SUMMER REGATTA REPORTS:
DEEP CREEK
SARATOGA
EPHRAIM

NACs: A CREW’S PERSPECTIVE

THE HARTMANS: FOCUS ON FUN!
END OF SEASON SAVINGS

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CONTACT YOUR REP FOR DETAILS

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*partial North Sails inventory

Photo: Diane Kampf
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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.

President's Message

From The Editor

A Brief History of the Flying Scot Foundation

A Crew’s Perspective at the NACs

New Capital District Traveling Trophy

New Carolinas District Governor: Christopher Herman

Regatta at Deep Creek Lake

So Many Friends at Saratoga

113th Ephraim Regatta and Midwest District Championship

The Hartmans: Focus on Fun!
As I write this (on 8/23/18), I’m reminded of the fact that for us northerners, the sailing season is about 2/3rds over. Looking at the FSSA sailing calendar, I see, however, that there are still 23 Scot regattas before the end of December. So much of the fun and excitement of Scot sailing is yet to come!

Particularly noted are upcoming FSSA nationally sanctioned events: the Women’s North American Championship at Privateer Yacht Club in Chattanooga, TN scheduled for 9/15-9/16; the Atlantic Coast Championships at Blackbeard Sailing Club near New Bern, NC on 9/22-9/23; and the Wife-Husband Championship held at the Jackson Yacht Club in Ridgeland, MS. Early registration for the Women’s NAC and Wife-Husband has netted 10 and 21 boats respectively.

The conduct of our sanctioned events appears to go well. For example, a follow up survey of NAC participants in Dallas, TX in June showed that 93% of respondents (n=28) “had a good experience at the regatta” with high approval for marketing and promotion (93%), registration process (93%), check in and boat measurement (85%), enjoyment of venue and facilities (97%), racing site, management, and racing in general (93%), morning briefing sessions (100%), afternoon debriefing sessions (90%), business meeting and dinner (71%), awards ceremony (100%), and fees and costs (68%).

Non-sanctioned invitational and club racing continues to be a big draw for Scot enthusiasts as well. I’ve just returned from the Ephraim YC annual regatta where 37 Scots enjoyed two days of eventful racing under the guidance of Scot sailor and now active PRO, Dan Goldberg. The annual Fall Glow in the Dark regatta at Clinton Lake, IL (9/29-9/30) is an example of Scot sailing class vibrancy and Fall sailing at its best as the event typically draws 25-30 boats. Please check the FSSA Upcoming Events calendar for a race near you at www.fssa.com.

Scot sailors are wondering what FSSA leadership is engaged in at the moment. Well, as it turns out, nothing overly “sexy”! The FSSA Executive Committee (EC) is diligently at work, however, at multiple levels.

First VP Bill Dunham continues to solicit bids for upcoming nationally sanctioned events. 2019 is squared away with the Midwinter Championships at Sarasota (FL) Sailing Squadron 3/24-3/28, the North American Championship in Pensacola, FL 7/13-7/18, the Women’s NACs in Sharon, MA (TBD for late Summer or early Fall), the ACCs (TBD), and the Wife-Husband in Dallas, TX (9/14-9/15).

Most noted is the work of Publicity Chair Eric Bussell, who has created a Flying Scot YouTube channel and produced several videos on racing, trailering, and safety. There are drone-footage videos and some new videos being developed with the help of class rock stars, Jeff & Amy Linton and Zeke Horowitz, so stay tuned.

Our website editor, Diane Kampf, is in the process of upgrading our website to a newer version of what is called “Drupal” software, as the older version will become obsolete within a year. Please get in touch with Diane (see “contact” at www.fssa.com) if you have some expertise in computer management systems software and can help her in the conversion process.

Diane has also been busy chairing an ad hoc committee to review the way we conduct nationally sanctioned events to make regatta going a more efficient and “friendly” process for both regatta goers and event planners. Former and current regatta chairs on the committee include: Carol Claypool, Nina Cummings, John Domagala, Bill Dunham, Bruce Kitchen, Marty Sweterlitsch, and Larry Taggart. If you have any helpful ideas, please get in touch with any one from this group.

Our new Scots n’Water editor, Ned Johnston, is working diligently on upcoming issues and would like to remind Scot sailors that you can directly submit articles to Ned at editor@fssa.com.

A very busy EC member is National Championship Committee Chair, Carol Claypool, who with her committee (Harry Carpenter, Bill and Melanie Dunham, Harry Foote, Larry Taggart, & Dave Thinel) is carefully reviewing the notice of regatta (NOR) and sailing instructions (SI’s) for our sanctioned, national events (Midwinters, NAC, Women’s Championship, ACC, & Wife-Husband).

Other EC members: Henry Picco (treasurer), Larry Taggart (parliamentarian), Nancy Claypool (1st VP/membership), Dan Goldberg (amendments), Roger Sharp (measurer), Frank Gerry (past commodore), John Domagala (commodore), and Charles Buffington (foundation president) remain busy as well. FSSA Executive Secretary Courtney Waldrup is on call each day for questions, concerns and membership services. She can be contacted at www.fssa.com.

My final comment concerns regatta

Continued On Next Page
When I was a wee lad of eight or nine, my father plunked down $300 for a slender wooden sailboat of a type known as an International 110. He spent the winter fixing and fiddling and launched her the next spring into our local boat basin - Wilmette Harbor just north of Chicago on Lake Michigan. There was a fleet of 110s and by June my dad and big brother were spending their weekends afloat. They shared tales of racing adventures at the dinner table. I could not have been less interested.

A year or two passed. My brother got his driver's license, discovered girls and suddenly he was not always available to crew on the 110. If my dad could find absolutely no one else, I was reluctantly pressed into duty. I hated it. But I did take note that there were a few other types of boats tacking up the course ahead of us, or waiting their turn while we jockeyed for position at our start. I quickly matched names to the symbols on their sails: those low slung boats with the huge mainsails, they must be the Star Boats. The small wooden boats with the arrow on their sails, they’re obviously the Arrow Class. But what about those other boats, the wide ones with the funny squiggle on the sail?

My dad told me they were called Flying Scots. “Flying Scot?” I asked. “What the heck is a flying scot?” He said he had no idea and would I please pull on the thing. Not THAT thing, the OTHER thing.

Eventually I read about Sandy Douglass and the Thistle and Highlander and stopped ruminating on the meaning of the class name. And many years later I realized that the Scot was exactly what I needed for my next boat and I bought one without even pausing to consider what is, or was, a flying scot.

