

# SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 51 NUMBER 4/5 2007

## EDITOR'S AWARDS

**A PERFECT  
SCOTS DAY!**

**AROUND THE  
ISLAND**

**STARTING  
FLEET 192**

**SAILING  
WITH MIKE**

**Record Success For  
Flying Scot North  
American Sailing  
Championship**

**50TH ANNIVERSARY  
PARTY SPEECH BY  
ERIC AMMANN**



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### Attention Web Surfers / E-mail Users:

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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](mailto:info@fssa.com). Visit the site frequently to view updated information! Please save all articles submitted for publication in ASCII Text, Word or WordPerfect format.

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# From The President

by Barbara Griffin, FS 2259



## Your New President

Fellow sailors,

What an exciting time to be taking over the helm of the Flying Scot Sailing Association. The 50th anniversary of the boat!! We have just had a wonderful celebration, first at Deltaville, Virginia, for the NAC, then at the birthday celebration at Deep Creek Lake, Maryland, home of the Flying Scot! The Scot has survived perfectly for 50 years, and is considered one of the top one-designs in the country (world?). This is all due to the ingenuity of the designer, Sandy Douglass; the dedication and integrity of the succeeding boat builders, Eric Ammann and Harry Carpenter; the committed chief measurers; and the strong class association. Those of us who have enjoyed the boat over the years are truly in their debt!

The North American Championship was an amazing event. It was extremely well organized by Fleet 103 under the leadership of Noel Clinard. It was a record turnout of 119 boats – it will be a hard act to follow! A spectacular sight to see 58 Scots on the starting line for the Championship Division! And even more so to see 100 spinnakers coming at you on

the downwind leg. Hopefully, a job spectacularly well done is a partial reward for two years of planning!


The party at Deep Creek, with 274 attendees, was a trip down Memory Lane. Dedicated sailors, who over the years contributed to the enduring success of the boat, were in attendance. The 1961 FSSA president, Robert Greening, was there! Eric Ammann spoke of his fascinating experiences during his years as company builder/owner. And we all know Harry's background, culminating in the well-deserved US Sailing National Sportsmanship Award in 1995.

The activities began with an open house at the boat company on Thursday (hosted by Harry and Karen) and continued with a festival Friday morning (organized by Joni Palmer and Ray Gauthier), followed by a fun race around the lake in the afternoon. The evening dinner/comments were a marvelous time of fellowship and reliving the past 50 years. The entire event was superbly organized by Charles Buffington, with the very capable help of his wife, Sarah. Congratulations, and thanks to all.

As for a brief introduction of myself, I have been sailing with my husband, Don, for 20 years. I have really only ever sailed in a Scot! I am a great crew, as I do exactly what I am told--good or bad! I love the boat and love sailing with Don. We have been fortunate to have been on two of Bob Vance's organized Scot flotillas, sailing in Turkey, with 13 boats, and in Thailand, out of Puket. We were also on Graham Hall's last Scot flotilla sailing the 1000 Islands--just a wonderful experience and memory. That was the first time I realized you could sail the Scot for pleasure!!

The greatest reward of Scot sailing has been the benefits of traveling all over the country, meeting wonderful people, and developing lifelong friendships with people I would never have known had it not been for the Scot. I owe it so much!

I feel very honored and privileged to serve as your president. I am looking forward to my term in office. I also felt privileged to serve with Glenn Shaffer, who did an outstanding job as president for the past two years.

Welcome to our next 50 years! 

## THE FSSA CLASS FLAG

The FSSA now has available two color schemes for the FSSA Class Flag that can be used for Warning Signals. One flag is red with white lettering, the other is white with blue lettering. These are the same color schemes as numeral pennants #1 and #2 as defined in the Rule Book, "Race Signals". Red/White can be used as start #1 and White/Blue for start #2, i.e. Championship Division and Challenger Division.



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# To the Editor

Kay Summerfield



On Thursday, May 17, 2007, Kay Summerfield wrote the following:

Jim,

Congratulations on your position as Prairie District Governor.

