and techniques. For the sailing activities, it is you and you alone in a Laser, with four coaches (and frequently John Kolius himself) meandering among the fleet in inflatables, offering coaching, advice, tips, tricks, encouragement and reinforcement. From mid-day until 4:30 or 5:00 you are on the water with one break for lunch and another at mid-afternoon. In a breeze, this represents a LOT of sailing in a very lively and demanding little boat, so reasonable physical condition is a must. At the end of each day, a one-hour debriefing is held back in the classroom, complete with videotapes of the day’s events, including the good, the bad and the ugly. For the last short day, you put it all together for a mini-regatta. This is total immersion in the subject matter (no fun intended)!

At 6’-3’ tall, 205 lbs., 54 years old and size 13 feet, I am not what you would call the picture of the ideal Laser sailor! Let’s face it, that little boat had a very big job to haul me around all week. For our class, all thirteen boats were brand-new, never-before sailed Lasers, all identically equipped, except smaller “radial” rigs were provided for the lightweight and/or less-experienced students. Each boat was equipped with a centerline hiking strap, a tiller extension long enough to reach the full length of the cockpit, no compass and no cleats for the mainsheet. The mainsail itself was long enough to permit the mainsail to rotate well forward of the mast for fast and interesting downwind work if you are so inclined.

If you are beginning to get the picture that there was a lot going on in and around the cockpit, you’re absolutely right, and then there is the problem of the scale of my corpus delicti. The combination of my oversize feet, the rest of my landing gear folded up and stuffed into the cockpit, the six extra feet of mainsheet which I never used, the way-long tiller extension, the need to jackknife the rest of my body and squeeze it under the boom with every tack & jibe, and no place to put the mainsheet while attempting to unsmear everything else (and usually at a minimum of a four-alarm pace) resulted in a series of difficulties any reasonably-sized person would not have had.

I cannot say enough positive things about the coaches, staff and program John has assembled. Two of the four coaches are Laser sailors who are ranked way up in the top 20 in the world and are working on campaigns for the 2000 Olympics. Another one of the coaches is routinely crew-for-hire on big boats and was just back from Key West Race Week. John Kolius is a very pleasant and approachable man and a very highly skilled sailor with a sailing resume that goes on forever. He has been involved in many class boats, the Olympics, Five America’s Cup campaigns and is a

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primary part of the Abracadabra team for the upcoming Cup races in New Zealand. You would be hard-pressed to find better sources of sailing advice and coaching than these five people. By definition a good deal of the material was Laser-specific, but most of it is completely transferable to other boats.

The Houston Yacht Club (about the nicest one I’ve ever been to) is a large pink stucco building with white ornate trim, very much in the style of nearby Mexico. Their facilities basically form a bump on the western shore of Galveston Bay, about forty miles southeast of Houston. The sea walls enclosing their harbor project about 400 yards from shore, forming a square-cornered area with the shoreline, which is somewhat sheltered from the prevailing southerly winds (there is basically very little if anything to slow the wind down between you and Venezuela). We used this area exclusively after the first day. The winds started at a nice 8-10 for the first half of the first day and built from there. At the onset of whitecaps, the coaches came around and reefed the main by wrapping the sail once around the mast on each boat. Later in the week we were routinely sailing with two reefs as the breeze remained in the 15-20 range and above, with gusts to boot. While the wind shadow of the Yacht Club tended to reduce the velocity of the wind in this sheltered area, it also added a large amount of mechanical turbulence, making for some very unpredictable and exciting (as in white-knuckle) sailing.

About half of the 13 students were primarily Laser sailors who had come to tune up their technique, and three were alumni of previous classes returning for another round. The rest of the students were from very different boats; everything including a Bluejay, a Melges 24, a brand new One Design 35, a Lightning, a couple of small keelboats and little ol’ me. Most of us were fairly experienced sailors who were there specifically to learn how to race better and to improve specific skills. The students ranged in age from 17 to 65 and hailed from everywhere: San Francisco, Florida, Ontario, Minnesota, two of us from Ohio and a very competitive woman Vanguard 15 sailor from Vermont.