We are blessed with a large number of folks in our class who are very talented in a wide variety of pursuits. To mention just one, Cindy Clifton (who with husband Charlie makes up a formidable Scot racing team) is an extraordinary artist and graphic designer. Tasked with creating a Team Florida tee shirt, she asked herself the same question I had pondered fifty plus years ago – what is a flying scot, really?

Here is Cindy’s brilliant answer:

If anyone would like to become an honorary member of “Team Florida” and get one of Cindy’s shirts, send her an email, Cindy.swan@comcast.net.

participation by non FSSA members in non-sanctioned invitational Flying Scot events. This is a reminder of the expectation that one should be a member to participate in these events. See Article B-VII-Requirements Applying to All Events (p. 19), 2. Eligibility in the Class Rules (www.fssa.com).

While it is understandable that occasional exemptions to the class rule are made (e.g., recruiting opportunity of a non-member, etc.) long-time Scot sailors/boat owners who enjoy the benefits of organized Scot sailing should be class members. It is the hard work and diligence of the organized “membership” of the FSSA that have kept the boat “one design” over all these long years, and which has made it such a fair and enjoyable boat to sail. It is the organized “membership” who have paid for promotion and reporting of these regattas, and for other services such as the advertisement of boats for sale on the class website and in the class Scots n’ Water magazine. It is the membership which provides FSSA Foundation funds to local clubs to develop learn-to-sail programs, to purchase sails and boats, and organize workshop speakers. It is a very small expectation, in return, that Scot sailors join the association to support the benefits they enjoy and sometimes take for granted. Please support Flying Scot sailing by encouraging those who participate in these events to join the FSSA! They can always join, or renew, at www.fssa.com.

Thanks and smooth sailing!
In 2006 former FSSA President Glenn Shaffer, conceived the idea of an endowment for the FSSA after several conversations with Brian Hayes about a similar program in the Lightning class. Glenn thought that money in the endowment could support the class in a number of ways: educational seminars, trophy maintenance, major regatta expenses, website enhancements, and to increase membership. The endowment would also provide a reserve for the operating expenses of the class.

Because FSSA qualified under Section 501(c) (3) of the Internal Revenue Code, donations to the endowment would be tax-deductible.

Glenn’s term as President ended in June 2007. However, incoming President Barbara Griffin asked him to head a committee to work out details for the endowment, and the Board of Governors approved his committee report in 2008. After this, responsibility for the project fell to me as first vice president with able help from Barbara.

Increasing FSSA membership is certainly desirable, so we thought about ways the endowment could help achieve this goal. Harry Carpenter says that people tend to buy the boat on which they learned to sail. Perhaps we could exploit this linkage to develop new Scot owners and FSSA members. We sent fleet captains a survey to see if their fleet was cozy with a local sailing school or community sailing program that used Flying Scots to train adults. Thirty-three surveys were returned. Of these fleets, 5 had no sail training program nearby, 18 had one, and 10 fleets had two local sail training programs. Eighteen of the 38 programs used Flying Scots to train adults, and 19 of 33 fleet captains reported that some-to-many of their members had come from the sail training programs. Because of these findings, Barbara and I decided to add a component to the endowment to support local sail training programs that use Scots and are closely linked to the local Scot fleet.

We also added a speakers bureau to provide financial support for experts to attend Scot regattas.

We put together a charter for the project that was renamed the “Flying Scot Foundation” because of multiple component funds. The charter refined Glenn’s original objectives into a general fund and added a fund for sailing education. The Board of Governors approved this charter in 2009. The charter established a new FSSA committee to administer the foundation, provided for a separate foundation bank account, established guidance for investments, and included a mechanism for revising the charter. A subsequent revision required the foundation to reimburse FSSA for administrative expenses.

Barbara Griffin was the first chair of the foundation committee, serving 2009-11, then replaced by Charles Buffington. A fund-raising effort began with special status for 29 “charter donors” who gave $1,000 or more to the foundation. These donors kickstarted the project, but smaller donations, investments, and included a mechanism for revising the charter. A subsequent revision required the foundation to reimburse FSSA for administrative expenses.

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

<table>
<thead>
<tr>
<th>Sailors’ Tailor</th>
<th>Competitors</th>
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<tbody>
<tr>
<td>Typically lasting 7-10 years</td>
<td>Industry norm is 5 years</td>
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<tr>
<td>PTFE Teflon thread at <strong>NO UPCHARGE</strong></td>
<td>Chemically stripped polyester thread lasts 2-3 years</td>
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<tr>
<td>Unique waterproof Vinylike double-coated Poly Army Duck</td>
<td>Uncoated, or laminated fabric that delaminates &amp; leaks</td>
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<tr>
<td>Flat-Felled seams double stitched through 4 layers</td>
<td>Single or chain stitched through 2 layers of cloth</td>
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<tr>
<td>Double-folded hems stitched through 3 layers</td>
<td>Turned-up hems stitched through 2 layers of cloth</td>
</tr>
<tr>
<td>Ample reinforcing over all stress points</td>
<td>Little or no reinforcing over wear spots</td>
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<tr>
<td>Stand-up flaps that snap around stays</td>
<td>Gaping cut-outs or velcro closures that are shot in a year</td>
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<td>5/16” elastic shock cord in the hem AND tie downs</td>
<td>You secure somehow</td>
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<tr>
<td>Supplied hardware</td>
<td>A trip to the hardware store</td>
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My story begins last March with my daughter, Lauren, and I competing in the challenger division at the Midwinter Championships in Sarasota, Florida. It was the first time in a long, long, long time that I would be driving a boat in a regatta. It would also be the first time in a long, long time for my daughter to sail in a regatta. I say this only to offer a perspective as a crew and as it relates to what an accomplished driver might feel when racing. More on that later.

My wife, Lynn, knew she wasn’t going to be able to compete in the upcoming NAC’s. During the course of the Midwinters, Lynn and Tyler Andrews got to talking about the NAC’s. We already knew Lynn wasn’t going to be able to compete and Tyler and Carrie were expecting their second child toward the end of May so Carrie was out. Lynn asked Tyler if I might be able to crew for him. The idea was born….so to speak.

