

# SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 55 NUMBER 3 2011





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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](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.



The FSSA is on Facebook and 419 people have joined so far. Visit Facebook and search "Flying Scot Sailing" and join the group for the latest sailing news.

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# From the President

Charles Buffington, FS 5347



In a few short weeks I'll hand over the reins of the Flying Scot Sailing Association to our incoming president, Diane Kampf. I remember the big smile of relief that Barb Griffin had on her face as she handed me the gavel during the annual meeting two years ago at Ephraim. That transition occurred during a period of instability for FSSA...low revenues, increasing costs, terrible economy. This transition occurs with most of those troubles behind us. FSSA's prospects are looking healthy again. Many people have worked hard to make this happen, and I'd like to thank them:

Michael and Greta Mittman urged us to trim our expenses by using electronic communications rather than traditional paper mail. The Constant Contact messages you receive are one result of this suggestion.

Mike Noone urged us to listen to our members more. The surveys in which you have expressed opinions, such as the one dealing with commercial sponsorship of Championship events, are one result.

Hans Noordanus suggested that we compile and publish an annual report to give members a better sense of the finances of the organization and its membership trends. This report is available on the Web site, and I hope you'll read it if you

haven't already done so.

Diane Kampf and Hans suggested that the Executive Committee use Skype conference calls on a monthly basis to deal with issues as they arise, and doing so has immeasurably improved the speed and effectiveness of our administration.

Kay Summerfield has worked hard to condense the articles and pictures you send her into 24-page issues of *Scots n' Water*. The smaller magazine costs less to print without sacrificing quality. Kay has also led the effort to make e-versions of the magazine available online.

Barb Griffin has done a super job of getting the Flying Scot® Foundation off to a good start. Your generous contributions to the Foundation are helping assure the future of Scot sailing.

Courtney Waldrup and the team at J. Edgar Eubanks have taken a sharp knife to many outdated or unnecessary management practices, essentially reinventing how they support us. Simple things like producing the agenda and handouts for Board meetings as pdf files rather than 70-page, print-and-mail copies have helped get costs down.

Bill Ross, Dan Goldberg, and the National Championship Committee have worked hard and effectively during this

period to bring us great Championship events.

Harry Carpenter has to be the best builder of one-design sailboats in the country. I'm lucky to call him friend, to sail in his wake at Deep Creek, and to have had his advice about important class issues.

Bob Neff, wearing his Measurer's hat, has pushed hard to make sure centerboards are legal. Larry Taggart and Claude Dannemann have assisted greatly with this effort. Every group needs to stay grounded in reality, and Bob, wearing his curmudgeon hat, has served admirably as an anchor for some of the less-well-thought-out proposals that have floated by.

I must also thank Brian Hayes, Commodore of the Lightning class. Brian was generous with his time, quick with his responses, and right-on with his suggestions when I asked for help and advice. Our Foundation is modeled after the very successful Lightning Foundation.

Many other people have played key and important roles in FSSA, our districts, and our fleets, and I am thankful to have had the opportunity to lead this organization for a short period. Scot owners are a great big, widely distributed family, and we should all celebrate life by sailing with our family and friends. ▲



## 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.

**Price is \$25.00 plus \$6.00 S&H. To order please call FSSA at (800) 445-8629**



# From the Editor

Kay Summerfield



## Participation Request

**T**he Flying Scot Sailing Association (FSSA) is asking its members to participate in a Print vs Digital test of its official publication, *Scots n' Water*. As communication technology continues to expand, FSSA wants to offer new services to its membership.

FSSA wants to give its members the opportunity to test different publication formats. During this trial, members will continue to receive the printed version of the *Scots n' Water* magazine by mail. Beginning with the next issue (volume 55 number 4), members will receive their mailed copy and will also receive an e-mail through Constant Contact with a link to a digital "flip page" version of *Scots n' Water*. PLEASE CLICK ON THE LINK and begin to familiarize yourself

with this new format.

The electronic format has special features that cannot be created in a printed format. For example, voice playback could be added to the President's Message, and videos could be added to advertisements, announcements, and articles. You will be able to download the magazine, including archived issues, to your PC and there will also be a link to download a version to an iPad or smartphone.

Following this test period, a survey will be sent to get your input. Each member will continue to have an opportunity to choose the publication format he personally wishes to receive. We

expect to continue to provide the printed format for FSSA members who want to have the physical magazine.

The overall cost of publishing is much less for an electronic version than for a printed version. Many associations are moving toward this new technology not only as a cost-effective move but as a mode of transition between generations. Younger members gravitate toward associations that are able to offer quick communication in formats that they can receive on mobile devices.

FSSA asks that you look at the new electronic format for the next several issues—flip through it, Zoom a page, explore, go to the PDF and print out the magazine (or a page or two), and, in general, have fun with this new format!

Look for more information to come. 🚢

*FSSA extends sincere sympathy to the family of longtime Flying Scot sailor Steve Hartman who unexpectedly died May 31 from an infection. He was 64.*

*To view Steve's obituary go to <http://www.news-gazette.com/obituaries/2011-06-03/stephen-hartman.html>*



Updated 5/19/2011

## 2011-2012 FSSA Sanctioned Regattas Schedule

Location	Regatta	Year	Sailing Club	Desired Region	Actual Region	Date	Contact Person	E-Mail
Sarasota	MW	2011	Sarasota Sailing Squadron	Southeast	Southeast	Week of March 7	Ron Pletsch, John Domalgia	regattafam@aol.com, john.domalgia@ge.com
Delevan Lake, WI	WH	2011	Delevan Lake Yacht Club	North Central	North Central	July 30-31	Larry Kmiecik	larry@kmiecik.com
Westport, CT	NAC	2011	Cedar Point YC	Northeast	Northeast	July 9 - 15	Melanie Dunham	fs2601@aol.com
Woodbridge, VA	ACC	2011	Leesylvania State Park, Potomac River	Mid-Atlantic	Mid-Atlantic	Sept 16-18	Chris MacMurray	703-680-7273, chris@mgpi.biz
New Orleans	MW	2012	Southern YC	SW/Midwest	SW/Midwest		Larry Taggart	taggline@usa.net
Wheeler Lake, AL	WH	2012	Privateer/ Muscle Shoals	Southeast	Southeast		Willson Jenkins	JJAttorneys@aol.com
Lake Carlyle, IL	NAC	2012	Lake Carlyle Sailing Association	SW/Midwest	Midwest		Jim Harris	

## 2012 Mid Winter Dates: March 18-23





# Flying Scot® Foundation 2011 Update & Grant Awards

Barbara Griffin, Chair, Flying Scot® Foundation

**A**s of April 2011, we are 9½ months into the first year of our Foundation campaign. We are thrilled with the response we have received from you, our members. We are almost 40% of the way to our initial goal of \$100,000. So far, pledges total almost \$38,500 and donations total about \$36,600. There is still plenty of time to be a part of this successful campaign. Pledges or donations of \$1,000 or more will qualify for Charter Donor status if they are received before July 1, 2011.

We're busy funding projects of an educational or charitable nature that will help Scot sailing.