Welcome aboard!

~~~~ (\~~~~ (\~~~~

Smooth sailing, Kay, *Scots n' Water* Editor

On Friday, May 18, Kay received the following reply:

Kay: Many thanks. I have purchased a pith helmet and have the bible according to Douglass, the great prophet !! With his spirit I shall now go forth into the wilderness and preach to the brethren !!

This is a great addition to the Sailing Club, which has been stagnant in recent years. Additionally, we have new this year our own facility at the lake. We have just finished our own fenced-in lot and will proceed with our own ramp and docks next. The club currently has around a dozen Thistles with skippers like Dryden, Korchalk, Lisher (former president of the Thistle class), all of whom have numerous top ten finishes at Thistle nationals. There are another 3 or 4 very strong Thistle skippers that never miss midwinters east or nationals. The point is that these are great assets in the club that translate in the schooling of new Scot skippers. We are very optimistic.

Again, thanks for the congrats. – *Jim Slaughter*

Kay:

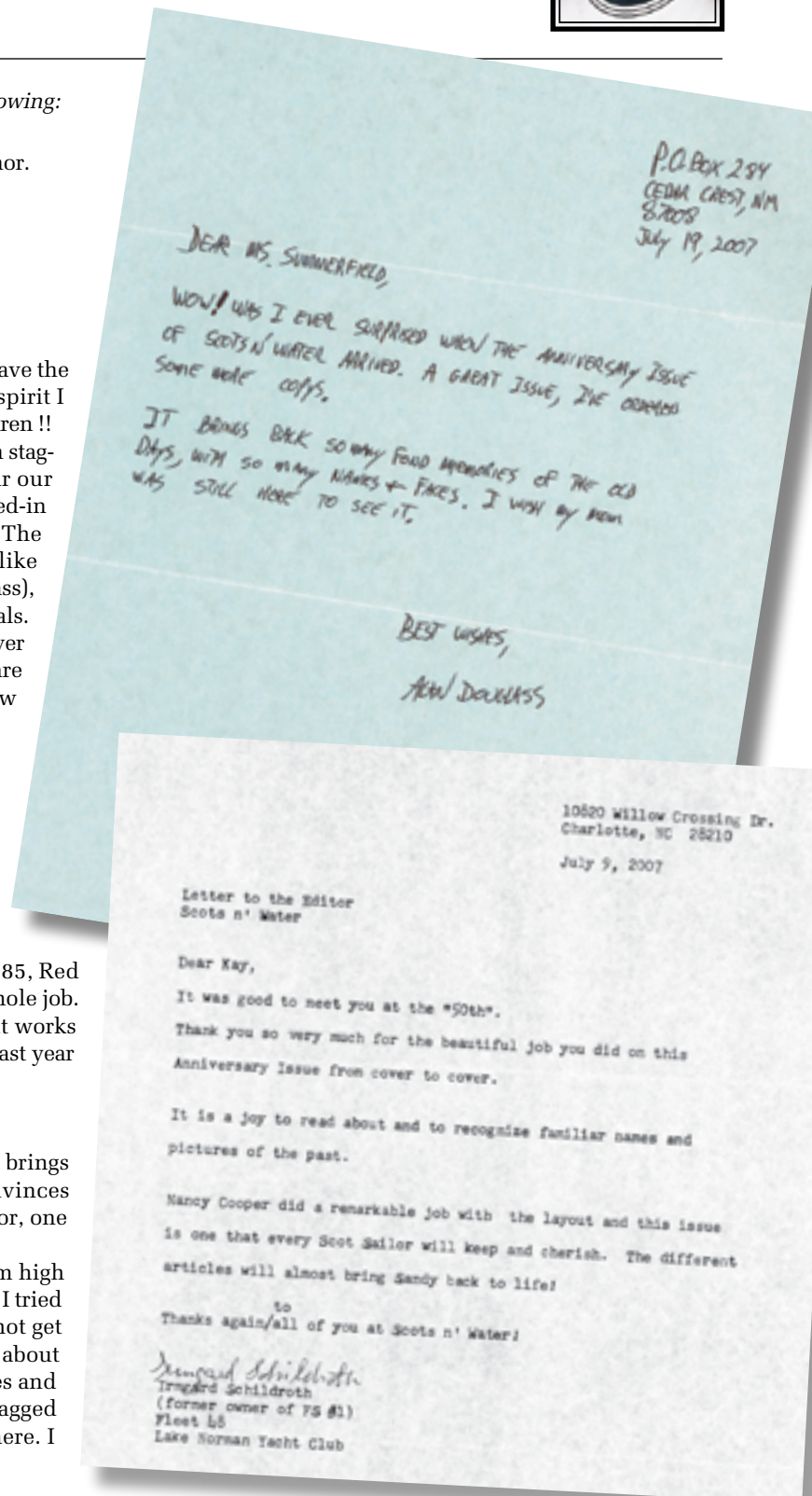
I don't often give unsolicited product endorsements, and I don't know if you publish them in *Scots n' Water*. However, I am so pleased with the MasterHelper from Flying Scot Racing that I felt I should say so. This device has taken all the fear and trouble out of mast-raising and lowering on our Scot (#4785, Red October). It really makes it easy for one person to do the whole job. My crew, Dennis Johnson, was so impressed by how well it works that he bought himself one to use on the Scot he purchased last year (#1468). – *Michael Gold*

Hi Kay,

I am reading the anniversary issue with great interest. It brings back years of memories. The picture of me from 1973 convinces me that I have changed but, if one doesn't look in the mirror, one doesn't have to admit it...as often.

The article "The Beginning" brought back memories from high school. In the picture I am identified as Jack Beierwaltes, Jr. I tried to correct this when originally printed but obviously did not get to the right person. Also, I'm not sure Bob Meese was right about Charles Silsbee. Fleet 3 was represented by Jack Beierwaltes and my dad (correctly identified in the picture). Bill B. and I tagged along for the heck of it. I don't remember Charlie being there. I could be wrong, but I don't think so....

Regards, *Bob Schneider* ▲



# Gus Sails Undefeated in 2007

## 2007 MIDWINTERS

1st Place Fred & Fred Strammer

2nd Place Jeff & Amy Linton

## 2007 NAC CHALLENGERS DIVISION

Michael & Greta Mittman

## 2007 NAC WOMENS

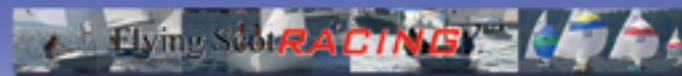
1st - Greta Mittman, Heidi Gough

### Congratulations to:

Bay Waveland Yacht Club, Buccaneer Yacht Club, Amy & Jeff Linton, Fred & Fred Stammer, Harry Carpenter, Richard Wade, Larry Taggart, John Dane, Schaeffer Dane, Ron Pletsch, Tom Miller, Dan Baird, Natalie & Scott Mauney, Tom Lawton...and more!

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Happy 50<sup>th</sup> Anniversary 1957 - 2007

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# ★ ★ ★ EDITOR'S AWARDS ★ ★ ★



**PERSON SUBMITTING THE BEST  
NON-PROFESSIONAL PHOTO**  
MIKE NOONE, FLEET 163, GREATER NEW YORK DISTRICT



**PERSON WHO HAS CONTRIBUTED THE MOST**  
DIANE KAMPF, FLEET 76, NEW ENGLAND DISTRICT



**THE FLEET THAT HAS CONTRIBUTED THE MOST**  
FLEET 6, MEREDITH DODD, FLEET CAPTAIN  
ACCEPTED BY HARRY CARPENTER



**SPECIAL EDITOR'S AWARD**  
PRESENTED TO NANCY COOPER FOR HER MANY YEARS OF  
SERVICE AND SUPPORT WITH *SCOTS N' WATER*

**DISTRICT GOVERNOR FOR ALL THE HELP AND SUPPORT  
THEY HAVE GIVEN OR DRAFTED FROM THEIR DISTRICT**  
JOHN COOKE, DISTRICT GOVERNOR  
ACCEPTED BY THE EDITOR



# Remarks On The History of the Flying Scot: 50th Anniversary Party Speech

by Eric Ammann

*Editor's Note: This isn't an exact "recording" of Eric's speech, but the audience enjoyed Eric's comments so much that we wanted to share them with you.*

— Kay Summerfield

First a heart-felt "WELCOME" to our friends, to the class. The Flying Scot is celebrating 50 years of fine sailing, wonderful friends, and good sport. I thank our many friends for coming here to help us celebrate.

I was asked to tell about the early days of the Scot, having been with Sandy Douglass since fall of 1957. Sandy had fallen out with his partner, Ray MacCleod, had left Thistle, his previous boat, and had decided he would design the boat he had wanted to build all along. The most popular class in those days was the Lightning. He now felt pushed to come up with a "modern Lightning", and I should say he did. He told me that for a family boat to be successful, she should be at least nineteen feet in length, and she should have plenty of beam. Most of all he wanted her to sit on her lines. This he accomplished by hollowing out the garboards, so the boat would sit on her lines.

## MILESTONES:

**1956:** plans and designs, building of the wooden prototype, glued and nailed out of 1x1 inch mahogany strips. When Sandy was asked how long it took him to design the Flying Scot, he had a nifty answer: "To draw her on packing paper, 30 days, to know what to draw, 30 years." This knowledge was gained in a lifetime of sailing, Decked Sailing Canoes, International 14s, and Thistles. He had introduced the planing sailboat hull to North America, always giving credit to Uffa Fox, who had first brought planing hulls to International 14s. Sandy was a master, and as he told me, never finished worse than fourth in a major regatta. What is even more telling, he sailed with his wife Mary as crew for 35 years, and the Douglasses were almost unbeatable.



MARY AND ERIC AMMANN

PHOTO COURTESY OF BARBARA MEREDITH

I spent many regattas sailing with them, and they communicated so quietly, as if by reading one another's mind.

**1957:** First ad in *YACHTING*, January 1957, and the test sails in Corpus Christi, TX. Sandy wanted wind, and Corpus has that, 35 mph average annual wind speed. He liked what he had built. The boat sailed well.

FS No Zero weighed 1250 lbs, had a centerboard of 250 lbs weight, and 2-1/2 inches thickness, a mast five feet taller than the fiberglass Scot's. We should all be glad he changed his mind, and changed the design. One funny aside: 'The Strip-glued hull leaked badly. So Sandy covered the bottom under the waterline with glass mat and cloth. That is still the bottom of our waterline stripe today.

**Spring and summer of 1957:** Building the moulds was a major trial, as he worked alone, and yet had no good way

to work fiberglass and resin. He owed much to the help of a salesman for Owens Corning Mat, a man named Dan Brown. FS No 2, built in fiberglass, tested on lake Erie, against Lightnings.

**First orders, 1957:** FS 11 was to be delivered in August, but did not get done until I built her in January of 1958. Ken Perkins graciously accepted delivery in April of 1958. I had started with Sandy in fall of 1957. Until then he had worked alone. Sandy Douglass had chased me since July, taking me sailing, and asking me to come to work for him. By fall I was ready to come in and learn to build Flying Scot's. The job of lifting hull and deck from the moulds was nearly impossible. The barber from whom we rented the garage that was our shop was kind enough to come when we called over to him, and to help us lift the parts from the moulds, and to turn the assembled boats.



I recall Ken Perkins' letter when he ordered his FS 11. It read: "Sandy, I saw your new boat ad in *Yachting*. I want one, white hull, dark green deck, green waterline. When can I have one? I have included my check for half of the total, Ken." It is amazing how encouraging an order like this one can be when you are just starting.

**Fall of 1957:** Orders for FS No 4, No 6, No 5, No 8, No 10. Orders but no boats built as yet! We swore that we would make no more promises unless we were sure we could deliver.

**The New Shop, Mentor, OH:** a three car garage, low ceiling, an oven of heat.

**Our learning curve begins:** six decks, seven hull to the dump.

We knew next to nothing about fiberglass. We got lessons from an old hand at building Radomes. We still tried to work the glass fabric down with brushes. This left us with many, many bubbles. It is imperative to get an air-free lay-up. We certainly did not know how.

At the time we did not have accelerated resins, so we had to add both, Cobalt the accelerator, and MEK-Peroxide, the catalyst to our mixes. Often the mix would go off while we were still stirring it. We simply did not have the money for jokes like that.