Tyler and I chatted a few times during the week and by the end of the Midwinters we had decided to make a go of it and sail together in the NAC’s. I offered up #5152 “Flying Circus” as the boat we would use, but Tyler was planning on delivering and racing a brand-new boat for the NAC’s. We had a boat, Tyler needed crew and I needed a driver. BOOM - the plan was hatched. I was really looking forward to sailing on a new #6100 series boat just to see how a new boat felt. Plus, I love the smell of new fiberglass.

Tyler and I had never sailed together, let alone raced together, so we exchanged multiple texts and phone calls to share our thoughts on how we would approach the regatta. It quickly became apparent that we shared many of the same thoughts and philosophies on boat speed, boat handling, sail trim, tactics etc. That pretty much left us with getting our timing down once we got on the water. We were ready to go!

One week before the NAC’s I got a text from Tyler – “Hey buddy, can you please bring Flying Circus to the NAC’s”? Panic set in. Is Flying Circus REALLY ready to go and compete at the NAC’s? Well, I had a week to figure that out. Turns out Tyler needed to deliver a different boat to Rush Creek, one that would be unavailable for us to use. It’s all about customer service and Tyler, Carrie and the rest of the Flying Scot team consistently deliver! So much for racing a brand-new boat and smelling new fiberglass. Execute plan B - I started going over everything on the boat to ensure we wouldn’t have any mechanical issues to solve once we got to Texas. By the time I left Chattanooga, I felt comfortable and confident the boat was ready to go.

Both Tyler and I arrived at Rush Creek Friday just before noon. Robert Cummings was there immediately to greet us and assist in getting the boat uncovered, set up and measured. More sets of eyes on the boat revealed a few more things that needed to be updated and or changed out.
before we began the regatta. We would take care of those items over the course of the next couple days. We were ready to sail.

Tyler and I decided to go for a practice sail Friday afternoon to work on timing and to see what the course would look like for the remainder of the week. Any concerns about differences in sailing philosophies quickly disappeared. We were on the same page and gelled very quickly. Timing was a little rough at first but we both settled into our respective routines pretty quickly. A little tweak here, a little tweak there and we were ready to race!

We didn’t sail Saturday. Both of us felt comfortable enough with each other on the boat that we didn’t feel compelled to sail seven days in a row. It was going to be windy and hot so we elected to save our energy. Instead, we tweaked a few of those items on the boat that needed attention so when Sunday rolled around we’d be done with boat maintenance. One of the upgrades was the installation of the spinnaker halyard take-up reel that a lot of the boats now use. I loved it!

We sailed Sunday, did some speed testing with half a dozen boats and felt pretty good about where we were, so we kept it relatively short. On the way out to the course Tyler mentioned that he knew something really important hadn’t been done and we needed to fix it, but he couldn’t remember what it was. As we sailed around, Tyler repeatedly mentioned that he couldn’t remember what it was that was troubling him. I didn’t think much of it - couldn’t be that bad or he would’ve remembered, right? We finished our upwind work and set the kite to do some jibes just to get our timing down. Then we went to take the kite down. Didn’t happen, wasn’t going to happen. I yanked multiple times on the halyard - no good. The knot was stuck in the sheave. Tyler watches me then yells out, “I remember what it was. When you install the new take up reel with the smaller diameter halyard, you have to tie a bigger knot so it doesn’t get stuck in the sheave!”

Would’ve been good to know that when I tied the knot.

It all worked out OK. I tugged even harder a few more times and it came down like it was supposed to. Lynn told that story to our daughter, Erin, who recently gave birth to our first grandchild. Erin started laughing out loud. “Tyler’s got new baby fog!” Lack of sleep will do that to you.

Monday was the qualifier series and our goal was to continue to get our timing down and work on tactics and boat handling while qualifying for the championship division. By the end of the day, we had accomplished those goals.

Tuesday was relatively uneventful. We finished with a 3 and a 5. Pretty consistent. We felt pretty good about the day and came home tired and hungry. That evening Tyler and I didn’t feel much like going out for dinner so we decided we would order Chinese and have it delivered. What a great
idea - food is prepared and it just shows up at your doorstep, hot and ready to eat! Of course, no take out Chinese meal would be complete without reading the fortune in the cookies as you eat them. We knew Wednesday was going to be a great day on the water. My fortune read “Tomorrow you cannot make a wrong decision”. We got a first in the morning race. However, the fortune was apparently only good for one race as we couldn’t duplicate that the rest of the week.

Over the course of the regatta, we sailed consistently. If you look at the results of the top boats, consistency was the key. There was no one team that scored a series of bullets, but each of the top boats scored in the top 10 every race. How do you do that? Here’s where the crew’s perspective comes in.

Confidence is key. I don’t drive the boat much. I’ve never really had the desire to do so. I’ve always felt most comfortable trimming sails, feeding information to the driver and discussing tactics as the race unfolds. My most recent driving experience at the Midwinters reminded me of how important it is for the crew to understand how the boat feels from the driver’s perspective. Feeling what a neutral helm actually feels like is totally different than having the driver say, “the helm feels good”, or “I’ve got too much weather helm” or maybe just barking out orders without including the context for which the orders are barked (a little crew humor). Lynn and I have been sailing the Scot for 4 years now and we constantly make adjustments depending on how the helm feels. It’s important for the crew to understand what that means. If the helm isn’t right, the boat isn’t fast. If the boat isn’t fast….well, you know. So how does the crew contribute to the feeling in the helm? Let me count the ways….

This will be different for every driver and crew combination, but this is how I approach a Flying Scot event.

Before you leave the dock make sure the boat is ready to go. I spent a few sentences in this article discussing little things that needed to be addressed before I felt the boat was really ready to go. Don’t let an equipment issue take you out of the game. Jeff and Amy Linton are HUGE proponents of this. Every time these two walk by our boat, they find something I’ve overlooked. Oh good - more stuff to fix!

Have the sails and running rigging all ready to go well before you leave the dock. Double check to ensure that nothing has fouled. Bad stuff happens when things get fouled.

While sailing, most likely on the way out to the race course, set halyard tensions on both the main and jib. Follow the tuning guides and adjust as conditions dictate. Do the same with theouthaul and cunningham as necessary.

During the whole week of the NAC’s, shifting gears was essential to maintaining boat speed as the breeze fluctuated in both velocity and direction. What does the crew do when these conditions exist? Keep all lines cleared and tidy, adjust sail controls as conditions change (i.e. halyard tensions,outhaul and cunningham tensions) and also play the vang when necessary to keep the boat flat. These are all things we’ve heard before. The conditions at the NAC’s were particularly challenging in this regard. We were hiking hard one second and both sitting low the next second. The quicker you were able to adapt and respond to the changing conditions, the more likely you were to maintain your boat speed throughout the range of conditions. We had to race the Scot like a sports car. It’s critical to keep communications flowing between the driver and crew so as to be able to race the Scot effectively.