The Foundation awarded \$1,500 to Cedar Point YC (Westport, Connecticut) to sponsor a seminar by Dave Perry at the upcoming 2011 Flying Scot North American Championships. Dave is a world-renowned expert on The Racing

Rules of Sailing, a certified US SAILING Senior Judge, and Chair of the US SAILING Appeals Committee. His topic will be "The Racing Rules You Need to Know in Crowded Situations." This should be an educational and entertaining presentation.

The Foundation awarded \$1,450 to Massapoag YC (Sharon, Massachusetts) in a 50:50 cost-sharing project to purchase a used Flying Scot. MYC has an excellent sailing school and has been training adults in Day Sailers. Adding a Scot to the sailing school's fleet should enhance recruitment of graduates into the local Flying Scot fleet.

The Foundation awarded \$800 to Monmouth Boat Club (Monmouth, New Jersey) to purchase two racing jibs. The sailing school at MBC currently has two Flying Scots that are in good condition. The addition of new jibs to the sail inventory will allow club members from dying

fleets to try out a Scot in the Wednesday evening races and should help local fleet recruitment.

The Foundation awarded \$1,730 to North Carolina Community Sailing and Rowing (Lake Norman, North Carolina) to purchase eight rope halyards and three masthead floats for their fleet of Flying Scots. These boats are heavily used, and novice sailors are hard on the halyard winches, so replacing them with a rope system will simplify training and reduce repair expenses. Larry Vitez has set up a great program for training of adults in Flying Scots, and hopefully the graduates will morph into members of Fleet 48 at Lake Norman Yacht Club.

These awards total \$5,480. The awards would not be possible without the generous donations from many current and former Scot sailors. The Foundation Board thanks these individuals for helping ensure the future of Flying Scot sailing. ▲



# When Should You Start Racing Your Flying Scot?

Diane Kampf, FS 5857, FSSA First Vice-President

**H**ow do you decide when is the right time to start racing? Some people start racing when they are children, and some start as adults. I started racing with my husband, Greg, in 1996 each time his regular crew was not available to race with him. There is really no time that is the right time--it depends on what is right for you. Some of you who have been thinking about it might enjoy this story about a member of our fleet.

One member of Fleet 76 at the Massapoag Yacht Club in Sharon, Massachusetts, started racing after he retired. Gene Neault and his wife, Ann Marie, have been members of Fleet 76 for several years, since he bought FS 3987 in the late 1990s. The family sailed the boat recreationally for over ten years and enjoyed being on the water, but they never really got involved in racing the sailboat. Gene was often on the rescue boat, instead--including at many of our regattas over the years.

All that changed in 2010, when two of Gene and Ann Marie's five grandchildren were interested in sailing and grandson Ryan McCann took sailing lessons on the lake. Granddaughter Julianna McCann was also interested in sailing but did not have an opportunity to take the lessons. When Junior racing started at MYC for 2010, Ryan, Julianna, and Gene came week after week and raced almost every race in the series. Ryan and Julianna's parents were there many times as well, along with Gene's wife, proud to see the children out in the boat with their grandfather. They sailed in all kinds of wind and tried to master them all. I am sure that the spectators wondered from time to time how things were going out there, but each time the kids and Gene returned to shore, enthusiastic about the activity on the water. At one point, two of their cousins,



Jillian and Allison Neault, joined them in the fun. There were no prouder kids, parents, and grandparents than when they got their trophies at the end of the series in August. But did their season have to be over? No, it didn't.

When it came time for the 61st annual MYC invitational regatta in September, Ryan, Julianna, and Gene decided to sail together in the handicap fleet. So in their first year of racing, they were entering their first regatta. But there was something extra special going on. There was a bet: if they finished in the top 3 in the division, then the kids could dye their grandfather's hair pink. Lo and behold, they came in 3rd in the handicap fleet and, before long, the kids were set up, right there at the regatta...with everything they needed to change their grandfather's hair from a nice white to "Pretty in Pink." It was quite the entertainment while people ate their lunch and enjoyed reminiscing about the regatta before heading home at the end of the weekend.

This grandfather and grandchildren are finding out just how much fun it is to be on the boat together. So it's never too



early or too late to start racing your Flying Scot. How about you out there who have been thinking about it? Why not give it a try? 🦋



# The Dubious Distinction Award

Diane Kampf, FS 5857, FSSA First Vice-President

Lots of awards are given out at regattas and annual banquets for race winners, good sports, and other recognition, and the Massapoag Yacht Club in Sharon, Massachusetts, is no exception. But no award is more fun for me than the perpetual award we call the Dubious Distinction Award, affectionately known as the Hat Rack Award. The award is made from a wooden mast that broke when the owner drove it under a tree, snapping the mast in two. The remaining top of the mast was fashioned into a hat rack, with several different cleats attached to it as hooks. For over 50 years, a new plaque (of various sizes) with the recipient's name engraved has been somewhat haphazardly attached each year. This award is given to the person deemed to have done the most to save the other members of the club from having their own blunders recognized. This handsome piece of questionably useful furniture is given in grateful appreciation that the previous recipient won't receive it two times in a row.

Now you might think that no one would EVER want to be awarded this trophy, and it seems that way when people talk about how they have never gotten it, nor will anyone ever catch THEM. But let me tell you a secret. Almost every person that I have known who has had the honor of having the Hat Rack did not want to give it back at the end of their custodial year. We even had one spouse of a winner threaten to keep the award unless a suitable replacement was given to them by the club. They went so far as to bring an impostor trophy to the banquet, made using their own coat rack with labels, rather than plaques, attached. Why would people go to such lengths to keep the award? I don't really know for sure; however, when it spent a year at our house, we actually did hang



hats on it, it became quite a conversation piece, and we certainly did not want to give it back. At the home of one winner, the husband fell down the stairs and broke his ankle. When the paramedics came, they would not take him out of the house until he explained what that "thing" was in their foyer!

We have more than twenty nominations a year for this award, so the field is very competitive, and I thought it might be fun to share some of the stories about winners over the years. Our most recent winner is a skipper who decided to give his crew the helm when pushing off the windward side of the dock. He pushed off just fine and jumped onto the boat—well, almost; he landed in the drink, then desperately tried to get onto the boat. He tried again and again as his crew negotiated through the mooring field, trying not to get him killed. The skipper finally did make his way onto the boat, but some of us stood puzzled while he struggled so hard—all the while having a ladder on the stern of his Flying Scot that he could have used to climb aboard. We had to give him credit for going out to the racecourse soaking wet and finishing both races that day.

Prior to that, we had a father who had hastened to bring his family to the club to enjoy the 4th of July activities. They were running late, so the family quickly

launched their boat. As they all boarded to ready the boat for the fun races, one astute family member noticed that the boat was taking on water. Quickly they determined that the all-important plug was not in its proper place. Trying not to be noticed, they moved swiftly to return the boat to its dry position back on the trailer. But few acts like this go unnoticed at MYC, as verified by the pictorial evidence of the deed.

Some people manage to get more than one nomination in a single season, but no one has topped this next winner, who tried three times in the same year to earn the award. His best move of the year was on the second day of a regatta. His crew had retired for the weekend (after he'd dumped her in the drink the previous day), and he was lucky enough to get another crew for the day. As they came in from the last race, there was no space at the dock; this skipper was coming in at full speed with no place to go. He was in water that was too shallow to navigate, under full sail, headed for the shore AND the commodore. The crew stepped out of the boat and held the boat from being driven onto shore, as the skipper proceeded to cleat his mainsheet, knowing that his fearless crew could handle the situation!