While hauling Scots No 5 and 6 to the West Coast, Sandy learns of the Squeegee method of working fiberglass. At long last a method that worked. We learned how to make squeegees from old truck tire sidewalls.

We are now three people at the shop, Sandy, Eric, and a third. We can build a boat per man per month. Yet we have orders for three years at our rate of progress. If you wonder about the irregular sequence of construction versus the numbers in the order book, I can explain: You always grease the wheel that squeaks the loudest.

**Labor Day 1958:** Move to Oakland, MD, FS 35 in tow, FS 36 in the mould. Earl Zepp, owner of Oakland Lumber Company, has persuaded us to move. He had built kit Thistles in his shop in the winter. He finds a house for Sandy and Mary, his own, ha, ha ha. He also helps us find a shop, an old car dealership on Third and Omar Sts. in Oakland. When we move in, his crew helps unload the semi-trailer.

Sandy is delivering the boat, NO 35, and I am alone, must build spray and

lay-up rooms in the old garage. It must be insulated, re-wired, floors waxed and covered with black paper. I build two hulls and deck by myself, while Sandy is delivering FS No 35 to New York, and demonstrating her to folks from Riverside Yacht Club, Riverside, CT. He brings home orders for FS Nos 27 and 28, from Chuck Rettie and Lew Howe.

That fall we visit the Mansfield Sailing Club. Most members are engineers at Tappan Stove Works, first builders of Microwave ovens. We manage to land eleven orders, bringing orders on hand to well over 50.

We now must hire and train a crew, and get on with building boats.

The early boats came without gunwale mouldings. Sandy tried stainless steel. It proved unworkable, much too slow for production boats. After three boats with stainless steel gunwale mouldings we settled on Aluminum mouldings. Finding a reliable supplier of spars, masts, booms, spinnaker poles, and gunwale mouldings became a challenge. We wound up owning the dies for all four.

We now needed a mould and a melting furnace for centerboard leads. Eventually used re-melt furnaces from dying printing plants were the solution. A new cast-iron form for the centerboard leads took much trial and error, and grinding labor. We were determined to make all parts in-house, with our own crew.

**Fall of 1958:** the low point, Sandy ready to give it all up. Oakland is much colder than Cleveland, our mixes will not cure. Again half a dozen hulls and decks go to the dump.

We are rescued by engineers from Interchemical Co. Cincinnati. Better insulation, better heat, ducted in, and we are good to go. Interchem also introduced us to decent gelcoat spray machines. Until then I had sprayed all hulls and decks with a one-quart spray gun. Interchem also sold us superior resins. We never found better resins.

**New crew:** I hire them one at a time and work with each 4 to 6 months. They must be able to work alone. I persuaded Sandy to stay in the office, to sell, persuade, and to make the deliveries. Sandy was given to sayings like this one: "I would love to praise you for your work, when was the last time you did any?" Or "If you are a self-starter, the boss won't have to be a crank". Or "If you think work is fun, come on in and have a grand time on me".

Soon production reaches six boats per month, then 8, 10, and by 1959 12 boats per month. One great good stroke of luck was the appearance of Harold Timmerman, who took over as shop foreman, and sprayed all hulls and decks, directed lay-up, and made sure the boats went out the door. At 86 years of age, Harold still works for us, two days each week, doing repairs and building centerboard moulds, trunk moulds, whatever is needed.

In 1959 production is so far behind orders, that Sandy decides to license Customflex. We learn quick fixes never work. Quality control of far-away builders will be a grave problem.

**1962:** Tanzer Yachts, of Montreal is licensed for the Canadian market.

**1965:** the first landmark: FS No 1000!!

Sandy tries a promotion, donates FS No 1000 to the US Olympic Sailing Committee. The raffle raises 10% of the budget for the Olympic Sailing Committee that year. It falls flat. Neither *Yachting* nor *Boating*, the two big magazines, pick it up.

By now the FSSA, founded in 1959, at a meeting of first owners in Cincinnati, has fleets in many states:

Fleet 1, Cowan Lake,

Fleet 2, Wilmette, IL

Fleet 3, Mansfield, OH

Soon there are fleets in Texas, California, Massachusetts, Deep Creek Lake. The center of gravity of the class: The Mid-West.

From 1959 on we have regattas, Regionals, and soon Nationals.

**1967, Gulf Coast:** Some 36 clubs of the GYA adopt the Scot. I must have hauled some 360 boats to the Gulf Coast.

Through problems with builders in Washington State, Kansas, Ohio, Canada, we learn to give up licensing, and decide to build all Scots in Deer Park!

**1972:** Sandy Douglass retires. Mary and Eric buy the company, at first with Morgan France, then alone.

In 1978 Lady Luck brings Harry Carpenter to work for the company.

A few years later his wife Karen comes in. Those were the lucky breaks.

**October 1991:** Harry and Karen take over the company.

You can all see the quality, the care, that Harry and Karen build into the boat.

Soon after Harry and Karen bought the company, Karen found Dee Burns, our office manager, a jewel, who handles most sales.

*Continued On Next Page*

Recently Carrie Carpenter joined Flying Scot Inc. and we can all see what a good sailor, a quick mind, and a talent in talking with customers can do for the company.

Flying Scot, Inc. has an outstanding crew, all local people. They are what makes the boats go out the door.

Sandy did not want to found a class until he had passed FS No 100, and knew the class would survive.

And survive she did. The class is in fact flourishing. Word of mouth by satisfied owners has been our biggest and best promotion. If my count serves, we have over 240 Scots here on Deep Creek Lake, close to 6000 nationwide.

There are Scots in the Philippines, in Nicaragua, Belize, Israel, Germany, and even in Saudi Arabia. Here the key is service. We ship all parts from inventory, usually next day.

I have hauled and delivered Scots over some two and a half million miles, been to most of the clubs and lakes, have found many good and lasting friends. Mary and I are pleased and proud that the Carpenters do what is needed and possible to make the class grow. I can honestly say that I have never seen handsomer boats go out the door than what Harry and Karen are building today.

At my age of 81 I should be allowed to be old-fashioned. I still like a simple boat, if not Sandy's motto: "So what if your hands hurt, as long as you sail better." Sandy believed in the minimum of hardware. He always stated that speed is in the grey matter between your ears. He had it, and he could really make that boat of his go! The proof, 7 North American Championships in eleven tries. Sandy and Mary were fun to sail with. While his fuse in the shop was exceedingly short, measurable in millimeters, in 25 years of sailing with him, I have never heard him raise his voice in the boat. I once asked him how come this Jekyll and Hyde switch. He told me he had learned early that yelling did not make the boat go faster.

I recall some events from sailing with Sandy: We sailed the Glimmerglass Regatta on Lake Otsego, NY for some six consecutive years. The regatta was almost entirely made up of Douglass boats, Thistles, Highlanders, Flying Scots. The other two classes considered us the "slow boat", and gave us the last start, 10 minutes behind Highlander. I was supposed to steer that regatta. We had real breeze,



ERIC AMMANN  
AND FAMILY.



KAREN AND HARRY CARPENTER, ERIC AND MARY  
AMANN AND MARGARET AMMANN

some 28 mph, and while we waited for our start, Sandy asked me "Let me have her, I would like to plane a bit." So he took the tiller, and soon had the boat planning. What he neglected to see was a Star, lying the hove to, with three people standing in her watching the starting sequence. Before he could do much to change course, he had sheared the port transom corner off the Star. His first reaction was "Eric, hop into the bow and check for damage".

Assured that or boat was fine, his next statement was "lucky thing, he was on Port, I do not have to fix his boat". To be sure, we, the "slow boat, came in second in the Highlander Fleet. Another time Sandy, Mary, and I were sailing from his house on Turkey Neck to the Yacht Club, just before a morning race. He was standing astride the tiller, when he decided to wipe his glasses that were hanging from