In terms of tactics, Lynn and I approach each race the same way. Tyler and I did the same thing. Go out and do your homework. Get your numbers on both tacks upwind. Multiple times. Do the same while sailing downwind. Keep track of what the wind is doing. Do frequent “wind shots” so you know whether it’s shifting right or left. I have a grease pencil I use to write the numbers down on the coaming as we continue to figure out what the wind is doing. It’s kind of like our “white board” for each individual race.

While sailing, call out lifts and knocks. “We’re up 3” or “down 5, time to go”. Call out puffs and count them down so the driver knows when to adjust the boat’s direction and heel to transition into and out of the puff. Look for the next shift or wind line and communicate your thoughts to the driver. Adjust jib sheets ever so slightly to adapt to the velocity changes, but make...
I would like to recognize and praise the Flying Scot Foundation for their help to the Capital District in getting us our new perpetual traveling trophy. I’m not sure if many Scot owners know and support our wonderful foundation, or realize the benefits it affords our organization. To get things started, I asked each of our nine fleet captains to help by contributing $20. Everyone agreed, with one fleet, #206 Rehoboth Bay, doubling the amount. I heard back from each fleet captain in less than a 24 hours which has to be a new district record! I also received a few unexpected donations from Greater Richmond Sailing Association fleet #155 and commodore of LOWSC, fleet #160, Gary Close, who bought a Scot last year. Many thanks to all for your kind support. We had over half of the money needed when I submitted the request to the FS Foundation which I’m sure helped us receive the grant money.

We are hoping this new traveling award will help strengthen and promote attendance in our fleet’s invitational regattas. Support of each other’s regattas had reached an all-time low in attendance. We have seven invitational regattas to count this season. Scoring for the traveling trophy will be done on a high point-scoring system that counts the number of boats you beat in each race and accumulates that number throughout the series. At the end of the season, the boat with the most points will be awarded first place. We will have one throw-out regatta to allow the “almost-always faithful” to miss a regatta but still be in the running. You must be a current member of the FSSA to be eligible to compete and be a member of a fleet in the Capital District. The new perpetual trophy will be a half-hull model with sails of a Flying Scot with brass plates to record the winner each year and a “keeper” plaque with our class logo and description of the award.

2018 Flying Scot Capital District invitational regattas that count for the new trophy:

- April 28 (Saturday) - Fleet #160 Lake of Wood Sailing Club Annual Invitational, VA
- June 2 & 3 - Fleet #97 West River Sailing Club Annual Dave Irey Regatta, Galesville, MD
- June 9 & 10 - Fleet #155 Greater Richmond Sailing Association Invitational, VA
- June 23 & 24 - Fleet #42 Selby Bay Sailing Center Summer Solstice Regatta, MD
- August 11 & 12 - Fleet #103 Fishing Bay Yacht Club 79th Annual One-Design Invitational, VA
- August 18 & 19 - Fleet #206 Capital District Championship, Rehoboth Bay Sailing Association, DE

Note: these regattas are open to ALL Flying Scot sailors who may wish to compete in them. Only boats in the Capital District will be scored for the new trophy.

A New District Governor!
In a unanimous vote, (well, there was only one nomination), the Carolinas District fleets have elected Christopher Herman of Lake Townsend Yacht Club to serve as District Governor! Chris lives in the Winston-Salem area of NC, and owns FS#4088 which is named Sunesis. He is an accomplished Scot racer, twice placing in the top 10 of the Challenger Division at NACs, and winning the Challenger Division at the 2014 ACCs.
A side from making a few choices about the weather, which I will discuss below, volunteering to be PRO at this lake is easy because of the many other volunteers already in place. I had only to find volunteers for the mark and signal boat. It was a great team to work with. Regatta chairs Ray and Darlene Miller ran the show. They recruited Beth Halley to help with the Saturday night dinner and she found a few more hands to help clean up. They even provided us a protest committee chair person, ready to receive protests, although there were none.

Thanks go to the competitors and many volunteers who make this sport possible. Patrol boats were assigned and simply met us on the water, no questions asked. With everyone in place, I could relax. Long time sailors, Daryll and Kris Van Hutten, approached me about volunteering for the mark boat and I asked my in-laws, Harry and Karen Carpenter, to help me on the signal boat. Harry is a past PRO for this regatta and said he was happy to help. He also advised that I read the US Sailing race management book, which I did and I found that having many people in charge is the best way to run a regatta. I also read that I better not abandon a race without a very good reason, and that general recalls are only for extreme cases as they’re not fair to those who have a good start.

With this many experienced regatta management people in place, the only thing I brought to the table was my wind-reading experience. Just as I do before racing, I took a bunch of wind readings and averaged them. As race committee it’s even easier because I didn’t have to worry about numbers on each tack, only the average wind direction. We started taking wind readings about an hour before the first race, and after 30 minutes of averaging numbers from both the windward and leeward side of the starting area, we set the course. The winds of Deep Creek lake behaved the best they could and oscillated to both sides of our windward mark, giving our competitors a fun and challenging series of 3 races on Saturday.

There was no racing on Sunday. It was a beautiful sunny day, but the cumulus clouds were overhead and the weather map showed us under a massive high pressure system. Typically when sailors wait on winds, we’re waiting for the sun to heat the land and cause air to rise. Once this phenomenon, known as advection, occurs, cumulus clouds are likely to form. These puffy clouds are a sure sign that we have the lifting air we need to create wind. If there is no wind once the clouds form, then it’s not coming until something changes in the atmosphere, or the lifting...
Our competitors were divided into 4 fleets: Champion-Gold (really good, experienced racers), Champion-Silver (experienced comers), Challenger (beginners), Masters (pretty good, very experienced but older sailors and crews).

The Masters sailors only sail one race a day so with no racing on Sunday, the Saturday race determined the regatta winner - Dan Muss. Its important to note that Dan is 90 years old and had undergone back surgery just 2 1/2 months before! Dan modestly said, “It was thanks to one lucky tack and my son Andrew, who is a fantastic crew!” However, I will point out that they won by a very large margin. 