That same skipper had won the award in a previous year, in which he also had

multiple nominations. This experienced racer is one who knows all the race-courses that are set at our yacht club. Noteworthy is the fact that there is one course that requires racers to be able to count to two. On one particular Sunday afternoon, our notorious skipper sailed the entire race, clearly outpacing his competition for the two laps. As he sailed toward that leeward mark for the second time, intending to round it, each of his competitors sailed through the finish line, one after the other, leaving him in sole possession of last place.

Sometimes you don't even have to sail to get the award. One couple prepared to remove their boat from the water, and the skipper/husband directed as his crew/wife skillfully backed their trailer down the boat ramp and into the water. At some point, they chose to leave the boat in the water, so the crew slid into the driver's seat to pull the car forward. The front tires spun in the mud, but there was no forward motion. So, naturally, the skipper took over, but no matter what he did, the front tires just kept spinning and sinking deeper and deeper into the mud. Desperately trying to save face, the skip-

per slid back into the car one more time. Voila! He suddenly realized that, although the front wheels were spinning, there was no way that the rear wheels could turn, because all this time the parking brake was engaged.

Sometimes you don't get any appreciation for doing race duty. One PRO apparently did not review the purpose of each of the signal flags and therefore left himself ill prepared for his duty one Wednesday evening with light winds. He ultimately decided that a W1 course (one windward leg, one leeward leg) could be sailed and completed before dark. However, as soon as the race was started, the winds strengthened. It became apparent that the first fleet could be finishing before or during the start of the second fleet. He thought that the best thing to do would be to lengthen the racecourse in order to get that first fleet out of there. With no time to spare, he changed the posting to a W2 course. Then, as he watched the lead boat approach the finish line, he frantically began looking for the flag that would tell the racers that the course had been lengthened. He asked himself, "Longer course, more distance—what flag would that be?"

It's not the L flag." Last we knew, he was still searching for that elusive Lengthen Course flag, but that night he set the club record for running the shortest official race in Massapoag history—a six-minute race, start to finish.

My personal favorite Hat Rack story is about a skipper who often had trouble landing his boat gently at the dock. As he sailed through the mooring field towards the dock under full sail going full speed, his mainsheet became tangled on one of the moorings. As he struggled to get the mainsheet off the mooring, the sails were pulling him in one direction as the mooring pulled him in the other direction. He realized he was being pulled out of the boat and shouted to his crew/wife to help stop him from going overboard, so she uncanceled the sails and rushed to his aid. After she rescued him, she mentioned that she had been cut and was bleeding, whereupon he proceeded to pick up a towel...and wipe the blood off the boat.

Do you have a similar type of award at your club, or some humorous stories you'd like to share? Maybe you could share them here in the magazine. ▲

## Acrylic Flying Scot Covers

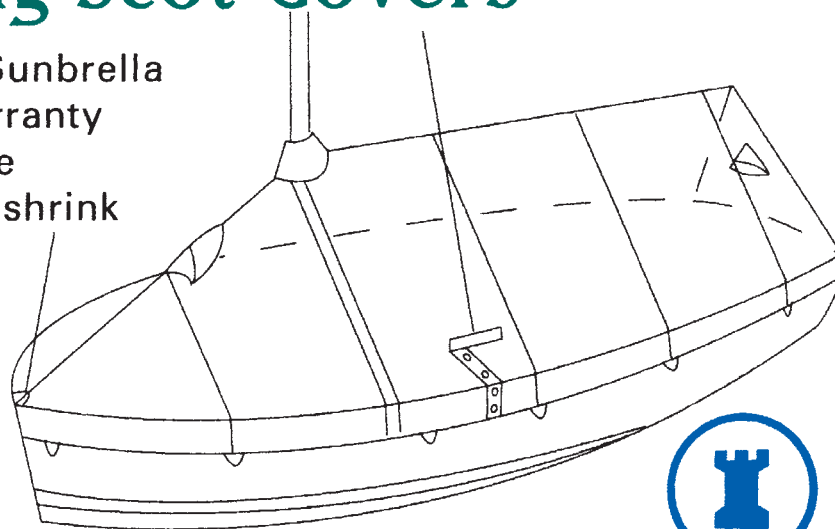
- made with 1st quality Sunbrella
- material has 7 year warranty
- light and easy to handle
- will not rot, mildew, or shrink

### Features

Cover has a tent-like fit  
Delrin zippers with flap  
Velcro enclosures for stays  
Hooded mesh vents  
Loops along hem for tie-down  
Hidden seams for UV resistance  
Heat cut edges will not fray  
Flat covers also available

### Options

UV proof Goretex thread  
Drawstring/shockcord in hem  
Sail # installation  
Custom multi-color panels/trim



### Prices

Cover	white	blue	other
6" skirt	\$450	\$459	\$481
Full-sided	\$572	\$588	\$591



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# Midwinter Flying Scot Sailing and Trailering

Ron Kiss, FS 188

Life has been good to us. After returning from a vacation in California and Hawaii, we headed to New Jersey to retrieve our boat and attend the wedding of my crew's daughter (seems Tom and Martha's girls like to plan weddings that are during or near our Midwinters). I quickly loaded up the gear, remembering extra sails and a spare spinnaker pole. Wife June was telling me to make a list, but no, I could remember the stuff we needed (I thought!).

As we left Rockville, Maryland, on Friday with the boat secure behind the car (and all the signals working), I began to wonder how long trailer tires are supposed to last. While the tread looked fine (less than 12,000 miles on them), the tires were in their eleventh year. I figured I should check into that when I got back. The trip to Florida went well, but when we began to set up the boat, I realized I had forgotten my boom crutch. I hated to admit to June that something was missing, so we jury-rigged a spinnaker pole to hold up the boom and the cover. But, alas, I had also overlooked my paddle, and then the plug broke when I tried inserting it. So after true confessions to my spouse, a trip was made to West Marine for a paddle and some plugs. June went easy on the old man—thank God.

Once I located Harry Carpenter, I was able to purchase his last boom crutch, so we were now ready to sail. The practice race was delightful, although we were so engrossed in tuning that we nearly missed the start. We arrived in the vicinity of the start line just before the one-minute signal. Still made a reasonable start and managed a 13th. We sure could tell we needed to get the rust out. Day Two dawned breezy, but we were there early and were about the fourth boat to

sail out to the course. Once we were there, the wind seemed to moderate a bit and we had two great races, one with 10 to 15 knots, and the second with 5 to 10 knots. Had two clean starts and managed a 2nd and a 3rd, which was good enough for the lead.

Day Three found still more wind—15 to 20 knots. This time we waited to sail out, so there would be a little less time to fill the boat with spray. Had another decent start, but couldn't keep up with Martin Holland upwind. We rounded a ways back (in 2nd), but then Martin opened the door a bit by not popping his chute right away. Got ours up and started closing. Unfortunately Martin raised his, and though we gained, we couldn't quite pass. Same story on the next upwind leg, then a similar story downwind. We had the boat scudding the wave tops, barely under control, until we crossed the finish line in 2nd. As I tried to square up to drop the chute, we were hit by a shift and a puff, and over we went to windward—the only boat to capsize in the entire regatta! Thanks to an excellent crash boat, we were able to get the chute off and into the boat, get the board down, and right the boat. After a frantic period of bailing and sorting out the halyards and sheets, we were able to get the sails back up in time for our next race signal.