his neck. As he pulled his handkerchief from his back pocket, his wallet flew out and over the transom. Mary yelled: "Sandy, your wallet". Sandy did an immediate half-gainer over the transom, from a standing start. He came up with his wallet in his mouth, and heaved himself over the transom, back into the boat.

He never lost his Scottish Bonnett. I can still see him standing at the club, in a puddle, still in his leisure suit and hush puppies, still wearing his Bonnett. He was ribbed mercilessly over his "Scottish Radar" that allowed him to find his sinking wallet on the first try.

Sandy loved to tease. While waiting to launch our boat for the President's Cup in Alexandria, he watched numerous crews rig their boats. He stood there, shaking his head, as our host and his wife

*Continued On Bottom Of Next Page*

# 50th Anniversary Pig Roast Ohio District Championship Family National Championship

by Sandy Eustis, FS 5610

**F**lying Scot Fleet One hosted its 50th consecutive Pig Roast Regatta on July 14-15, at Lake Cowan, near Wilmington, Ohio. The event also served as the 2007 Ohio District Championships and as the first-ever Family National Championship. Twenty-four boats, including 8 travelers and 16 locals, were tested by a full range of wind conditions, with 10- to 12-mph fairly steady wind for Saturday morning's qualifying race, 15- to 20-mph gusts on Saturday afternoon for races 2 and 3, and 3- to 6-mph shifts for Sunday morning's finale.

The unique format for the 50th included a single qualifying race on Saturday morning, with the top six finishers in each of the two qualifying heats being placed into the HOG fleet for the remainder of the regatta, and with the bottom six going into the OINKER fleet. Rick and Jo Baugher of Berlin Lake, competing for the first time after a five-year layoff, won the first qualifying heat, while Harry and Karen Carpenter of Deep Creek Lake won the second heat, nipping Rob Fowler of Chattanooga, with longtime Snipe stalwart Scott Cline as crew, at the finish line. Both qualifying heats featured extremely close finishes for the last couple of HOG fleet spots. Qualifying skippers includ-

ed Jim Diemar, Mark Shoemaker, Susie Stombaugh, Charles Buffington, John Larsen, John Eilers, Allan Koglemeir, Tim Black, and Sandy Eustis.

The winds really kicked up after lunch, as a strong front with a few sprinkles passed through. Fowler/Cline dominated in these conditions, winning both races by comfortable margins, with the Carpenters and the Baughers splitting the seconds and thirds. After those three boats, there was a big gap back and then close racing throughout the fleet. Five boats finished the day within 5 points of each other in 5th through 9th places. An exhausted but happy group of sailors then enjoyed Saturday evening's festivities – ibuprofen first, then cocktails, and then another famous Fleet One Pig Roast (this one complete with an apple in his mouth), followed by campfire-watching, stargazing, and sailing reminiscences into the night.

Sunday morning dawned clear and cool, with light and shifty west winds following the front. The fourth race became a tactical contest among five boats that showed superior light-air boat speed, with a logjam at almost every mark and numerous lead changes. Fowler/Cline pulled away on the last leg to win again, with Charles and Sarah Buffington of

Deep Creek second (after a premature start!), Sandy and Keith Eustis of Fleet One third, the Carpenters fourth, and the Baughers fifth.

In the end, Fowler and Cline scored three bullets and a second to win the HOG (Championship) Division and the overall regatta title. The Carpenters finished second overall and first in the Ohio District Championship, followed by the Baughers (third overall and second in the district championship), the Eustises (fourth and third), and the Buffingtons (fifth and fourth.) Susie, Tim, and Nate Stombaugh from Kentucky's Cave Run Lake, despite a disastrous last-place finish Sunday morning, hung on to finish sixth overall, fifth in the Ohio District, and first in the Family National Championship. Big George and Little George Morrison of Fleet One were the top Parent-Child boat, also winning the OINKER fleet by a single point over Pat Glazier, ten-time former Fleet One champion visiting from his new home in Las Vegas and sailing with Steve Yovan as his crew. In addition to trophies for the top five in the HOG and OINKER fleets, all competitors went home with commemorative 50th Anniversary Pig Roast T-shirts, glasses, duffel bags, and tote bags. Y'all come next year! ▲

rigged their brand-new Scot. The boat was British Racing Green, matching their new Mercedes. The doctor's wife was helping pull up the mast with a long line from forward of the car. It was the time before mast hinges, and as the mast came to the vertical, she kept pulling and the mast kicked out of the tabernacle, and came down on the roof of the Mercedes, the forestay hounds cutting a large triangle into the roof of the new car. Sandy stood there

amazed, and made this comment: "Tut-tut, that is how the Mercedes bends." He was momentarily less popular.

I drove to Cowan lake with Sandy for the 30th Anniversary Regatta. He had had numerous health problems. And I had to stop frequently. From the moment we arrived at Cowan lake, Sandy was a changed man, his old self. He started singing with his old friends, drinking Scotch, and I can say that the Old Sandy was back

until I dropped him off at his house after the regatta. That shows what mind over matter can do.

I am largely put out to pasture, sail on occasion with our grandkids. I can say that Mary and I have no regrets. All of our kids worked in the shop, and it taught them a lot.

I wish the boat and the class "God Speed", and good sailing!

(Neither Sandy nor I know a thing about glass.) ▲

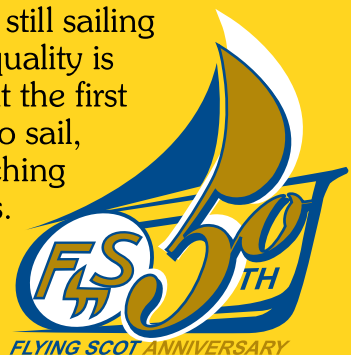
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# A Perfect Scot Day!

Greg and Judy Morrison, FS 5685, Fleet 163

**A**lthough we have been sailing for many years, as of April of 2006 my wife and I were new to the Flying Scot, new to our sailing club, and new to racing. In large part due to the Flying Scot itself and the wonderful people who sail this boat, we have been extremely happy with all three aspects of our new sailing world. The following story of one beautiful summer day, in particular, truly exemplifies the spirit of this class and the Scot.

When I was looking for a new boat in early 2006, one of my goals was to find a local fleet so I could dabble in some one-design racing. Of course, the Flying Scot immediately came to light when I began this search. After looking at some other designs, we ordered a Scot without ever having seen one. For some reason this leap of faith didn't seem too risky to me...everything I read and observed pointed me directly to this boat. We had the pleasure of picking up our boat at the factory, and meeting Harry Carpenter and Dee Burns. Needless to say, Harry and Dee were extremely helpful and our new adventure started off on a great note. My wife is from Pittsburgh, so seeing Harry in a Steelers sweatshirt was just one more little sign that we were in the right place.

While we planned to keep the boat on its trailer and hit different lakes and bays, our primary sailing area was Lake Nockamixon in southeastern Pennsylvania (Fleet 163). The lake is not large but offers a beautiful venue for daysailing and racing, especially since it is a state park so there are no houses on the wooded shoreline. One advantage of its size is the 20-HP limit imposed on motorboats and the rules against personal watercraft. The lake is shaped like a finger, long and fairly narrow. Our "around the buoys" racing takes place in the fattest part of the finger out in front of the marina. However, every year the Nockamixon Sail Club organizes a different type of race, called the "ULDB," which stands for "up the lake, down and back." Basically this race takes advantage of almost the full usable length of the lake, resulting in a three-mile leg to a



turning mark followed by a three-mile leg to the start/finish line.