The first day on the water was devoted to learning how to sail a Laser. We did hours of tacking & jibing drills, sailing about in circles following the coaches’ boats, and of course, these being Lasers, a requisite amount of capsizes and then learning how to right the boat, get back in and resume. I don’t know of anyone who did not capsize sooner or later, and many of us managed to do so repeatedly. With the water being about 12 feet deep, the muddy masthead was a certain indicator of how well you were mastering the boat and the conditions.

Day two covered more intensive boat-handling drills, finishing with over an hour of reaching drills; blasting along on a figure-8 course about 300 yards end-to-end in 20 knots of wind with a big hairy jibe at both ends. I lost count of how many laps we did, and tired does not quite cover one’s physical state at this point. Mercifully, the weather was cooperating well; while we had buckets of wind, the temperatures stayed in the 65-75 range with the water about the same, but the sun did not appear until the afternoon of the fourth day.

Day three dealt with starting drills, and for me a personal milestone, no capsizes! There was a longish 75 yd starting line for experimenting and maneuvering room, a two-minute signal sequence done with whoissles, a 300 yard windward leg, a 40 yard leg to an offset mark, then back to the starting line. These took five to eight minutes to sail – we did about 25 of them that day, 6 of them in the hour before lunch. The wind lightened through the afternoon, so at our 3:00 break the coaches came around and took out the 2-wrap reef. Now with full sail area and power available, the wind cranked back up, o’ course, and we clawed our way back into the harbor a little after 4:00

Continued on page 20
with it blowing every bit of 25. On the next-to-last race, I had been way off to the side re-attaching my boom vang and came back into the starting area on a
screaming reach with about 30 seconds to go near the port end. Seeing nobody
near me, I just hardened up, hit the line at full tilt and managed to port-tack the
fleet to the cheers of the coaches!

Day four was scheduled for practice races, but it dawned very stormy. For
safety reasons, we waited until the wind moderated considerably after lunch and
then sent out only seven boats. The remainder of the students were on the
inflatables, switching off for two short races at a time. As the weather continued
to clear, the breeze built way into the 20’s and there were times when four of the
seven Lasers were capszied simultane-
ously. By this time, of course, a capsize
is not a big deal! At the end of the day,
however, Cameron climbed into one of the
boats in all this excessive air and sailed a
short race. It was an amazing exhibition -
nothing but spray and smoke!

The last day (morning only) was a mini-
regatta of six races, all accomplished in
two hours. The wind was still in the 20’s,
leaving those of us who were still “boat
handling challenged” a ways off the race.
The windward leg of short course went
diagonally through our sheltered area,
but then the offset marks and downwind
leg brought you out into the full strength
of the breeze and the waves in the bay.
The best analogy I can use for a Laser
going downwind in those conditions is
that it is like driving an unfamiliar car
down a very steep, tightly winding road
with patches of loose gravel alternating
with ice, lots of cutoffs and high spots, and all
done at about three times as fast as
would seem prudent! While my heavy-air
jibes may not be pretty, I now know them
to be doable and reasonably stable. That
alone was a huge thing to learn how to do.

Whether or not this course will help me
accomplish my goals of improving beyond
the middle third of the fleet remains to be
seen. I am certain I came away from the
experience as a much better sailor with
lots of solid information and tips, tricks
and techniques to incorporate into my
sailing in the near future. For example,
the experience of nearly forty starts in a
little over two days is the equivalent of
years of normal sailing. One could prac-
tice and experiment with approaches,
speed control, specific tactics and situational
dynamics.

The fundamental principles of sailing
and sailboat racing are still just as essential
as ever and need to be constantly kept
in mind and practiced.