Another clear start found us among the leaders, but this time Chuck Howting was the one who was really driving his boat well to windward. We'd get alongside, only to watch him pull away. Downwind was again the charm. We were able to get more to the center of the course and sail a bit less distance. Chuck took the east gate, and we went west. Turned out west was favored, and though Chuck sailed fast, we were able to take the lead—but we still had to hold

off hard-charging Martin Holland for the win. Thankfully the race committee took mercy on us Challengers and sent us in. Nice to get to the dock before it got jammed up with the Championship fleet.

That was all the racing we were going to see, because the wind just kept building through Friday. Sarasota Sailing Squadron did a superb job, and we thank them for their efforts. We joined our fellow sailors in packing up early and getting the boat to the hotel for an easy getaway.

Part of this story was to be about trailering. We all need to attend to the care and upkeep of our trailers. Ed Summerfield kept his boat in the water throughout the regatta. He told me he didn't want to overstress the bow stanchion on his trailer. Well, when he finally hauled out on Friday, he did just that (a little too much rust). After creating a pretty elaborate jury rig, he had his boat ready to go—provided he drove slowly and carefully. (We should all check our trailers and get bolting and/or welding done before leaving on a long trip.)

As for my tires, all went well until Exit 6 on I-95 in Georgia. I was passing in the left lane when the left tire on the trailer simply disintegrated! So I guess eleven-year-old tires are too old! Fortunately we were able to pull off on the right shoulder and assess the damage. The trailer fender was bent and beaten but still cleared the tire, or what was left of it. I had no spare, so we began the phone calls to BoatU.S.; they could not locate a tire, but they arranged for a tow—a truck from Jacksonville. While we were waiting, a car pulled up in front of us and a young man emerged who turned out to be a Thistle sailor. He saw our dilemma and proceeded to pull from

*Continued On Page 16*

# One Way to Sail While on Vacation

Sharon B. Herring

I don't know if you know me or not. I am pretty famous. Not!

I am Chelsea Yacht Club Past Commodore Sharon Herring. I'm also co-owner and founder of Herring Sanitation, a septic service that my husband, Jimmy, and I started in 1973. I'm proudly the mother of eight (one biologically) and grandmother of sixteen (eight of whom sail, better than I do). So, you see, I do get around. Oh! I forgot to mention that I won First Place in the Hudson River Women's Challenge as skipper of an all-women's team sailing my J-30 that I had owned for only a month. (Believe it or not, I'm usually not such a bragger.) Ask me what I'm the most proud of! Sorry, everyone. First Place wins out.

I love to race sailboats! It's my passion; I can't get enough. All this is thanks to my husband, Jimmy, who dragged me – almost kicking and screaming – onto our first sailboat in 1998, because he wanted to sail. But that's another story.

This story is about what I dreamed up for our winter vacation this past snow-filled season. I had decided that racing our J-30 on the Hudson River did not offer us enough opportunity to race. Mind you, we race every Sunday and Wednesday and most Saturdays from early May through late October. We also race in all the Hudson River Yacht Racing Association events up and down the river. So now, in addition to that, I have talked my husband into buying a boat that we can trailer behind our pickup and race the circuit all through the winter. It will give us a chance to sail in different waters.

What kind of boat, did you ask? A Flying Scot is our choice. It can be sailed and raced competitively by two people, instead of the six or seven that our current boat needs. We can manage to raise and lower the mast and trailer the boat with no problem as we age...I mean, continue to age (I'm 61 now). Where does the vacation come in?



I had to find a way to test the Flying Scot to see if Jim and I would really like one, so now on to the story of our vacation.

With a little help from a friend, I managed to get Jim and myself signed up to volunteer as crew for the Flying Scot Midwinters in Sarasota, Florida. These

regatta were being held in early March 2011. The regatta would bring in all kinds of racers, from Olympic champions on down the line to racers like us. Jim and I anxiously waited for the e-mails to come flying in, telling us we were needed to crew. We made our plans to spend two weeks away, which—when you have a business and a big family— is no easy task. Finally, just when we were ready to cancel our trip, we were contacted by a needy skipper. Sadly for me, he only needed Jim. Of course, who needs a woman when they can have a man—and who needs a 60-year-old woman? Putting on a happy face, I pretended I was so pleased for Jimmy and didn't mind one bit. Well, two days before we hit the road, just when I thought I'd better have some good books with me, I got an e-mail asking me to crew. The skipper, Willson, usually sailed with his wife and would gladly take me on as crew, even after I told him how much I weigh. Boats can be weight sensitive, as you know.

Off to Florida we headed from Fishkill, New York, in our car, as I read and re-read everything I had found about how to crew on a Flying Scot. North Sails was great even at instructing how to trim the sail for a loose rig or a snug rig. I'm usually the helmsman, not crew, on our boat. For those of you who are sailors, you know at this point I was in trouble. Our trip down flew by as Jim and I talked about what we had in store for us. I, of course, kept asking if Jim was OK with my scheme to get us on a Flying Scot. He rolled his eyes a lot.

We met our skippers the day before the start of the regatta. Jim and I separated, and



I was on my own. (You don't know me, so I can only tell you that Jimmy completes me. So this was my moment of truth.) Our skippers took us out in their boats and put us to the test. Jim, of course, had no problem, so I will not even talk about him any longer.

Now, on to me. Willson, my skipper, put me through a full workout, testing my crewing skills. We tacked and jibed. We put the chute up and jibed the chute over and over again, 'til I thought I would die. Then we did it some more. I loved it and did amazingly well. I, of course, thought I'd never be able to move again, but, hey.... When Willson first e-mailed me, he said that he would probably switch with me and fly the spinnaker on the downwind legs, letting me take the helm. Well, once we were sailing, he never mentioned that to me again. I flew the chute for every race and handled the pole without a problem, even in the 18-knot breeze with gusts to 28. Some others opted not to fly the chute, but we kept at it. Now, I'm not saying we didn't have a problem on the jibes, but we worked it out. Also, I'm not saying that Willson didn't say a few times, "Sharon, you might think you're hiking, but HIKE MORE." Next time, I promise I'll take my longer legs.

Since Christmas, anticipating this trip, I had been dieting and working out. At my age, well, what more needs to be said? But back to the point. In one of those moments when the other boats were outfooting us, I turned to Willson and sincerely asked if there was anything else I could do to help. He told me, "Gain about 60 lbs overnight, please." I was speechless.

At one of my best moments, I turned to Willson—with the saltwater splashing over my entire soaking-wet body—and said, "It doesn't get any better than this at 60." About an hour and a half later, I was thinking to myself, "What am I doing here at age 60?" One of the biggest problems I was having was seeing. As you all know, good crew always watches traffic, always watches for wind shifts, always keeps the skipper informed. I was blind even with my glasses on—or especially because my glasses were on. I had no idea how to deal with saltwater in my eyes. So I whined a little (more than a little) and blinked like crazy to make tears. The good news is that

we never hit anything.