As we store our Scot at home, our day started with trailering our boat to the lake and rigging her. The lake has an ideal area for this, and the camaraderie starts early as all of the sailors gather to rig their boats and chat about various subjects, such as the racing rules, beer, and the expected weather for the day. Everyone is always willing to lend a hand and share those little-known tips that help make the boat go faster. Having competed in other sports where the experts tend to keep these little tricks to themselves, I was quite pleased to see that everyone in the club happily offered tips that would help us sail and race better.

We entered this race having a few races under our belt and having just started working with the spinnaker. A nice breeze was driving us toward the start/finish line, so we were looking at a downwind start, a bit of concern for first-year racers! In addition to 5 other Scots, there were plenty of other boats such as Impulse 21s and Thistles, bringing the total fleet up to 20 boats. The weather was perfect as we jockeyed for position at the start. We started on a fast reach, and then hoisted the spinnaker very quickly after crossing the start line. The run down to the turning mark was fast, fun, and beautiful as a fleet of boats under spinnaker

flew down the lake under blue skies. This was our first spinnaker set in a race situation, and we did our best to avoid any big mistakes. Probably due to that nice fast new hull direct from the factory, we found ourselves the first Scot at the mark. We doused the chute without incident (well, let's just say only a bit of it got wet) and began the upwind leg. As the lake is not terribly wide, this meant lots of tacking, which of course is lots of fun. The race was tight as the lead changed twice and the top three Scots were always pretty close together. On our last tack we were mere yards ahead of one of the fleet veterans who had been gradually reeling us in. We headed straight for the line while he took a chance going right, and we managed to stay in front to be the first Scot across the line. This, of course, was before I learned that one is supposed to cover boats astern, but on this lucky day my tactical error did not hurt us. Of course, I should probably mention that many of the usual Scot race leaders were not in attendance, but who would be concerned with such minor details?

Our pleasure from such a great sail had not faded as we entered the next phase of this perfect Scot day – the barbecue! One of the aforementioned fleet leaders volunteered to cook instead of sail (quite the sacrifice, in my opinion), and what a fine job he did! His skill as grill-master was equal to his skill around the buoys, and we dined on perfectly prepared hot dogs, hamburgers, and chicken, as well as a diverse assortment of tasty side dishes and desserts brought by the rest of the fleet. As we ate, we talked over the day's sailing, while overlooking our shiny new boat anchored just a few yards off shore. The barbecue included a brief awards ceremony, where just about everyone was recognized for participating in this wonderful event. As the afternoon faded into evening, my wife and I realized without a doubt that we had found the right boat and the right club.

We would like to thank Harry and his staff for building us a fine boat, and all of the people who have welcomed us into the Flying Scot community. ▲

# Around The Island

by Bruce A. Nicholson, FS 3713

DRIFTING TO THE START...

I never tell my friends that I am a sailor. I tell them that I race sailboats. For me, sailing has never been high on my list of priorities, but racing sailboats has been my passion since I was a teenager. That began to change last summer (2006).

Last summer we started a fleet of Flying Scots at The Yacht Club of Stone Harbor, New Jersey. After one year, we have ten boats in our fleet. My wife and I bought one (3713). The deal is she drives while I crew, and we are having a grand time racing both here at home and also at regattas such as the recent North American Championship at Fishing Bay.

But the thing that makes the Scot different from all our previous racing boats is that we are also sailing it, not just racing. In fact, my best memory of summer

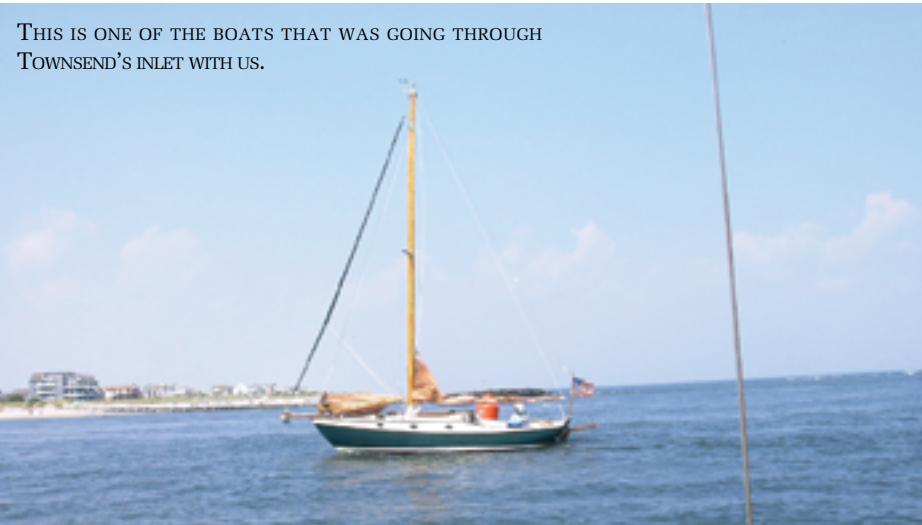
BART AND JOHN, (BART IS MY SON) THAT IS LOOKING BACK AT THE SOUTH END OF THE ISLAND OF STONE HARBOR. ON A SAD NOTE JOHN DIED WITHIN TWO WEEKS OF THIS PICTURE HAVING BEEN TAKEN OF A CONGENITAL HEART DEFECT.



GREG LEE, A FRIEND OF MY SON,  
NON SAILOR. WE WERE SAILING DOWN  
THE COAST PASSING AVALON.



THIS IS ONE OF THE BOATS THAT WAS GOING THROUGH  
TOWNSEND'S INLET WITH US.



MOTERING THROUGH  
TOWNSEND INLET.



2006 was the day my 22-year-old son, Bart, invited me onto the Scot with two of his friends, John and Greg, and the four of us sailed around Seven Mile Island, the barrier island on which Stone Harbor is located on the New Jersey Cape.

It was the perfect August Sunday. A front had come through the night before, the air was clear, humidity gone, and the breeze 6 to 8 from the west. The air temperature was in the 70s and we had those white puffy clouds that come in when a front passes through. The Scot was tied up at the dock at our house on the Intracoastal Waterway, and Bart and his friends had taken it out. After a few minutes Bart sailed back and asked if he could sail around the island. After some thought and considering the two inlets to be navigated and three drawbridges to get through, I said, "Yes," and he said, "Will you come with us?"

We set out with radios, cell phones, and all other safety equipment, plus our 2-hp engine. Starting south from our dock, the first obstacle was the drawbridge running between Stone Harbor and Nummy's Island leading to Wildwood. This bridge only opens rarely and I was not even sure if there was an attendant, but, as we approached, a man popped out of the little room on the bridge, waved at us, and raised the bridge. It was too easy.

That got us into Hereford Inlet. Hereford has been officially closed for twenty-five years and there are no channel markers. What there is of a channel into the ocean changes with every summer thunderstorm. Years ago, when Stone Harbor had a commercial party boat, its captain would drop radar reflectors to guide him through the inlet, and we all used them, but that is no longer the case. The inlet is used only by jet skis and small boats.

My thinking was that we would be sailing downwind. We would be able to pick our way through by avoiding the breakers in the shallow water and by looking for the deep spots.

As we entered the inlet, we saw the waves breaking across the entire inlet. Fortunately, we also saw a friend in his outboard. He told us where the local fishermen go to get through the first set of breakers. Then he said to turn hard to port and sail north along the beach in front of the second set of breakers until we were out of the inlet. It worked like a charm.

Then six miles on a broad port reach

*Continued On Next Page*

LINDA NICHOLSON (3713)  
RACING IN THE GREAT  
SOUND.



SATURDAY MORNING IN THE FLATS — SOME TIGHT RACING!

along the beach with swells rolling in on our starboard stern quarter. It was as nice a sail as one could ask for. Occasional gusts of wind would pass through and the Scot would accelerate, sometimes surfing the ocean waves. We debated hoisting the spinnaker, but voted it would be too much work on a lazy day. We could see all the sunbathers on the beach as we passed.

Stone Harbor gave way to Avalon on the northern half of Seven Mile Island, and we quickly approached Townsend Inlet, between Avalon and Sea Isle City. Unlike Hereford, Townsend Inlet is well marked and actively used. No worry about sailing into unseen sandbars here. However, it is choppy, with a strong current. We headed up onto a close reach and fell into line behind two other sailboats which were motoring into the inlet. Our second drawbridge lay ahead, but again, as we got close, we started the engine and the bridge opened for the three of us to go through. So far, it had been an easy sail, and we were halfway around. But now we would

need to sail the Intracoastal Waterway to get home.

We raised our sails again after the channel swung back into the salt marshes. We were now sailing into the wind, but fortunately were able to do so with a few long tacks. Avoiding the fishing lines in Paddy's Hole, a locally famous spot for catching flounder, we headed into the Great Sound.