Sandy Douglass Regatta Results (skipper/crew):

Champion Gold: 1 Charlie/Cindy Clifton, 2 John/Lisa Meredith, 3 Katherine/Jessica Bennett, 4 Bruce/Lynn Kitchen, 5 Melanie/Bill Dunham, 6 Keith/Andrea Macmillan, 7 Mark Riefenhauser/Warren Schutt,

Champion Silver: 1 David/Shawana Frank, 2 Spencer Deakin/Randolph Bertin, 3 Matt Cohen/John Wheldon, 4 Robert Gerlach/Anthony Celo

Challenger: 1 Frank Walburg/Sarah Lynn/Ben Lee, 2 David/Lissa Klueter, 3 Jeff/Julie Haseler, 4 Josh Aichele/Kristina Lorton/Laura Macmillan

Master: 1 Dan/Andrew Muss, 2 Ed Peters/Joan Thagard, 3 Al/Marlene Riebel, 4 Frank Meehan/Conrad Lundeen

air gets so high that it brings down a little bit of wind from the stratosphere. Long story short - sail for the big puffy clouds and have fun!

• Tactics are as big a deal as boat speed but without boat speed, you can’t dig yourself out of bad positioning due to less than stellar tactics - We’ve all been there. Put yourself in the right place at the right time: much easier said than done!

• Do your homework with the compass before each race in terms of wind direction and port and starboard tack headings

• The changes and adjustments required to succeed at the NAC’s were far more subtle and needed far more frequently than I ever imagined. This was essential in order to keep the boat speed up. Don’t set it and forget it.

• Take the time to drive a boat every once in awhile so you know what the driver is feeling when are crew. It’ll enhance the effectiveness and contributions of your crew work. Lauren drove back from the race course every day at the midwinters and got a really good feel for what a balanced, neutral helm should feel like.

• Driver and crew timing is essential to maintaining boat speed. Whether you’re tacking the jib, jibing the kite or simply moving your weight around to adjust heel, you both need to be in concert when executing even the simplest of moves. Keep the boat balanced. Keep the boat moving.

• Talk to the top drivers and crews. The Scot fleet folks are so willing to share what works. A lot of it might be repetitive, but there’s usually a nugget or two that you haven’t thought of or tried before. That’s how we all get better! John Kriedler does it with margarita’s, I prefer painkillers - whatever works! Share your information; it makes the class stronger.

• When all else fails, crew for the boat builder...they tend to be pretty good!
Greg and I have been going to Saratoga since 1994, and in 1996 I started crewing with him. We have been to every Saratoga regatta since then except the year we had a family wedding. Why do we keep on going back? The club, the food, the racing, the hospitality? Yes, all of those, but we especially enjoy the people. We have so many life-long friends that we see every year and we would miss them terribly if we skipped this regatta. There are so many, but we have been friends with Peter and Ann K. Seidman since we ran into them (literally) during the 1996 NAC on Lake Ontario in Oswego, NY. They helped keep me from capsizing when the collision caused Greg to fall out of the boat by calling out commands like “uncleat the main”. Being brand new to the sport of sailing, I did not know what the main was so I uncleated everything in sight and managed to keep the boat upright until the rescue boat towed me in. When I got back to the dock, there were the Seidmans just waiting on the dock to make sure I was okay. How do you forget friends like that? You simply don’t!

Massapoag Yacht Club has had many participants in this regatta over the years. At one time as many as 12 boats from our club were made the trip. At this point there are 3 couples, Roger (our chief measurer) and Kate Sharp, John and Connie
Eckart and Greg and I, who have been going regularly. Is it okay to mention that all of our names are on the perpetual trophy for winning the regatta over the last few years? And is it okay to say the MYC team have all won trophies each of those years? We are lake sailors, so we feel right at home on this lake!

This year’s 32nd Annual Invitational Regatta was no exception. We traveled there in style in our new 2018 Roadtrek camper van, and gave lots of tours to folks who are thinking or getting a regatta-mobile. We were greeted by all our old friends and it was great to see our builder Tyler Andrews and his crew Melanie Dunham, and our friends from Nockamixon, Phil Sheetz and Rich Baucom. Regatta chairperson Mark Swanson and Fleet 161 Captain Paul Waterfield had everything under control and were running a green regatta – no paper, no bottled water, no red cups. Everyone was issued a Saratoga Lake Sailing Club water bottle and there was plenty of water in the coolers to keep them filled. The beer and wine were served in reusable cups. The NOR, SIs and results were available on Regatta Network and my phone was used to read the winners’ names at the awards.

The Friday night welcome party included make your own meatball subs which everyone enjoyed. We also enjoyed the live entertainment by Mike Flanigan’s son, Ian. On Saturday, the Shirley Waterfield pancakes were very popular, and after breakfast we made our famous “you make it, you bag it, you bring it” lunches and headed out, hoping to be on the water most of the day. There was wind in the morning and we hoped it would last. PRO Dave Hudson and crew were able to get in one race before the wind died and the rain came. The 14 Championship and 7 Challenger teams were happy to get on shore before the deluge. Before the wind died, I think it had shifted 4 or 5 times – at one point the Weather Channel reported that the wind was 0 MPH from the south and later it reported 0 MPH from the east, a 90-degree shift with no wind!

The rain kept on pouring, but that did not deter the great party, with Rob Hayes and his band, TC Hustle, playing under the tent, and lots of great food and beverages. There was a Mexican feast with tacos, tortillas, beans and rice, and the famous fried ice cream for dessert. And the stories just kept on coming, with everyone sharing lots of regattas tales and sailing follies over the years.

On Sunday, Shirley and crew were there again, making french toast this time. Mother Nature was kinder and there was really nice wind for the day. The PRO for the day, Nelson Snowden, got in 3 great races - 4-leg windward-leewards for the Championship and 3-leg windward-leewards for the Challengers. The winds shifted a little but did not make the race committee work too hard resetting the marks. By 1PM, the racing was over and it was time to eat lunch, give out awards, and head back home.

From Massapoag Yacht Club, the Eckarts won the regatta, the Sharps were 3rd and the Kampfs were 5th, so we all went home with trophies. Tyler and Melanie from Deep Creek Yacht Racing Association were second and local skipper Bernie Zabek and his crew were 4th. In the Challenger Division, local sailors Timothy Hayes (Rob’s son) and Luka Newton were 1st, Stephen Healey and TJ Fiala were 2nd, and Old Greenwich Yacht Club’s Dave Osler with his son Steven and grandchildren David Justin and Isabelle were 3rd. Full results are on FSSA.COM. We expect to be making more memories at Saratoga again next year. How about you?.