Neither Jim nor I sailed on first-place boats, but both of us finished in the middle of our fleets. Every day we worked for our skippers like good crew does, and I mean worked hard. Our excitement level was high. Most mornings we woke at 4:30 and lay in bed comparing our skippers and their strategies. Despite our pre-sunrise conversations, we rose early every morning, hit McDonald's for breakfast, and headed for Sarasota Sailing Squadron where the races were being held. (An important thing to remember when you're sailing on a boat with no head is to take it easy on the intake of food and water. Willson did tell me that I could hover over the centerboard and go, but I really never saw that as an option.)

I showered and did my hair every day, only to be soaked with saltwater two minutes after I was on the boat. I had bruises on my bruises. While lying spread-eagle on the bow of the boat, I cursed myself out for not having learned to tie a bowline faster and better.

We made friends with racers from all over the country. Some of these included Flying Scot builder Harry Carpenter and his beautiful daughter, Olympic racers, racers who'd beaten Dennis Conner (or at least claimed to), seasoned champions, and struggling beginners (a little more experienced than Jim and I). I even made new Facebook friends. The Flying Scot Sailing Association welcomed us with open arms and warm wishes that we join them when we finally get our boat. Our skippers bought us lunches every day and dinners. Jim and I were appreciated and complimented. I felt very accomplished, and I still do. That's why I'm here bragging.

Our trip home seemed to go faster than the drive down. We recounted many of the



sailing mishaps, successes, and stories. We marveled at our luck and at the pleasure we had had serving as crew.

Seriously, both Jim and I had a marvelous vacation. We agreed that it was one of our best. It was so much fun that I wanted to share our story with you. I have had many harebrained ideas that Jimmy has put up with, but this one really worked out. As you know, it could have gone in another direction—and that might have been a better story—but I hope you enjoyed this one. ▲

# Run, Don't Walk to the US SAILING One-Design Sailing Symposium

Diane Kampf, FS 5857, FSSA First Vice-President

**H**ave you ever attended a US SAILING One-Design Sailing Symposium? If not, you really don't know what you have been missing. Greg and I weren't sure what to expect when we decided to attend the November 2010 symposium at the Balboa Yacht Club in Corona del Mar, California. We did know that we would be presented with the One-Design Yacht Club of the Year award on behalf of the Massapoag Yacht Club, but we didn't know what else we were in for. So we paid our entry fees, bought plane tickets and got a hotel room close to the symposium, and made our way to the West Coast. At the event, a wealth of knowledge was shared about how to promote a class or fleet, including designing and utilizing Internet sites and using social media sites, as well as photography. (After the meeting, we stayed an extra day and made a side trip to Disneyland, too!)

Organization of the symposium was led by US SAILING Inshore Director Lee Parks, who was celebrating her 25th anniversary with US SAILING. Lee was assisted by Patty Lawrence, secretary-treasurer of the Thistle class, and Jerelyn Biehl, a partner in One Design Management. Registration for the event was just \$100 per person for US SAILING members and \$125 for nonmembers, a real bargain for the networking opportunities and the information being shared. The fee included all the sessions, the cocktail party Friday night, dinner on Saturday, and continental breakfast and lunch on Saturday and Sunday. The cocktail party concluded with harbor tours on electric boats with a tour guide who was a race chairperson at another yacht club in the area and knew the lay of the land.

There were several keynote speakers at various times during the event.



*Balboa YC*

The address by Fried Elliott, Snipe and Star class photographer—"Make Your Class Attractive—Manage Your Image in Class Marketing & Media"—showed how to make your pictures sell your boat. Some examples were having close-ups with the crew smiling, going fast, and obviously having fun. Tom Leweck shared stories of his many adventures in one-design racing in "The Law of Unintended Consequences": how many things he has accomplished, mistakes he's made, and what he's learned over the years in sailing that he was not necessarily setting out to learn. Tom Schock, a second-generation boat builder who has put his mark on 70 boat models, spoke about his experience over the years with some very successful boats and some that lasted less than two seasons. He talked about how important it has been for him as a builder to work with the clubs and classes to help grow the sport of sailing and keep classes going. US SAILING President Gary Jobson was the keynote speaker at the Saturday-night dinner, presenting an award to Lee Parks for her 25 years of service. He then presented a work-in-progress DVD that

he is developing to promote one-design sailing, including retired and currently active classes. I really think Flying Scot should be on that video; we should work to make that happen.

Aside from keynote addresses and presentations by the organizers, the two days of the symposium included several panel discussions and over 20 workshops on "go fast" tactics, class membership, Web sites, photography, regatta planning, insurance considerations, and database management. There were so many great sessions to choose from that Greg and I often split up so we could get as much out of the event as possible.

Doug Stumberger and Dwaine Trummert presented information about how to build effective Web sites, including information on technologies that are available, how to keep costs down, and how to keep your Web site current. They talked about creating a rich user experience, knowing your readers, using your Web site for regatta management, and integrating online content with print worlds, since print and Web sites will be side by side for years to come.

Fried Elliott presented several ses-



sions on how to take great sailing photos, how to make your not-so-great photos into great photos, and how to quickly go through your photos and decide which ones to simply delete. He suggested tools you can use to edit your pictures and described how to crop your pictures to make them more exciting.

There were several sessions on organizing great regattas. The real message there was promotion, organization, and using a Web site and e-mail to keep the information flowing. There was also advice on making results and pictures available during and after the regatta.

Lunch on Saturday was a networking lunch where we were put in groups, such as class officers, fleet captains, etc., giving us the opportunity to get advice from other classes and to discuss what each of us does well and where each of us needs some help.

I have to admit that a real highlight of the event for us was receiving the One-Design Yacht Club of the Year award from Gary Jobson. He is truly devoted to sailing, especially one-design sailing. It was a thrill, as well as humbling, to meet him, talk with and listen to him, and then accept the award from him. Several other one-design awards were presented at the awards ceremony.

Do you know of a yacht club that really promotes one-design sailing? Do you know of a person whose creativity in promoting one-design sailing is something to write home about? Do you know someone who has contributed to one-design sailing and deserves to be recognized? Do you know of someone with great leadership and organization skills in fleet building? Do you know of a regatta that deserves to be recognized among the best? Submit your nominations on US SAILING's one-design Web site at [http://racing.ussailing.org/One-Design/One-Design\\_Awards.htm](http://racing.ussailing.org/One-Design/One-Design_Awards.htm).

My hat is off to Lee Parks and her team for a great event; it was just terrific, and I am so glad we decided to attend. The meeting is a best-kept secret that needs to come out. I think that we Flying Scot sailors, fleet captains, district governors, and class officers should consider attending year after year. It is time well

spent for the future of one-design sailing. Let's all be watching for announcements on US SAILING's 2011 One-Design

Sailing Symposium, which will be held in November at Bay Head Yacht Club in Bay Head, New Jersey. ▲

***Across, from top left: Diane Kampf and Lee Parks, Greg and Diane on the Electric Boat, Lee Parks getting her award from Gary Jobson, Patty Lawrence discusses One Design Class membership, Gary Jobson presents YC Award, and a sailboat race on the bay.***



# Preparing for the NAC

Allan Terhune, Jr.