Let me digress. The Great Sound is a 2- to 3-mile-diameter salt pond behind Stone Harbor and Avalon adjacent to the mainland. There is minimal development along its shores, and it is no more than 5 to 6 feet deep at high tide. Except for crab pots and the narrow Intracoastal Waterway channel, it is not used. No power boats, no jet skis, no wake, minimal current, and a spectacular place to race small sailboats in the two hours on either side of high tide. At all other times, it is a lousy place to sit on bottom and await the next high tide. At The Yacht Club of Stone Harbor, we sail there for our regattas. If you come to one,

I promise you that you will love sailing in the Great Sound.

Anyway, it was not high tide and so we had to tack the narrow marked channel through the Great Sound - long starboard tacks followed by sixty-second hitches on port tack. Once through the sound, we turned east for Stone Harbor and this time hoisted the spinnaker. Sailing the boat back to the yacht club, we avoided the third drawbridge and put it away for the week.

This day added a whole new dimension to sailing our Flying Scot, one I could not have considered with my previous boats. As far as I know, I am the first from our Flying Scot fleet to sail around Seven Mile Island. For weeks after the trip, friends who had been on the beach that day would come up to me and tell me they had seen us go by.

Cruising around the island that day confirmed what we at The Yacht Club of Stone Harbor know - that in selecting the Flying Scot as our new one-design class, we had made the right decision. ▲



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- New England District Championship – 1
- NAC Qualifiers (64 boats) – 1\*, 3, 4, 5
- Atlantic Coast Championship – 2
- Lake Norman Great 48 – 1
- Saratoga Invitational (48 boats) – 1
- 101st Ephraim Regatta – 1, 3, 4, 5
- Lake Carlyle Whale of a Sail – 1
- 57th Massapoag Regatta – 1

\*mixed inventory

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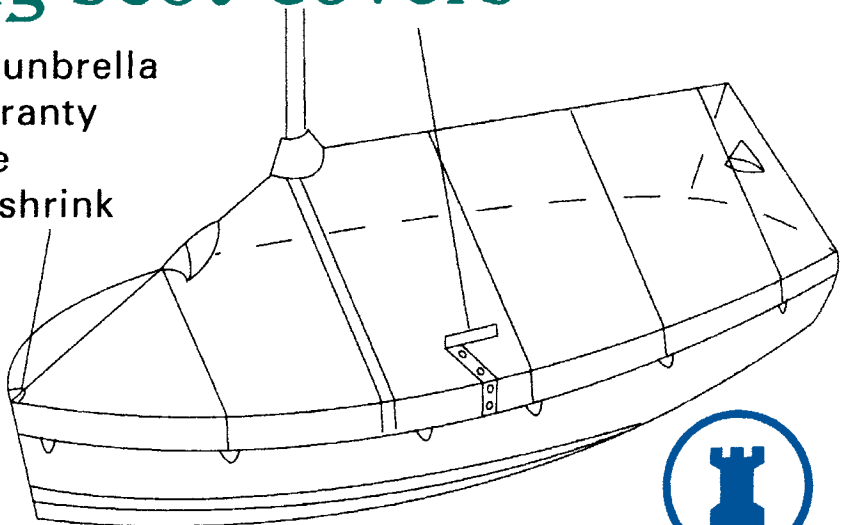
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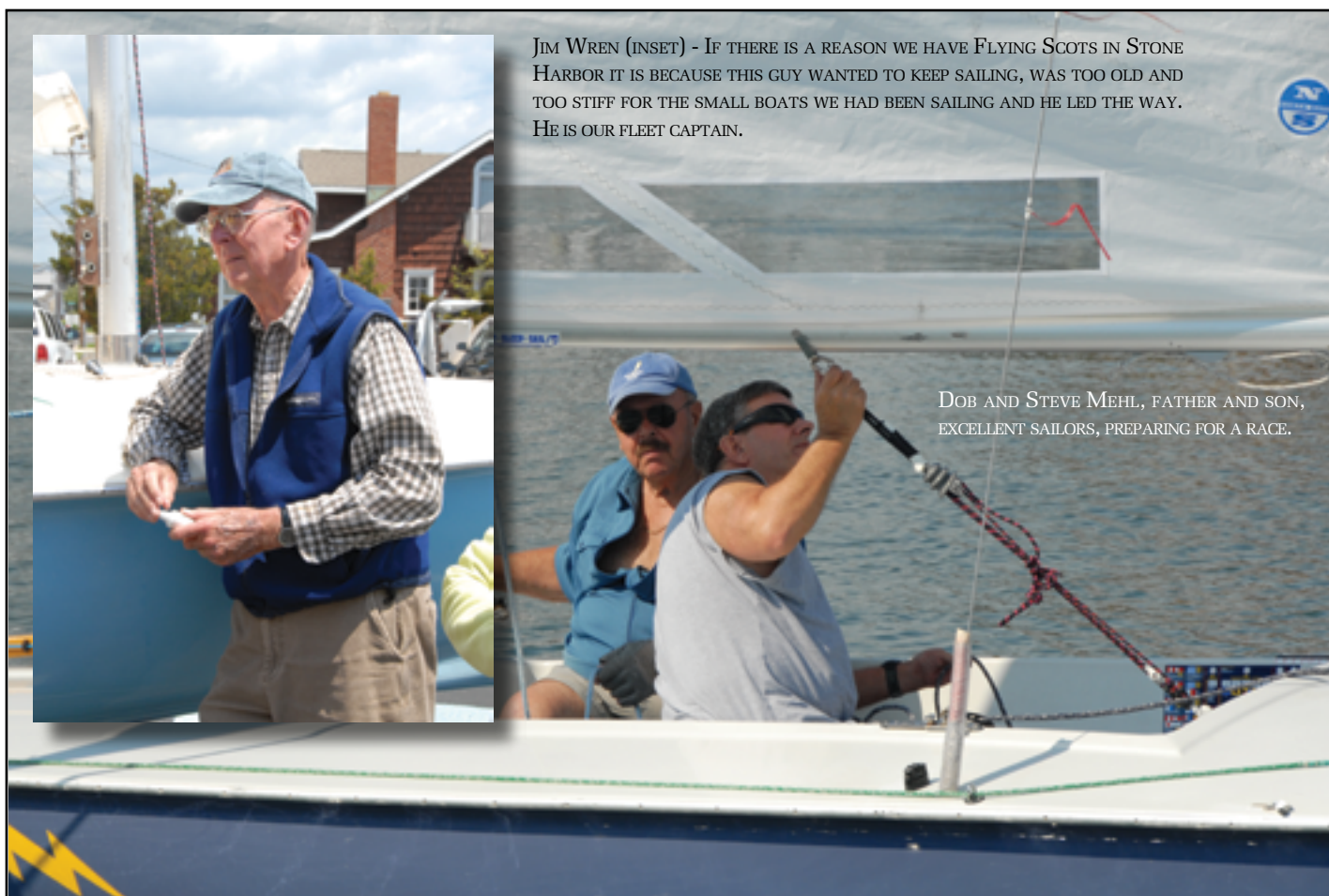


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JIM WREN (INSET) - IF THERE IS A REASON WE HAVE FLYING SCOTS IN STONE HARBOR IT IS BECAUSE THIS GUY WANTED TO KEEP SAILING, WAS TOO OLD AND TOO STIFF FOR THE SMALL BOATS WE HAD BEEN SAILING AND HE LED THE WAY. HE IS OUR FLEET CAPTAIN.

DOB AND STEVE MEHL, FATHER AND SON, EXCELLENT SAILORS, PREPARING FOR A RACE.

# Starting Fleet 192

by Bruce A. Nicholson, FS 3713

By the end of summer 2004, it was clear that, if The Yacht Club of Stone Harbor on the southern New Jersey Cape was to continue to have adult sailing/racing, we needed a new boat. Our two traditional classes had been the Comet, of which The Yacht Club of Stone Harbor was the flagship fleet from 1931, and the Cheetah Cat, a catamaran designed and built by a local boat-builder. Both classes were dying; young sailors were not interested, and the boats were not appropriate for some of our older sailors. So our club chairman asked two members to find a new boat for the club, knowing it would be hard to break the strong tradition of Comet and Cheetah Cat sailing.

Over the winter, those two members, Jim Wren and Eric Zapf, went to boat shows, looked at all the one-design boats in *Sailing World* magazine, talked to people, and developed a list of potential boats that could meet our needs:

- a) shoal draft, since we sail over and around sandbars
- b) small enough to be easily dry-sailed
- c) simple yet responsive.

The Flying Scot was not on that list. That was, in part, because it was so much bigger than anything we had traditionally sailed, and it seemed too big for our confined waters. Also, its 4' draft is 18" deeper than the Comet, and we frequently ran aground in the Comet.

DOB MEHL, FIRST FLEET FLYING SCOTS CHAMPION.



A group of us looked at the list, pruned it, and went off to sail those boats still on the list. I think we were all a little disappointed with the results, but we arranged for several of those boats to be brought to the club to be tried out by members.

Meanwhile, at Riverton Yacht Club where I sail a Lightning, I was telling a friend (John Mangan, FS 3902) about our search, and he commented that he often sailed his Scot with the centerboard partially up. I asked to sail it and liked it. Then our search committee came up and also sailed it. They liked it. John then did two things. He brought his boat to Stone Harbor, and he put us in touch with Dan Neff, who also brought a boat to Stone Harbor, so our interested members could try it out. They liked it.

By August it was clear we had found the boat. Now who would be first to step off the cliff and buy one, and who would follow? Jim and Karen Wren were first buying. Longtime Cheetah Cat champions, they bought Dan Neff's. They are an older couple (70s) who had thought they would have to give up sailing or at least racing. Now they have bought a new car so that they can tow the Scot, and they

intend to take the Scot on the road as soon as they become proficient with the spinaker.

My wife and I were next, but our deal was that she got to drive the boat (3713) and I would crew, the reverse of our years before children when we raced the Comet together.

Over the winter of 2006/2007, we kept emails and newsletters circulating within the club. In May we scheduled a Flying Scot clinic, followed by a covered-dish dinner for our then six new boat owners. The Mangans came down again and led the clinic. We raised masts, rigged the boats, and got them ready to sail. Only we never got onto the water because it was so windy.

But by the time our racing schedule started in June, we were up to eight boats. Three were old Comet sailors (Linda and I, Terry Young and his son Bill [5019], and Dob Mehl and his son Steve [5096]); two were old Cheetah Cat sailors (Jim and Karen Wren [4824] and Bill and Patti Stump [1238]); two were new to sailing at The Yacht Club of Stone Harbor (Sam Thomas [4329] and Scott and Susan Jarden [2750]); and one was new to sailing

(Stu and Rhoda Friedman [5244]).

Deciding we needed a club boat to foster adult sailing, club members pitched in and bought number nine for the club (4117). Then a neighboring yacht club member, Pat McCormack (5209), joined our club because of our new fleet. This year more people are expressing interest. We had a second May clinic, inviting Meredith Dodd to teach about flying the spinnaker.

I knew we had made the right choice the first day we raced the boats. It was our annual regatta in June 2006. While we club-race in front of the club, we sail our regattas in the Great Sound, a large but shallow tidal salt pond which is a 45-minute sail from the club. Would it be deep enough for a Scot? You bet. And the Scot was roomy enough that we did not feel cramped after a day of sailing like we used to in our previous boats.

Our fleet is a mix of racers and day-sailors, but we all are enjoying our new boats, and the Scot is adding a whole new dimension to sailing at Stone Harbor. So now come join us on our beautiful island 10 miles north of Cape May, New Jersey. ▲



MEREDITH DODD AS OUR HEAD INSTRUCTOR THIS YEAR. SHE HAS BEEN VERY GOOD WITH THE CLUB OWNED FLYING SCOT AND TEACHING US.



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# US Sailor of the Week

Don Hott

**D**on Hott, age 88, is one of many devoted Flying Scot sailors who will be North Americans and the 50th Anniversary Celebration of the boat. He bought his first Flying Scot, #29, sight unseen at the recommendation of a friend, who had only seen one from a distance. Residing in Keyser, WV, with his wife, who was also his sailing partner, he has owned boats 329, 1329 and 3029. "I try to save money on sail numbers," he notes. Now, his daughter and her husband continue the family tradition of racing Flying Scots. Although he hasn't raced in the nationals for the last five years, he hasn't missed a single regatta and vividly recalls the very first Flying Scott Nationals. "Sandy Douglass, who designed the boat, had four or five boats he was covering, and Hott was not one of them," he says. Don Hott

split with Douglass and "I got me the most beautiful lift." He won the first race and the next day, the headline in the local paper said "Hott Leads Flying Scots." His moment of glory didn't last long, but the memory continues to live on. 

*How proud we are of our own Don. He truly is #1. – Kay*



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US SAILING Home > Sailor of the Week

### US SAILOR OF THE WEEK

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US SAILORS of the week

- September 26 - October 2  
[Don Hott](#)
- September 19 - 25  
[Don Hott](#)
- September 12 - 18  
[Don Hott](#)
- September 5 - 11  
[Don Hott](#)
- August 29 - September 4  