This course was marvelously helpful in
underlining those fundamentals and I
would recommend it highly to anyone
interested in learning to sail and race at a
higher level. Would I go back again?
That depends. If I was a Laser sailor,
certainly yes, maybe in a year or so. As a
Scot sailor, maybe not, or at least not so
soon. I need to digest all this information
and translate it into results on the course
in my normal sailing environment.
Starting Line

Note: Please send all Regatta Notices to the Association Office

Gator Challenge
May 29 and 30, 1999
Jacksonville, FL
For more information, contact Jon Hamilton at (352) 392-2998 or e-mail at Hamilton@DAVE.CBA.UFL.EDU.

1999 Midwest District Championships and Egyptian Cup Regatta
June 5 and 6, 1999
Carlyle Sailing Assoc., Fleet 83
Lake Carlyle, IL
The doors will open Friday evening, June 4, and the sailors of FS Fleet 83 will organize an exceptional welcome party for all new and old out of town participants. CSA offers outstanding sailing facilities, great racing, food and partying. Warm up for the 1999 Wife-Husband Regatta hosted by Fleet 83 and CSA. An excellent campground exists in the State Park next to the harbor. Lake Carlyle is a 20,000-acre lake located 50 miles east of St. Louis, Mo.
For more information contact the Midwest district governor Tom Pinkel, at (618)-632-0712 (E-mail: tpinkel@aol.com) or Bill Clark, Fleet Captain for FS Fleet 83 at (314)-878-3969 (E-mail: oclark@stinet.com).

Reggae Regatta
June 5 & 6, 1999
Lake Lanier Sailing Club
Atlanta, GA
Please join Atlanta Fleet 111 for the Reggae Regatta. Lake Lanier Sailing Club hosts this multi-class event. Over 100 boats are expected to participate and Flying Scots will have their own start. A great party follows racing, highlighted by an authentic steel drum band. Dry camping facilities are available on club grounds.
For more information and directions, contact Brian Bolin, (w) (770) 280-6327, (h) (770) 772-6168 or e-mail: brian_l_bolin@mci.com.

1999 Full Moon Regatta
June 12, 1999
Monmouth Boat Club
Red Bank, NJ
1999 New Jersey State Championships kicks off in Red Bank, NJ on Saturday, June 12th. The 8th Annual Full Moon Regatta, hosted by the Monmouth Boat Club, will be sailed on the beautiful Navesink River. Come test your prowess as five races are planned. We’ve had winds from 3 to 30 in recent years. EZ in, EZ out on three hours next to a historic landmark, the clubhouse. Skippers meeting is scheduled for 9:30 am.
For more information, contact regatta chairpersons, Bruce and Jackie Catanach (973) 586-0825, or e-mail at boattanach@worldnet.att.net.

1999 Wife-Husband
June 18 - June 20, 1999
Lake Carlyle, IL
This regatta is hosted by Fleet 83 and the regatta chair is Felicia Bamer. Arrive on Friday, June 18 and enjoy dinner with a five race championship to take place on Friday and Sunday.
For more information, contact Felicia Bamer at (314) 227-4187 or e-mail at mst34@rockwood.k12.mo.us.

Summer Solstice Regatta
June 19 & 20, 1999
Selby Bay Sailing Center
Edgewater, MD
Come celebrate the longest day of the year where the South River opens into the beautiful Chesapeake Bay. The winds might be light, but the beer will be cold. Three races Saturday, starting at 11 am. Three races Sunday, starting at 10 am. Dinner/party Saturday night. There were sixteen boats last year.
For more information, contact Dave Gillingham at gillingh@bellatlantic.net, call (410) 285-6675, or visit the Fleet 42 Homepage at http://www.geocities.com/Yosemite/4218

Governor’s Cup Regatta
June 19 & 20, 1999
Henderson Point on Kerr Lake
Henderson, NC
All dinghy sailors are invited to join us. For more information, please call Waldo Johnson Jr at (h) (919) 493-3801; (w) (301) 851-1331, or Caroline Johnson@msn.com

Douglass/Orr Invitational Regatta
June 26 & 27, 1999
Sprite Island Yacht Club
Norwalk, CT
Fleet 142 invites you to join us on our island paradise for a weekend of great sailing fun, and good food. We are located off the beautiful Norwalk/Westport shoreline just minutes from Interstate 95.
For more information, contact Rick Farrell at (203) 322-7577, losmiq@aol.com.