The Massapoag Mob: Sharps, Kampfs and Eckarts.

Challenger winners Timothy Hayes and Luka Newton with regatta chair Mark Swanson

Championship winners John and Connie Eckart

Paul and Shirley Waterfield.
Visiting Ephraim Wisconsin is like a throw-back in time – from the old-fashioned ice cream shop to the absence of chain stores – it is an idyllic vacation destination with beautiful scenery and generally good sailing conditions. Of the 37 boats competing in the 113th Ephraim Regatta, more than half travelled over six hours to get to the Door Peninsula, which separates Green Bay from Lake Michigan. The prize for the longest distance trailered with a boat went to Nina and Robert Cummings of Corinthian Yacht Club, Texas, but we are so appreciative of all the boats from Ohio, Maryland, Pennsylvania and throughout the Midwest District, who made the trek. It was also a treat to have present and past Florida District Governors, Tom McNally and Mark Taylor, and his wife Michele, flying in to compete with us. There was strong representation from downstate Illinois; kudos to the combined the Clinton Lake and Carlyle Sailing Associations who comprised one third of the competitors.

One unique feature at the Ephraim Yacht Club has been the participation of junior sailors in Flying Scots. We had three father/son teams, all with sons under the age of 15. There were five former instructors in the 20 – 30ish age range and five current instructors competing, either as skipper or crew. Winner of the Sturgis Trophy for the top skipper 18 and under was repeat winner, Derek Waleffe, with crew Margaret Gheorghita.

This year’s Ephraim Regatta included the Midwest District Championships. The events started on Friday with three single-handed races. Bruce Kitchen of Cowan Lake Sailing Association won bragging rights, but the top Midwest District winner was Rick Wojnar of Clinton Lake Sailing Association. At the welcome party, hosted by long-time Flying Scot sailor Joani Lewis, everyone enjoyed appetizers supplied by the host fleet with wine and beer sponsored by Mad Sails. Visiting sailors, unaccustomed to evening temperatures in the 60s, pulled on their fleeces and jackets.

Saturday morning the winds were toward the higher end of Scot guidelines, but abated somewhat by race time to a range of 12 - 18, and the race committee got off three solid races. Saturday evening competitors enjoyed unlimited bratwursts, corn on the cob, beer and plenty of aspirin. Sunday the winds were a bit more comfortable, and one race was completed before lightning and thunder approached and sailors headed into the dock.

Like any regatta, it would not have been possible without a committed group of volunteers under the leadership of Stacey Rieu. In alphabetical order they were: Matt Andersen, Topher Andersen, John Archibald, Bob Aring, Chris Bungener, Dave Chomeau, Carol Claypool, Nancy Claypool, Alison Claypool-Conrad, Joel Dykman, Darlene Faugust, Jim Faugust, Michael Faugust, Carol Friedler, Marsella Fults, William Gheorghita, Griff Goetsch, Cain Goettelmann, Dan Goldberg, Debby Heidler, Fred Horwitz, Jodi Hoyerman, Rick Hoyerman, Jennifer Ikeda, Fred Lewis, Joani Lewis, Ryan Malmgren, Mark Matson, Todd McBride, Henry Morof, TJ Murphy, Laura O’Rourke, Deanna Peterson, John Peterson, Kevin Raymond, Jack Rebhan, Jim Rowings, Gordon Rowley, Sly Salkowski, Charlie.
Midwest District

Sauter, Steve Sauter, Wally Waleffe, Matt Winnacker, Barb Ziegler, Bob Ziegler, Agne Zukauskaite.

Overall Ephraim Regatta winners were Mark and Michele Taylor from Tampa, Florida, who also won the Peder Knudsen award for top Husband/Wife team. Local sailors, Hugh Haggerty and Craig Rawlins, placed second overall and also won the Midwest District Championship. Rounding out the top six were Michael and Jennifer Faust, Eric Bussell and Chris Tesdal, Tom McNally and Liz Gheorghita, and Ryan Malmgren and Stacey Rieu. The Midwest team trophy, awarded to the club with the top three finishers, went to the Ephraim Yacht Club. The Whippersnapper award for the top finisher in the Midwest District Championship under the age of 32 went to Woody Heidler, with his wife Emily, of EYC.

Make your plans to get out of the heat and enjoy our little slice of summer in Door County next summer. The 114th Ephraim Regatta is August 3 – 4, 2019. Questions - contact Stacey at ephraimregatta@eyc.org.

Those Ephraim Scot sailors keep getting younger every year!

Wisconsin hospitality, Have a Brat!
The Hartmans: Focus on Fun!

Deb Aronson, FS#6144, Midwest District

The triumvirate of G.W. (Gerry), Steve and Mike Hartman, at least among some Flying Scot sailors, is legendary. The Hartmans — G.W. is cousin to brothers Mike and the late Steve Hartman — began buying Flying Scots in 1973 six years before their home lake even existed. Clinton Lake was created in 1979 as the cooling pond for the Clinton nuclear power plant.

Prior to that, the Hartmans raced Banshees, a single-handed boat, at tiny Homer Lake near Urbana-Champaign. The lake was barely large enough for a start line. In anticipation of the building of Clinton Lake the Hartmans bought Flying Scots. They tried to sail them on Homer Lake for a while, but the sailors of the smaller boats suggested they go elsewhere.

With no lake, but a desire to sail, the three Hartmans began to travel. They often took trips to Carlyle Lake, Crab Orchard and Lake Michigan. Gerry first attended Midwinters in Panama City in 1978 or ’79 and Mike and Steve joined him in 1980. That event became a fixture on the fleet calendar. Jerry would attend every year until the event moved away from Panama City. His motorhome, aka “the Hilton” became a fixture with its assigned parking spot and was the center of social gatherings for the duration. Their stories of Midwinters brought other fleet 135 members into the event.

Once Clinton Lake filled, the Hartmans were instrumental in building up the Clinton Lake Sailing Association facilities. Gerry and long-time crew Ken Johnson built the CLSA pavilion using some “left over” materials from a recent construction project (with a much younger John Domagala sheeting the roof). Mike and fleet member Bob Clay built the grill that stands to this day.