[Don Hott](#)
- August 22 - 28  
[Don Hott](#)
- August 15 - 21  
[Don Hott](#)
- August 8 - 14  
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# When To Say When

by Shirley Schroeder *(This article may also appear in Northern Breeze Magazine )*

*"How much time?"*

*"Two minutes fifteen."*

*"Time the line start-i-n-g . . . now!"*

*"Thirty-five seconds."*

*"Ready, about. Time."*

*"Minute thirty."*

*"Tell me when it's forty-five."*

*"Forty-five."*

*"Ready about. Let that jib out - we're early. OK, now pull it in."*

"Head up, head up, starboard, right-of-way!" Terry yells at the boats to port.

The gun goes off, we scramble up on the high side, Terry heads up just inches from the boat to starboard and another race is underway.

Terry's the skipper – I'm the crew and my main job before any race is to watch the clock. I bury my head in my chest and stare at the stopwatch so I don't have to see how close we are to other boats or the committee boat at the start of a race. Adrenalin runs rampant, mouth is dry, all muscles tense until we clear that starting line and the race is underway.

For nearly thirty-five years, my husband Terry and I sailboat raced our 19' Flying Scot, Checkmate. That first summer the boat was on the lake nearly every day and when we won the very first race entered, we were bitten by the racing bug. Once bitten, the only cure was to enter every race possible. So we did and we raced every summer until this one. We have dozens of trophies to show for our sport. While the trophies meant a lot at first, after while they were expected. We won everything from individual regattas, highest points for the season, Skipper of the Year, Crew of the Year and good sportsmanship. Terry has a trophy named after him at the annual North American Flying Scot Championship Regatta.

How I loved being in that Flying Scot. For those who aren't familiar with it, it's 19 feet long, seven feet wide, has a centerboard that reaches approx. 6 feet down and boasts three sails, main, jib and spinaker. Because of its width, it's a very

stable boat. It has seats much like a normal chair and room enough for eight adults. It's entirely fiberglass with styrofoam floatation and unsinkable. One of my favorite things about it was to lean over the side and dip my hand into the water.

While most of our Flying Scot friends sailed their Scot for a few years and upgraded to a cruising boat, we couldn't bring ourselves to leave our Scot. It was just too much fun being down near that water.

But last summer was the end of my racing career. It's most difficult to explain the emotions that ran rampant through my mind and soul when it became clear to me I couldn't handle what it took to race anymore. Oh, I tried it. Went out there as usual only to find my seventy-year-old legs just couldn't handle scrambling over the centerboard and up the high side to hike out. That entire night I tossed and turned, aching, stabbing pain in every leg muscle and joint. I had to keep moving my legs because I couldn't stand the agony when I lay still. After that sleepless night I realized my racing career was over. Not sailing. Just racing. At least racing in our Flying Scot.

Emotions I dealt with were an overwhelming sense of loss – loss not only for me but Terry. He depended on me in a race because over the years he trained me to do

*Continued On Next Page*



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## WHEN TO SAY WHEN

Continued From Page 26

exactly what he wanted when. Husband-wife teams are rare because most skippers become Captain Bly when racing. And he went through that stage but soon learned I was the best crew if only because I was more available than anyone else. We had our share of arguments on the water but we both loved it out there too much so soon learned to make allowances for each other.

Besides a sense of loss times two – one for me, one for Terry – I felt like I was letting him down. On the other hand, I am just plain physically unable to go on. I had to face it – the end had come for me to crew in races with our Flying Scot.

People might wonder why I can't just sit in the boat? Why move about so much? Instinct won't let me just sit there – not during a race. In a race my entire body is trained to move constantly depending on how the boat heels. Without thinking I automatically switch my weight back and forth, move at exactly the right moment when tacking so weight distribution is perfect and there is no time to relax until the race is over.

So now what? We give up sailing? Not yet! We're going to get a cruising boat. Not too big so we can trailer it around the area but big enough to it'll be less taxing on my old legs. Sad as it is to say farewell to Checkmate, it's easier than than farewell to sailing. ♠

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**FS 5** - Douglas built in 1957. This boat went back to factory and was restored. Certificate of Measurement and Registration for the FSSA. Have sails, trailer, ready to sail. **\$6500** Located in Chandler, AZ Contact: Michael Ybarra, 602-619-7117, [ybarra18@aol.com](mailto:ybarra18@aol.com)

**FS 89** - Douglass built in 1959. In restorable condition with mast, ok sails, Non-FS Trailer. **\$850** Located in Oakland, MD Contact: Ernest Berger, 251-626-6609, [ernestberger@bellsouth.net](mailto:ernestberger@bellsouth.net)

**FS 341** - Douglas built in 1962. Just refurbished, painted with algrip type paint; 1 North Main, 1 North Jib, 1 Guss Jib, 1 brand-new Guss Chute; Tapered aluminum spinnaker pole; Under deck tapered spinnaker sheets; Bow bag; Trailer; Finished 4th in 2007 NAC's. **\$7000** Located in Sarasota, FL Contact: Ron Pletsch, 941-358-3101, [regattafam@aol.com](mailto:regattafam@aol.com)

**FS 733** - Flying Scot. Rig upgrade, bow bag. **\$1400** with old sterling trailer; \$2200 with aluminum trailer. Located in Deep Creek Lake, MD Contact: Ted Rissell, 301-387-4497, [tedriss@earthlink.net](mailto:tedriss@earthlink.net)

**FS 782** - Lofland built in 1965. Hull re-cored with Batek and West System. epoxy Interlux two part urathane finish. North mainsail and Schurr jib and spinnaker. No spinnaker pole. New mahogany stanchion, walnut centerboard cap, trailer, Sailor's Tailor mooring cover, swim ladder and motor mount. Pictures at <http://members.cox.net/kanzan/> **\$7600**

Located in Oklahoma City, OK Contact: Kirk Auston, 405-923-5369, [kanzan@cox.net](mailto:kanzan@cox.net)

**FS 941** - Douglass built in 1966. Boat hull and rigging in good condition. **\$500** Located in Island Park, NY Contact: Robert Rich, 516-763-1792, [rerich@e-jmw.com](mailto:rerich@e-jmw.com)

**FS 1653** - Douglass built in 1969. Older faded hull and decks but updated standing and running rigging, blocks, topping lift, newer cruising sails w/reef point. Trailer winch, axil, tires, wheels, bearings, lights all updated. CB removed and epoxied, new CB gasket and new CB cable. Dry sailed most of her life so, although not pretty, she is in sound shape. **\$3600** Located in Dunstable, MA Contact: Joseph VLcek, 978-649-0423, [Joseph\\_VLcek@yahoo.com](mailto:Joseph_VLcek@yahoo.com)

**FS 2045** - Douglass built in 1972. White deck, light blue hull with yellow stripe. Hull is in good condition. Deck is in an "ok" condition. Running and standing rigging are updated; new tiller, blocks and lines. Comes with top and bottom cover, main, jib, spinnaker, miscellaneous sail bags and lines. **\$4500** Located in Lake of the Woods, VA Contact: Hans Noordanus, 540-846-1605, [hans.noordanus@lowsc.org](mailto:hans.noordanus@lowsc.org)

**FS 2181** - Douglass built in 1972. White deck, light blue hull with dark blue stripe. Hull is in excellent condition. New tiller, blocks and lines. Comes with Sailor's Tailor cover, removable trailer light system that attaches to transom, main, jib, spinnaker, miscellaneous sail bags and lines. **\$5000** Located in Mansfield, MA Contact: David Simpson, 508-

339-5917, [sumo44@verizon.net](mailto:sumo44@verizon.net)