**F**or a big regatta like the Flying Scot Midwinters or the North American Championships, participants need to do a lot of preparation and planning in order to have a successful event. When I say successful, I mean not only on the scoreboard but also in the fact that the regatta is fun, stress free, and relaxing! First and foremost, it is your vacation, so it is supposed to be a great time and worth doing! For me, it is not as easy as hitching up the car and going to a week-end or one-day regatta. I need to have all my ducks in a row, or I get very nervous. I hate going to these big events without having the logistics, boat, and team set before I leave. I want to be able to spend time with friends and focus on sailing, not worry about the other stuff. Let's look at a few things I do to get ready.

**Logistics** I start this a few months before the regatta. I always try to go to the regatta Web site and get my housing organized early, especially while the prices are good. Once the housing is arranged, you can cross that off the list. I also try to get a good feel for where things are and how to get around the area, so when we are there, we are comfortable. The regatta organizers almost always put tons

of information on their Web site to help YOU get ready for the regatta. Take the time to read it!

**Boat** This is one area I don't understand. I always make sure that the boat is clean and ready to sail before I get to the regatta. I don't want to spend time in the parking lot working on the boat, when I could be enjoying my friends or doing other activities. It's very rare that you see the top racers doing boat work at a regatta. Why? Because they want the peace of mind that the boat is ready, so they can focus on the sailing. This goes for your sails, too. Always check over your sails for rips and tears, make sure the batten pockets are good, and see that everything is in order. Nothing is more stressful than realizing, the day before the regatta, that your spinnaker needs to be repaired.

**Team** This is another major item. I am lucky because I know Katie will always be available to sail, but if you are not in my position, start looking for crew early! If you start a month or two in advance, it is a lot easier to find someone who will take a week off from work to go on a sailing adventure. One or two weeks before a regatta, it's hard to find crew, especially if they'll need to arrange to take vacation from work.

Once at the event, there are things I do to make the regatta less stressful and more fun. Read the NOR and schedule, so you know what is going on and when. It's amazing how many folks don't know what is happening and at what time; they miss out on fun activities and important announcements. PACE YOURSELF! The regatta is five days long with eight LONG races and a lot of social time. Don't wear yourself out the first two days of the event. I don't just mean on the boat, either. You don't have to talk to everyone the first day you get there; there is plenty of time. Remember, don't stress. Have fun! I am always reminded that these regattas (and vacations) go by really fast. Slow down and enjoy the time away from work!

For me, the NAC is one of the best weeks of the year. The sailing and camaraderie are so much fun. One thing I have learned, though, is that doing as much planning as you can will make the regatta less stressful and more fun, and you will sail better! Just remember, you can't plan everything. There will be bumps in the road, and those bumps in the road are the fun stories that you'll tell your friends over and over again. ▲

GREATER NY DISTRICT *Continued From Page 11*

his cargo area a brand-new tire, which I was happy to purchase. He was Angel No. 1, because now I figured we could at least get the tire mounted once the tow truck came. But better still was the next angel—Mike (and Brenda) Noone. Mike, for those of you who don't know, has got to be the most prepared trailer-puller in the fleet. He had two spares, a small hydraulic jack, a multi-socketed lug wrench, small wood blocks, and his trusty two-step ladder, which served as a trailer stand while he and I changed

the shredded tire. He even had Handi Wipes to clean our hands when we were finished! By then our trusty Scot builder had also arrived on the scene and had offered help, but Harry Carpenter's help was not needed this time, thanks to Mike. I was just telling Mike we would wait for the tow truck (to settle up) when up walked the driver; he was chuckling because he was looking for one sailboat along the side of the road—not three!

Fortunately we were able to make it

home with no further mishaps, but I am told by the trailer folks in Maryland that after four(!) years the tires are at risk. So I strongly urge any other Scot sailors with old trailer tires to replace them. Oh, remember Ed Summerfield? Well he, too, shredded his trailer tire after exiting I-95. At least he had a spare. That's the other message: carry a spare. I learned my lesson and will carry a kit like Mike Noone's in order to be prepared for the next casualty. ▲





Photo courtesy of Laimie Pardey.

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**42** - Douglass blt in 1958. Hull #42 needs a good home. Hull is sound, Boat has been partially restored, but still needs work (call for details) I have all the parts needed to finish, incl. a new mast and new sails (North 95/96) No trailer. **Best Reasonable Offer** Located in Jarrettsville, MD. Contact: Charles Wilson, 410-937-4347 C 410-692-6231 (H), myoceman@verizon.net

**1226** - Douglass blt in 1968. Lt blue top, white bottom, v. good condition, lightly used for day sailing, some racing. N. Sails, main & jib, spinnaker, full racing set, full deck cvr, trailer included. **\$1500** Located in Wilmette, IL. Martin Wolf, 312-896-1103, martin.wolf@scb.com

**2102** - Douglass blt in 1972. Blue hull w/ white deck. **\$2500** Located in South Salem, NY. Don Carone, 914-763-9037, dpcarone@gmail.com

**2896** - Douglass blt in 1976. Excellent condition. White deck light blue hull. Two sets of sails, spinnaker, Sailor's Tailor cockpit cvr. Motor mount & anchor. Sterling trailer. Sailed 20 years on Lake Champlain. Winter boathse storage. Will deliver w/in 100 mile radius. **\$4500**. Located near Essex, NY. Julius Surkis, 831-458-1542, jsurkis@sbcglobal.net

**3782** - Douglass blt in 1982. Gray painted top sides & hull-2 sets of sails, race and cruising. TeeNee Galvanized trailer. Lifting bridle, motor mount, bow buoyancy bag, anchor, paddle. **\$3500**. Located Jersey Shore, NJ, Michael Nickens, 609-693-3292, mike\_nickens@yahoo.com

**4369** - Douglass blt in 1987. Excellent condition. Many old sails in good condition, different made brands. (Main-jib-Spinnaker) galvanized trailer, the boat has many extras. **\$4500**. Located in Easton, PA, Laszlo Viemann, 610-252-6656, lvemann@verizon.net

**4543** - Douglass blt in 1989. Custom painted red hull, white deck/boot-stripe. 2 sets sails, v. lightly used N.

racing sails - Main, jib, spinnaker. Spinnaker not used. Schurr main/jib, Ronstan tiller extension, TackTick Micro Compass. Lifting bridle. Stored 4 years. TeeNee galvanized trailer, motor mount. Sailors Tailor mooring cvr. **\$8200**. Located in Farmington, MI. Paul Morrison, 248-996-2161, pfmorrison@aol.com

**4545** - Douglass blt in 1989. Gray bottom, white deck, N.s used in four regattas, upgraded lines, New cvr, new mast, safety gear, trailer. Proven record; One Nat'l & 2 Mid Winter's titles. Deliv. possible. **\$8900**. Located in Kansas City, MO. Ted Lischer, 816-803-3920, tedlischer@kc.rr.com

**5030** - Flying Scot blt in 1995. Always dry sailed, white hull, lightly used, deck/bottom cvr, galvanized trailer, 3 sets of sails (one almost new). **\$9000**. Located in Riverside, CT, Daria Barry, 212-448-1006, daria@prospectstreet.com