The Hartmans got the idea for the annual Glow in the Dark regatta (which they held from 1985-1999), after they stepped up to host the 1984 Midwest Districts. That event was scheduled for Minnesota, but that venue fell through at the last minute. The Hartmans, never having hosted a regatta but having attended many, volunteered to host the event at Clinton Lake.

That first, successful event led the Hartmans to host the “Glow in the Dark Regatta” the following year. Having lost “buckets of money” and having to deal with the headache of bounced checks and bookkeeping at the District event, the Hartmans determined that “the money was more trouble to keep track of than it was worth,” according to Mike. Consequently, when they decided to host the Glow, it was completely free. “We figured people incurred the cost of traveling and gas and hotels sometimes, so we wanted to make the entry free,” says Sunshine.

Steve, who died in 2011, was an ardent amateur chef. “Steve loved to cook for a lot of people in difficult circumstances,”
Mike said. In the CLSA archives is a list of foods Steve prepared for the event. They are mostly things you can freeze and then thaw slowly, since CLSA has no electricity or water. The list includes ribs, pork roast, gyros, rice salad, spaghetti marinara and spaghetti aoli-oglio, as well as “flambe du fruit.” All weekend a ten-foot-long dinghy was filled with ice to hold mixers for drinks and also orange juice and milk, etc for breakfasts. GW and Sunshine bought the trophies, Steve bought all the food and Mike bought all the drinks.

“We enjoyed so many regattas at other fleets’ lakes,” says Mike, “we felt we owed a lot of good times to the others.”

“The donations started when people asked “what do I owe?”” says John Domagala.

“The answer was, ‘if you feel compelled to help out, bring something from your area’. The Wisconsin folks led the regatta in brats, the Texas folks kept us in chili, Carlyle always fed us Sunday breakfast, and Cincinnati and others kept us in beers.”

Some high points include 1989, when Sunshine and GW got married the Friday before the Glow. Although they had a reception at their house, the wedding party and feast continued into the weekend at the lake. The Glow attracted about 40-45 boats on average, but that year 64 boats came. Sailors from Boston brought 200 Maine lobsters, and Doc Bellows and Jane Campion brought 100 pounds of shrimp from the Gulf. This was on top of the meals that Steve had planned to create.

In 1994, John and Susie Domagala had a pre-wedding bash at the Glow and many people dressed up for the Saturday party in wedding garb. That gave Sunshine the idea the following year to have a costume party. “People got so into it, I didn’t even recognize them,” she said. They had a few people serve as judges and they wore judge robes. Peg and John Woodward came dressed as Sunshine and GW, complete with custom-made masks. Sunshine was checking people in. “I looked up and there I was, it was crazy!” she said.

GW and Sunshine also were in charge of race committee. The goal, always, was to have fun, so they modified the typical regatta format. They wanted as many people as possible to trophy. “For many of them it was the first trophy they’d ever won,” says Sunshine.

They created four divisions and racers competed in a round robin model. The top sailors — the professionals and those who typically trophied — no matter the division, were skinned off into their own championship division for trophies and then the remaining sailors in each division also got trophies. So if you were in a division with Harry Carpenter and Greg Fisher, and you finished third, you would win your division because they would have been scored in the championship division.

The trophies, which Sunshine and GW were in charge of, were useful. “We didn’t want to give out ‘pickle dishes,’” says Sunshine. So all through the year they’d collect things: dartboards, magazine racks, napkin holders and they’d put a plate on them with the details of the event. People would use them in their daily lives and it would serve as a fun reminder. There were also a few perpetual trophies, like the toilet seat, which went to the person who “won the party,” the hammock which went to the winner of the white division, and the multi-colored sail made by Doc Bellows of Schurr Sails that the winner of the blue division had to use the following year.

Sailors were expected to settle disputes on the water. Protests were allowed in that you could protest someone on the water, but if you wanted to file a protest, GW decreed it would cost $250 and the hearing would be held at 2 a.m. On the other hand, if someone was really causing trouble, either by fouling people on the water and not doing turns or complaining about the event and generally being unpleasant, they would not be invited back. Sunshine remembers one person who complained vociferously about the race committee. The three Hartmans had a meeting, then walked over and told that sailor he was not invited back.

But that was, of course, the exception to the rule. Generally speaking, if you find yourself in a room of Flying Scot sailors of a certain age and you ask them about the Glow, they’ll share countless stories of the craziness and fun that ensued.
particularly when repeated on a yearly basis when renewing FSSA membership, have been the life blood of the effort (URL for a list of donors: http://www.fssa.com/content/flying-scot-foundation-donors). The foundation remains grateful for contributions of any amount. As of August 2018, 275 FSSA members have given a total of $88,003. Two (Dr. Al Rees and Charles and Sarah Buffington) have reached the “Sandy’s Bonnie Friends” level by donating at least $10,000, and one (The Orr Family in memory of Jack Orr) has reached the “Commodore’s Circle” by donating at least $5,000. The 2015 “Win a New Flying Scot Raffle” added $6,500 to the coffers. (Many thanks, Diane Kampf and crew.) Since inception, the foundation has received $88,003 in donations and investment income. Administrative and publicity expenses, plus the cost of medals for the program, totals $12,269. The cost of completed grants totals $33,978 and the commitment for 2018 is $10,379. The current reserve is $31,377.

The first round of funding began in March 2011 and the foundation funded four projects that year. We provided sufficient funds to purchase half of a used Flying Scot to Massapoag YC (Sharon, MA) in a match arrangement that required the club to purchase the other half. Requiring matching funds from the applicant program has become the foundation’s standard approach for large-ticket items such as boats. Diane Kampf writes, “We are still using ‘Thanks FS Foundation’ in our Adult Sailing classes and our students like it better than the other class boats we use. We added a rudder lift system this year and a refurbished centerboard after 8 years of use.”

The foundation has approved 33 out of 39 applications as of 2018. We fully funded some of the approved applications, but overall, awards have averaged 55% of requested dollars. Budgets far in excess of guidelines account for most of the difference. A well-thought-out proposal with a reasonable budget has a high chance of full funding.

The foundation supplies spiffy gold, silver and bronze medals to District Championships, Junior and Women’s Championships and other worthy but cash-strapped events. The foundation has provided a total of medals as of 2018. The foundation started a sail donation program in 2012. The idea was to gather up “gently used” sails from donors (who received a tax letter), repair them if necessary (thank you, Ryan Malmgren) and give them to sail training programs. This turned out to be a good idea, but execution was difficult. The project currently asks sail donors to deliver the used sails directly to the program in need, paying for shipping if necessary. Despite the tax advantages of sail donation, the number of donors has dropped recently. We designed a patch for donated sails to advertise the Foundation’s role in providing sails. The patch is applied to the lower luff area of each sail, right where a student rigging the boat should notice it.