Berlin VC Invitational Regatta
June 18 - June 20, 1999
North Benton, OH
Come join the fun and fellowship with Fleet 19. Welcome party Friday evening; two races, wind permitting, Saturday, with great BYC Bash following; and the third race scheduled for Sunday morning, followed by lunch.
For more information, contact Vice Commodore of BYC, Ron Craig at (330) 337-9498.

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1999 New York Lakes District Championship
July 17 & 18, 1999
Oswego Yacht Club
Oswego, NY

Oswego Yacht Club and Fleet 159 will host the New York Lakes District Championship this year in Oswego, site of the 1989 and 1996 North Americans. Flying Scot sailors from the district and adjacent areas are welcome to come and compete for district or open division trophies. Lake Ontario provides us with excellent sailing conditions while the Oswego Yacht Club provides the party!

For more information, contact Dave Tonkin at (315) 343-5781, detonkin@dreamscape.com, or visit the Regattas/Events page of OYC's Website at www.oswegoyachtclub.org.

1999 Mixed Doubles Regatta
July 24 & 25, 1999
Portage Yacht Club
Portage Lake, Pinckney, MI

This is a new regatta hosted by Fleet 20 that requires one female and one male in the boat.

For more information, contact Forest Rogers at (734) 954-0452, Forest@vibrodynamics.com or Jack White at (734) 426-6452, jwhite@erlm.org.

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Continued from page 21

Greater New York District Championship
July 17 & 18, 1999
Moriches Yacht Club
Center Moriches, NY

Fleet 10, Moriches Yacht Club, located on the South shore of Long Island is celebrating its 100th anniversary, and hosting this event during our centennial year is a fitting addition to our club's celebration and sailing history. Please consider joining us for our historic year. We are looking forward to seeing you.

For more information, contact Tony DiResta at (516) 878-8710, AJD4938@aol.com or Chris Cuttone at (516) 874-2709, CJKCSAIL@worldnet.att.com
1999 North American Championship
July 24 - July 30, 1999
Gulfport Yacht Club, Fleet 79
Gulfport, MS
Please see pages 12 & 13 of this issue of Scots'n Water.

Eastern Women’s Invitational Regatta
July 25 & 26, 1999
Deep Creek Lake, Fleet 6
Deep Creek Lake, MD
Come one, come all LADIES! Have a great weekend of sailing and enjoy meeting other women sailors. We have had great winds the last five years at our Regatta. We hope to see you there!

For more information, contact Geri Meehan (703) 369-5065 (h) or at Deep Creek Yacht Club on the weekends at (301) 387-7890.

Sandy Douglass Memorial Invitational Regatta and the Ohio District FS Championship
August 7 & 8, 1999
Deep Creek Lake
Deep Creek Lake, MD
Come early and visit the Flying Scot factory in nearby Deer Park. For information call Ted Rissell at (301) 387-6463 or email willtriss@gcnet.net.

Fleet 177 Invitational
August 7 & 8, 1999
Housatonic Boat Club
Stratford, CT
For more information, contact Dave Jacobsen at (203) 263-0796, david.p.jacobsen@worldnet.att.net or Melanie Dunham at ls2601@aol.com or Brian Hayes at brian@od.northsaild.com.

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For more information, contact Peter or Ann Seidman at (518) 877-8731, or email to pseidman@nycap.rr.com

1999 Michigan - Ontario Districts
August 14 & 15, 1999
Crystal Sailing Club Fleet 41
Carson City, MI
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