**5079** - Flying Scot blt in 1996. Gray deck, white hull. Top racing record. 3 N. jibs & mains, 3 Sobstad chutes. Dry sailed. Inside winter strge. Deck/bottom cvrs. Alumi. trailer. Custom designed racing set up. **\$9500**. Located in Duxbury, MA. Ned Lawson, 781-934-7272, nedlawson@gmail.com

**5178** - Flying Scot blt in 1997. White deck, black hull, N. Sails, spinnaker, cvr, rudder bag, galvanized trailer. **\$7700**. Located in Stuart, FL. Tom Goadard, 772-692-9117, tomgoadard@aol.com

**5244** - Flying Scot blt in 1999. White deck, blue hull, Schurr sails, spinnaker w/pole, new full skirted cvr, cockpit cvr, motor mount, swim ladder, lifting bridle, anchor, tiller extension, rudder bag, tiller bag, 2 sets of sails, hammocks, extra misc. Sheet & hardware, 1999 Trailax Alum. trailer. **\$9500**. Located in Avalon, NJ. Stuart Friedman, 609-967-7575, sefmgmt@aol.com

**5246** - Flying Scot blt in 1999. Excellent condition (National Champions). All white/red stripe.

Superb condition. Ev. racing option including tapered carbon pole. Perfect c'board, sails only used several times, top & bottom cvrs plus 35 yrs of misc parts & tools. **\$9800** Located in NJ. Bill Ewing, 732-530-6511, fs5246@yahoo.com

**5298** - Flying Scot blt in 2000. Ex condition, always garage kept. Race rigged, white deck & hull; blue waterline, N. Sails/Spinnaker; full cvr for boat & rudder, TrailEx Alum. trailer, anchor. Used it only a few times in the past year. **\$13,500**. Located in Oklahoma City, OK. Craig Summers, 405-397-9991, gregg@cws-inc.net

**5303** - Flying Scot blt in 2000. Barely used / kept on a lift & dry store for winter. Blue hull white deck. Incl. 2 older sets of sails, cvr, new in 2000 w/ a Long trailer. One owner. Willing to move to Charlotte, NC for a fee. **\$9500** or reasonable offer. Located in Chautauqua, NY. Gregg Antemann, 704-408-1683, gregg@cws-inc.net

**5393** - Flying Scot blt in 2001. Used 5 summers, includes 2 sails, cockpit cvr, outboard motor brakcet, hinged mast, original galvanized trailer. Great condition. **\$9500**. Located Smith Pt, Long Isl&, NY. Eugene Cannava, 631-281-0069 212-242-0864, dkd35@verizon.net

**5394** - Flying Scot blt in 2001. Includes trailer & both are in excellent condition. Used the & gently & always stored in doors & on the trailer. Asking **\$9500**. Located in Appleton, WI. Rob Everett, reverett2010@gmail.com

**5449** - Flying Scot blt in 2002. White deck & hull w/black stripe. Cunningham rigged on centerboard cap w/bungee retract system, spin halyard rigging, 1 year old Ullman Sails. High limit last 2 years. Swim ladder, cvr, 2002 long trailer. Deliv. possible. **\$8750**. Located in Irvington, VA. Tom Richardson, 804-436-6198, 331richardson@gmail.com

**5544** - Flying Scot blt in 2004. Funky Diva! Trickout to the legal limit. White on white, 2 sets of sails incl.

a new spinnaker. Carbon fiber pole. Carbon fiber tiller & hiking stick. Tacktick. 2 Sailors Tailor cvrs/ mooring/towing. Alum. trailer w/ alum. mag wheels. Motor mount. V. clean & in v. good shape. **\$13,000**. Located in Clearwater, FL. Michael Roberts, 727-434-2002, mkrdc@aol.com

**5574** - Flying Scot blt in 2004. Fowler Sails, white hull blue trim, family package. Boat like new, sailed approx. 20 times. Incl: 4HP Yamaha engine, tent cockpit cvr, full cockpit cvr, motor mount, swim ladder, compass, galvanized trailer w/ spare & lots more. **\$12,500**. Located in Deltaville, VA. Michael Bl&, 804-282-9710, mbl&@bbprintnet.com

**5651** - Flying Scot blt in 2005. Includes trailer, tent cvr, outboard motor, mainsail, jib & spinnaker. **\$10,999**. Located in New York, NY. Abe Mamiye, 646-591-7943, abe@mambro.com

**5667** - Flying Scot blt in 2006. 50th Anniv. edition Scot, white hull w/ dk blue stripe & light blue deck. Lots of extras! **Make an offer**. Located in Liberty Hill, SC. Albert Webster, 803-669-1531, albert.webstersr@live.com

**5729** - Flying Scot blt in 2007. HPristine condition. White hull /deck. Radical racing package, 2 sets of N. Sails (one almost new), 2 spinnakers, flotation, swim ladder, lightweight trailer, full boat cvrs. **\$16,000** Located in Mamaroneck, NY. Eliot Clauss, 917-517-0338, erc@rvblaw.com

**5795** - Flying Scot blt in 2008. 50th Anniversary model. Family package. White hull, gray deck, w/ black waterline & trim stripes. Varnished mahogany centerboard cap. Extras: Trailax alum. trailer w/nosewheel & spare, bottom paint, large blue cockpit cvr, lifting bridle, centerboard swivel cleat, Ronstan tiller extension. Mostly dry sailed. Stored indoors off season. Beautiful, lightly used. **\$15,100** Located Southern New Hampshire, Jack Murphy, 603-924-7482, jo@jocko.mv.com

# STARTING LINE

## Calendar Of Monthly Events

### Flying Scot Annual Egyptian Cup Regatta

Lake Carlyle, Carlyle, IL  
June 3-5, 2011

**\*\*Rescheduled for September 17 and 18, 2011\*\***

Note: Due to flooding, this regatta has been rescheduled and combined with the CSA Whale of a Sail regatta being held at Carlyle Lake on September 17 and 18, 2011.

Info: Mike Pitzer, Fleet Captain for FS Fleet 83 at 314-283-1639

### North American Championship Cedar Point Yacht Club Westport, CT July 9-15, 2011

Hosted by Fleet 142-Sprite Island Yacht Club and Fleet 177-Cedar Point Yacht Club. Info: Melanie Dunham FS2601@aol.com

### MAYRA Regatta Stone Harbor Yacht Club Stone Harbor, NJ July 23, 2011

Info: Linda Nicholson LinBNich@hotmail.com

### Midsummer Regatta Duxbury Yacht Club Duxbury, MA July 30 & 31 2011

Info: John Clark john@cutterassociates.com

### Sandy Douglass Deep Creek Yacht Club Deep Creek, MD July 30 and 31, 2011

Info: Robin & Willis McGill wamcgill@comcast.net

### Eleventh Annual Leukemia Cup Regatta Carlyle Sailing Association Flying Scot Fleet #83 Carlyle Lake, IL July 30 and 31, 2011

All proceeds from the regatta go to the Leukemia Foundation.