**FS 2262** - Douglass built in 1972. Excellent condition - "Good" North Sails - New rigging-under deck spinnaker rigging, topping lift under deck, jib blocks in seat, new Halyard winch and many more additions. Galvanized trailer less than 10 years old. **\$5500** Located in Greensboro, NC Contact: Cary Wren, 336-333-9420

**FS 2296** - Douglas built in 1973. Orange Hull. Too many to mention rigging updates for racing including seat cleats, under-deck spinnaker sheets, rudder lift system, etc. North Sails including 2002 loose-rig jib, 2005 spinnaker, 2006 snug-rig jib, trailer, mooring cover, travel cover. **\$4000** Located in Eden Prairie, MN Contact: Joseph Beckey, 612-554-9208, [jbeckey@fargo.com](mailto:jbeckey@fargo.com)

**FS 2335** - Douglass built in 1973. Hull in excellent condition, white with red stripe. Trailer. Day and Winter covers. **\$3500** Located in New Fairfield, CT Contact: Don Christesen, 203-312-8189, [etc126@charter.net](mailto:etc126@charter.net)

**FS 2360** - Flying Scot. Good condition. Dark blue hull, white deck with red stripe, 2 sets of sails and spinnaker, trailer, 3.5 motor; Ready to sail. **\$4200** Located in Richmond, VA Contact: Russell Dabney, 804-652-0422, [sailswift@msn.com](mailto:sailswift@msn.com)

**FS 2453** - Douglass built in 1974. North sails like new, Fisher spinnaker, boom tent/cover 1 year old; many extras including Harken rigging carbon hiking stick with golf grip; extra set of sails; trailer. Race Ready! **\$3500** Located in Columbus, OH. Contact: Greg White, 740-

973-5337, [imreuben@yahoo.com](mailto:imreuben@yahoo.com)

**FS 2839** - Customflex built in 1976. Yellow hull, 1992 galvanized Cooper trailer. Always kept covered or in garage. Rarely used in past ten years. Upgraded hardware. One jib and 2 suits of sails, on set rarely used. In very good condition. Needs a new home! **\$3000**- but open to offers. Located in Eau Claire, WI Contact: Joe Cooper, 715-838-0378, [cooperjc@charter.net](mailto:cooperjc@charter.net)

**FS 3724** - Flying Scot built in 1982; Blue hull, completely rigged and ready to go. Trailer, 2 jibs, 2 mains, spinnaker and pole, removable engine bracket for small outboard. **\$4600** Located in Falmouth, MA Contact: Bill Dreyer, 508-982-6657, [billiamdreyer@comcast.net](mailto:billiamdreyer@comcast.net)

**FS 4480** - Douglass built in 1988. In excellent condition and seldom used. Rigged with all racing features and several new, high-end sails, spinnakers, new Honda engine etc. Complete and ready to use. Trailer included. Call for price. Located in Georgetown, Ontario Contact: Carmen Braund, 905-873-9858

**FS 4672** - Flying Scot built in 1990. Trailer, all sails and 5hp motor. Good condition. **\$5500** Located in Loveladies, NJ Contact: Sybille Zeldin, 609-494-0515, [sybille215@aol.com](mailto:sybille215@aol.com)

**FS 4930** - Flying Scot built in 1993. Ready to rock & roll. New Quantum MJS-North cover, lifting up rudder, competitive boat, Galvanized trailer **\$8000** Located in Chapin, SC. Contact: Allan Gowans 803-240-4333, [lmcsflyingscot@aol.com](mailto:lmcsflyingscot@aol.com).

## STARTING LINE Calendar Of Monthly Events

**Florida District Championship #1**  
Coconut Grove Sailing Club  
Miami, FL  
October 13 and 14, 2007

For more information contact Larry Whipple [whipl@bellsouth.net](mailto:whipl@bellsouth.net)

**2007 Hospice Regatta**  
Lake Hartwell  
Anderson, SC  
October 20 and 21, 2007

Contact [jakreidler@mindspring.com](mailto:jakreidler@mindspring.com) for details or phone 864.228.0443.

**FS Open House Regatta**  
"Pirates of the Rock"  
Corinthian Sailing Club  
White Rock Lake, Dallas TX  
October 20 and 21, 2007

Contact Tracy Aber, [tracy.aber@sbcglobal.net](mailto:tracy.aber@sbcglobal.net)

**10th Annual FALL 48**  
Lake Norman Yacht Club  
 Mooresville, NC  
November 3 and 4, 2007

For more information contact Larry Vitez [larryvitez@consolidatedadvisors.com](mailto:larryvitez@consolidatedadvisors.com)

**Florida District Championship #2**  
Sarasota Sailing Squadron  
November 10 and 11, 2007

For more information contact Chuck Tanner [a.c.tanner@att.net](mailto:a.c.tanner@att.net)

**Florida District Championship #3**  
Rudder Club of Jacksonville  
Jacksonville, FL  
December 1 and 2, 2007

For more information contact Jon Hamilton [jon.hamilton@cox.net](mailto:jon.hamilton@cox.net)



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# RECORD SUCCESS FOR FLYING SCOT NORTH AMERICAN SAILING CHAMPIONSHIP

## Event turnout made championship the largest of its class in the country

*Editor's Note: Our thanks to author Shannon G. Weisleder, who gave permission to Scots n' Water to print this news release – which was picked up by various news outlets – just as she submitted it. – Kay Summerfield*

### FOR IMMEDIATE RELEASE

**CONTACT:** Shannon Weisleder, 804-201-5878, Shannon@weisleder.com

Deltaville, VA – June 28, 2007 – Local and national sailors completed the largest Flying Scot North American Championship (NAC) in history on the 50th anniversary of that one-design sailboat yesterday at Fishing Bay Yacht Club (FBYC) in Deltaville VA.

From Sunday through Thursday, 119 Flying Scots competed for continental championship honors in 18 races in the Championship, Challenger, Women and Junior Divisions in the Piankatank River mouth and Chesapeake Bay just off Middlesex County, Virginia. Their success stood in marked contrast to the disastrous 2006 NAC in Marblehead, Massachusetts, struck by a microburst tornadic storm that damaged or destroyed much of the fleet.

According to participants, record attendance at the regatta was attributable to pent up demand for a championship after last years' catastrophe, the central location of Deltaville on the east coast, and the proximity to Deep Creek, Maryland, where the 19 foot one design boats are built by Flying Scot Inc., and where boat owners from across the country will gather to celebrate the 50th Anniversary of this long lasting sailboat design with over 6,000 boats in existence.

Those attending last night's award ceremony saw awards to the top finishers in each of the fleet's divisions, many of them husbands and wives and fathers and sons or daughters, typical of this family oriented class, including:

### Championship Division (59 Boats)

- 1st Jeff Linton/Amy Linton, Tampa FL
- 2nd Kelly Gough/Heidi Gough, Dallas TX
- 3rd Ryan Malmgren/Kris Smith, Madison WI
- 4th Ronald Pletch/Dan Pletch, Sarasota FL
- 5th Hunter/Suzanne Riddle, Pensacola FL

### Challenger Division (42 Boats)

- 1st Michael/Greta Mittman, Dallas TX
- 2nd Tom Clark/Dick Dommell, Chattanooga TN
- 3rd Greg Kamf/Diane Kamf, Linwood MA
- 4th Jack/Martha Stewart, Alliance OH
- 5th Stewart Cofield/Rob Fowler, Chatsworth GA

### Junior Division (12 Boats)

- 1st Elliot Lee/Paul Lee, Detroit MI
- 2nd Cori Radtke/Art Radtke, Weems VA
- 3rd Alex Jacob/James Jacob, Alexandria VA

### Women's Division (8 Boats)

- 1st Greta Mittman/Heidi Gough, Dallas TX
- 2nd Melanie Dunham/Carrie Carpenter/Carrie Berger, Pawling NY
- 3rd Linda Nicholson/Ginny Mangan, Huntingdon Valley PA

Jeff Linton, winning skipper in the Championship Division, heaped praise on the volunteers of FBYC, including the race management, catering, launching coordination at three launch sites, trophy selection and presentation, and the many other aspects of managing this record breaking one-design regatta.

Hans Noordanus, the Governor of the Flying Scot Capitol District, the 2007 host district, thanked the Event Chair, Noel Clinard of FBYC, for running the greatest NAC ever and challenged next year's chair, Joe Thorpe, of Toms River NJ to equal or exceed it. Clinard remarked, "This record event would not have been possible without the extraordinary effort of over 75 volunteers at FBYC, from the tractor drivers at the launching stations to the incredibly professional race management team lead by John McCarthy of Portsmouth, VA, and the hospitality of the Deltaville community."

Despite the heat on shore, the sailors were fortunate to experience four days of excellent wind conditions with winds predominantly from the south at 6 to 18 knots, with more to the latter end of the velocity spectrum. These varying conditions challenged both the light and heavier crews and leveled the field of light wind competitors from the lakes of the Mid-west and those from the East and Gulf Coast accustomed to heavier winds.

At 6:00 am this morning, the fleet loaded their boats on trailers and headed for the 50th Anniversary celebration at Deep Creek, MD.

For more information, photos and complete results from the Flying Scot North American Championships visit the event website at [www.fbyc.net](http://www.fbyc.net) or contact the FBYC Event Chair, Noel Clinard, at [nclinard@hunton.com](mailto:nclinard@hunton.com). For information regarding FSSA matters, contact Hans Noordanus, Flying Scot Capitol District Governor and FSSA Liaison, at [hans.noordanus@lowsc.org](mailto:hans.noordanus@lowsc.org) or visit the Association website at [www.fssa.com](http://www.fssa.com). ▲

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