The foundation is especially happy to help small clubs such as the Otsego sailing club and school at Cooperstown, NY. George Weir, a true sparkplug, is both the commodore of the club and the lead instructor in the sailing school. Working on a shoestring and using a Scot borrowed from club member Ron Streek, the school has given 50-60 lessons to about 15 students for each of the past 3 years. George reports that four students from their training program now own Flying Scots and another two are looking for used Scots to buy. A club member, who purchased a Scot after crewing for Ron during club racing, has joined them. As a result, Ron now has a critical mass from which he hopes to build and reactivate Fleet #109.

The application from Otsego asked for funds to rehabilitate a Scot hull (no mast, boom, rigging, rudder, tiller, etc.) that had spent at least a decade sitting uncovered in the open air of the snowy Adirondack mountains. Because of concerns about the integrity of the hull, committee member Bob Matson drove down from Buffalo, evaluated the hull, and reported that it was solid.

Bob donated a mast to the Otsego effort, and Mark Welcome, director of sailing school at nearby Sarasota Lake, brought them two mainsails, two jibs, a spinnaker, and a boom. The foundation committee voted to fund additional fittings and equipment to the tune of $2500. Together, we can make it happen.

Many, many thanks to the FSSA members who have supported the foundation by their generous donations year-over-year. We believe it is money well spent in an effort to assure the future of Scot sailing.

PS: The Foundation’s deadline for applications is March 1 of each year. Application forms are available at FSSA. com under the “Foundation” tab.

**STARTING LINE**

Calendar Of Monthly Events (From October 2018 to August 2019)

Regatta: 2018 Great Scot Regatta, Birmingham
Sailing Club, Vincent, AL
District: Dixie Lakes
State: Alabama
Date: 10/05/18 - 10/07/18
Info: wadwsail@att.net

Regatta: 2018 Seventh Annual Roger Punzi Memorial Invitational
District: Greater New York
Date: 10/06/18 - 10/07/18
Info: fs5516@yahoo.com

Regatta: 2018 44th Annual Boots & Boats Open House Regatta at White Rock Lake, Dallas TX
District: Southwest
State: Texas
Date: 10/19/18 - 10/21/18
Info: 9abcummings@gmail.com

Regatta: 2018 Wife Husband Championship at Jackson Yacht Club, Ridgeland, MS
Date: 10/26/18 - 10/29/18
Info: jim.leggette@gmail.com

Regatta: FL District #2 Sarasota Jeff Penfield Memorial Regatta
District: Florida
Date: 11/10/18 - 11/11/18
Info: karen_jonesdb@hotmail.com

Regatta: FL District #3 Jacksonville Gator Bowl Regatta
District: Florida
Date: 12/01/18 - 12/02/18
Info: jon.hamilton@cox.net

continued on back cover
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Flying Scot Gulf Districts-1st / FSSA Cajun Country Championship-1st / GYA Capdevielle Competition-1st
GYA Junior Lipton Championship-1st / GYA Women’s Championship-1st
NEW MEMBERS

Capital District
Boat # B443
Nabeel Alsalam
Mclean VA

Boat # 930 / Fleet # 206
James Hertel
Delavan WI

Boat # 2079 / Fleet # 206
Andrew Collins
Lewes DE

Boat # 5866
Rick Jablin
Easton MD

Boat # 6169
Richard Feltman
Michele Torchia
Elkton MD

Boat # 1020
Thomas (Trey) Greer
Chapel Hill NC

Boat # A166 / Fleet # 27
Michael Sigmund
Chapel Hill NC

Florida District
Boat # 5364 / Fleet # 131
Larry Wagner
Jacksonville FL

Boat # 5627
Dale Arnold
Panama City FL

Boat # 6166
Herbert & Gail Steelman
St. Augustine FL

Greater NY District
Boat # 4901
Joseph Calvitti
Allentown NJ

Boat # 5032
Suzanne Hulme
Westhampton NY

Boat # 5112 / Fleet # 202
Natasha Mitchell
Philadelphia PA

Boat # 6180
Donald MacDonald
Sea Bright NJ

Boat # / Fleet # 188
Michael Lackland
Metuchen NJ

Gulf District
Boat # A618
Peyton Ankers
Chattanooga TN

Boat # 1652
Jeanie Wright
Marietta GA

Boat # 2891
Kent & Britta Kindervater
Chattanooga TN

Michigan - Ontario District
Boat # 6126
Stephen & Barbara Kramer
Fort Wayne IN

Midwestern District
Boat # 5373 / Fleet # 44
Hugh Haggerty
Sturgeon Bay WI

Boat # 6098
Arnold C. Samuels
Evanston IL

New England District
Boat # 0099
Mark Shriner
Gloucester MA

Boat # 1653
Michael Lieberman
Natick MA

Boat # 4699
James Hourdequin
Hanover NH

Ohio
Boat # 5954
Andy Ording
Indianapolis IN

Pacific
Boat # 3215
William Higgins
Port Townsend WA

Boat # 4825
David Kramer
North Logan UT

Boat # 6146
Steven Turk
Saint George UT

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Springs MO

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Continued From Page 20

Regatta: FL District #4 Tampa Davis Island YC  
**District:** Florida  
**Date:** 01/19/19 - 01/20/19  
**Info:** aslinton@aol.com

Regatta: FL District #5 Lake Eustis  
**George Washington’s Birthday Regatta**  
**District:** Florida  
**Date:** 02/16/19 - 02/20/19  
**Info:** raylaguna5@gmail.com

Regatta: 2019 Midwinter Championship  
at Sarasota Sailing Squadron, Sarasota, FL  
**District:** Florida  
**Date:** 03/24/19 - 03/26/19  
**Info:** manager@sarasotasailingsquadron.org

Regatta: 2019 NAC at Pensacola Yacht Club, Pensacola, FL  
**Date:** 07/13/19 - 07/18/19  
**Info:** limerun@gmail.com

Regatta: 2019 114th Annual Ephraim Regatta  
**District:** Midwest  
**State:** Wisconsin  
**Date:** 08/03/19 - 08/04/19  
**Info:** ephraimregatta@eyc.org

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