Info: Mike Pitzer, Fleet Captain for FS Fleet 83 at 314-283-1639

### Wife Husband Championship Delavan Lake Yacht Club Delavan Lake, WI July 30 and 31, 2011

Info: Larry Kmiecik larry@kmiecik.com NOR's at www.dlyc.com

### 106th annual Ephraim Regatta Ephraim Yacht Club Ephraim, Door County, WI August 5-6-7, 2011

For NOR, entry form and more information, go to [www.eyc.org/](http://www.eyc.org/) racing or contact regatta chairman Jay Lott jaylott01@gmail.com

### 2011 New England Districts Sandy Bay Yacht Club (www.sandybay.org) Rockport, MA 01966 August 6, 2011

(weather date August 7, 2011)

Info: Chuck Nicolosi 978-546-3959 or cnicolosi@verizon.net

### Flying Scot Fleet 161 Invitational Regatta Saratoga Lake Sailing Club Saratoga Springs, NY August 12-14, 2011

Info: Mary Kate McCarty marykate448@nycap.rr.com 518-279-4205

### Sprague Memorial Regatta 2nd Leg of LI FS Championship Series

Moriches Yacht Club Center Moriches, NY August 13, 2011

Info: Ralph Coffill Rcoffill@msn.com

### FBYC 72nd Annual One-Design Regatta

Fishing Bay Yacht Club Deltaville, VA August 13 and 14, 2011

For more information visit <http://www.fbyc.net> or Contact John Beery JohnCBeery@yahoo.com

### Commodore's Regatta Stone Harbor Yacht Club Stone Harbor, NJ August 20, 2011

Info: Linda Nicholson LinBNich@hotmail.com

### Mary Doolittle, Queen of Scots Invitational Regatta Hosted by Fleet #15 Gull Lake Richland, MI August 20 and 21, 2011

Info: Tom Lechota Tom.Lechota@alticor.com 616-450-6746

### New York Lakes District Championship Skaneateles Sailing Club August 20 and 21, 2011

Info: Rebecca Dickerson 315-263-0550 rjdickerson@gmail.com

### Midwest Districts & Glow in the Dark Regatta Clinton Lake Sailing Association Clinton, IL August 26 - 28, 2011

Info: Eric Bussell eric@ericbussell.com or Ben Williams bdwillms@uiuc.edu

### 3rd Leg of LI FS Championship Series Westhampton Yacht Squadron Remsenburg, NY August 27, 2011

Info: Ed Sorgan eddgann@aol.com

### Carolinas District Championship Scots on the Rocks Regatta Lake Murray Sailing Club Chapin, SC September 10 and 11, 2011

Info: Tommy Weaver tommyweaver@sc.rr.com

### Harvest Moon Atwood Lake Yacht Club Lake Arthur, PA September 10 and 11, 2011

Info: Joseph Cline jckczoar@roadrunner.com

### MYC 62nd Annual Regatta Massapoag Yacht Club Sharon, MA September 10 and 11, 2011

Welcoming Party on September 9th. Info: Diane Kampf dianekampf@charter.net

### 2011 Atlantic Coast Championship Leesylvania State Park Woodbridge, VA September 16 - 18, 2011

Info: <http://www.mgpi.biz/RegattaReg/welcome.htm>

### Patty Applegate Memorial Regatta Toms River Yacht Club Toms River, NJ September 17, 2011

Info: Rich Kerdock rskerdock@verizon.net

### CSA Annual Whale of a Sail Regatta Carlyle Sailing Association Flying Scot Fleet #83 Carlyle Lake, Illinois September 17 and 18, 2011

Info: Mike Pitzer, Fleet Captain for FS Fleet 83 at 314-283-1639 pitzerlaw@yahoo.com

### Horricks Palmer Regatta Sayville Yacht Club Blue Point, NY September 17 and 18, 2011

Info: PJ Patton pjpatin@nyc.rr.com

### Sail for the Grail Moraine Sailing Club Lake Arthur, PA September 17 and 18, 2011

Info: Dave Bishop bishop@maya.com

### 2011 Dixie Lakes Championship Hosted by Fleet #13 Privateer Yacht Club Lake Chickamauga Chattanooga, TN October 1 and 2, 2011

Info: Paul Healy paul.healy@comcast.net

### Cave Run Sailing Association Moorhead, KY October 1 and 2, 2011

Info: Bob Summerfeldt rjs@architecturalplanning.biz

### Greater New York Districts Stone Harbor Yacht Club Stone Harbor, NJ October 1 and 2, 2011

Info: Linda Nicholson LinBNich@hotmail.com

**Check  
fssa.com  
for updated  
information  
& race  
postings.**



# NEW MEMBERS

## Capitol District

### Boat #5966/Fleet #0

Werner Lippuner  
19235 Mill Site Pl  
Leesburg, VA 20176

### Boat #2814/Fleet #42

Richard Potter  
8513 Rosebud Ct  
Middletown, MD 21769

### Boat #5941/Fleet #42

Robert B. Thomas  
1313 Botetourt Gardens  
Norfolk, VA 23517

## Carolinas District

### Boat #1983/Fleet #0

Marty Otten  
PO Box 5277  
HH Island, SC 29938

### Boat #3694/Fleet #27

Bill Powell  
111 Springhill Forest Place  
Chapel Hill, NC 27516

### Boat #3517/Fleet #48

Anne Bamberger  
19 Lynnstone Ct  
Asheville, NC 28805

## Florida District

### Boat #A071/Fleet #0

Paul Abdullah  
4754 Osprey Ct  
Jacksonville, FL 32217

### Boat #3020/Fleet #0

Steven Lewis  
4405 Sleepy Hollow Lane  
Plant City, FL 33565

### Boat #4140/Fleet #36

Norris Elswick  
6904 7th Ave Blvd NW  
Bradenton, FL 34209

## Greater NY District

### Boat #5701/Fleet #0

William Sobering  
134 Woodridge Place  
Leonia, NJ 07605

### Boat #5244/Fleet #192

Martin A. Lukacs  
353 93rd St  
Stone Harbor, NJ 08247

## Gulf District

### Boat #A070/Fleet #0

Charles Cowin  
3533 Old Leeds Ct  
Birmingham, AL 35213

### Boat #5594/Fleet #0

James Gately  
124 Belle Terre Blvd  
Covington, LA 70433

### Boat #4124/Fleet #133

E.J. Dochoda  
53 Talais Dr.  
Little Rock, AR 72223

## Michigan-Ontario District

### Boat #3846/Fleet #0

Christopher Higgin  
13268 Windham Dr  
Wash. Twp, MI 48094

## Midwestern District

### Boat #5853/Fleet #0

Jim Dunne  
402 Lake Shore Circle  
Bloomington, IL 61704

### Boat #3404/Fleet #3

Larry Ball  
1037 Terrace Lane  
Glenview, IL 60025

### Boat #3156/Fleet #68

Mark Regan  
6681 Shamrock Glen Cir  
Middleton, WI 53562

## New England District

### Boat #0842/Fleet #0

Chris Morgan  
4857 116 VT  
Starksboro, VT 05487

### Boat #4625/Fleet #76

John Eckart  
20 Straw Stone Ln  
Norton, MA 02766

## Prairie District

### Boat #4780/Fleet #0

Bob Hawn  
PO Box 396  
Sandpoint, ID 83864

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