

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 55 NUMBER 4 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. 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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Making Waves!

2010 FSSA North American Championship

Women's – 1st, 2nd *, 3rd, 6th

Junior's – 1st, 8th

Qualifier – 1st, 2nd *, 3rd, 4th, 10th

Championship – 2nd, 6th *, 8th, 9th

Challenger – 2nd *

* Partial inventory

2010 Pass Christian
Lipton Team

Photo: Richard Heausler

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From the President

Diane Kampf, FS 5857



It seems like just yesterday that I got the message from the Flying Scot Sailing Association Nominating Committee asking me to be put in nomination for the office of Secretary/Treasurer. As New England District Governor, I felt like I had just gotten started with the organization. With Barbara Griffin leading in the President's seat, and support from my husband, Greg, I said yes. The next year Charles Buffington took the helm at FSSA and I was in the First Vice-President's seat.

The last two years have been very busy for FSSA under Charles's direction. We have lowered the budget, eliminated paper, started work on a new Web site, made *Scots n' Water* available electronically, begun to use Constant Contact to keep our members updated

with the latest news, conducted monthly Executive Meetings via Skype, moved the Midwinters to a rotation between Southern Yacht Club and Sarasota Sailing Squadron, set up our national event calendar several years out, and established the Flying Scot Foundation. Of course, the regular FSSA business continues, with Bylaws and Constitution reviews and changes as needed, publication of *Scots n' Water*, Measurement Committee work, membership updates, National Championship Committee work, working with our builder, and several other committees' work. So much work in so little time.

All of this takes strong leadership, and I believe we have that at FSSA. We owe Charles our thanks for the countless hours he has given and will continue to give to

support our organization. It takes a person with a great deal of energy and dedication to work this hard and lead the organization through this much change, all the while keeping our one-design philosophy intact. Thank you so much, Charles. We look forward to working with you in your next role at FSSA and in your continuing mentorship and leadership.

It is an honor to head up an organization that I am so passionate about. I hope to hear from many of you with your ideas on anything that interests or concerns you about FSSA. Let me know your ideas about increasing FSSA membership and improving regatta planning, about day sailing, boat rigging, fleet building, the Foundation, *Scots n' Water*, the Web site, communication, etc., and I will be listening. Thanks for your support. ▲

First Digital Version of *Scots n' Water* Viewing Instructions

Kay Summerfield



- Click on the link you received in **Constant Contact**.
- Click on bottom right corner to turn pages and view the magazine.
- At any time you can click the Zoom button to see a larger version of a page.

You can then scroll down and read the page online.

- At the top right of the page there are buttons that will help you navigate the magazine quickly:
- Fullscreen • Jump to page • Previous page • Next page • Zoom this page
- On the top left you can select pdf or table of contents (toc).
- pdf will allow you to print one page or the entire magazine.
- toc will take you to the table of contents page, there you can click on any article and it will jump to that article.
- If you move your mouse over the Flying

Scot, Inc. advertisement you will see an arrow to watch this video. This will take you to the site to see their video.

- You will be able to move your mouse on the Presidents picture to see if she has an audio message.
- If there is a video, there will be a icon that says "Watch this Video." Click on it and the video player will pop in on the page and play. It also has start and stop button.

Have fun as you explore the First Digital Version of *Scots n' Water*. If you have questions please email me. If I do not know the answer, I will find it out for you. – Kay

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	Oct. 5-7	Willson Jenkins	JJAttorneys@aol.com
Lake Carlyle, IL	NAC	2012	Lake Carlyle Sailing Association	SW/Midwest	Midwest	June 23-29	Jim Harris	jamesbharris@att.net
	ACC	2012	Your Yacht Club Here					
Sarasota	MW	2013	Sarasota Sailing Squadron	Southeast	Southeast		Ron Pletsch	regattafam@aol.com
Deep Creek, MD	WH	2013	Deep Creek YC	North Central	Northeast		Bob Vance	vancer@prodigy.net
	NAC	2013	BID IN PROCESS	Southeast	Southeast			
	ACC	2013	Your Yacht Club Here		Southeast			
New Orleans	MW	2014	Southern YC	SW/Midwest	SW/Midwest	March 18-25	Larry Taggart	taggline@usa.net
Sayville, NY	WH	2014	Sayville YC	Northeast	Northeast		Paul Abel	moq430@optonline.net
	NAC	2014	Your Yacht Club Here	Southeast				
	ACC	2014	Your Yacht Club Here					
Sarasota	MW	2015	Sarasota Sailing Squadron	Southeast	Southeast		Ron Pletsch	regattafam@aol.com
Davis Island	WH	2015	Davis Island	Southeast	Southeast		Judy Hanlon	hanlon.sailor@gmail.com
	NAC	2015	Your Yacht Club Here	Northeast				
	ACC	2015	Your Yacht Club Here					
New Orleans	MW	2016	Southern YC	SW/Midwest	SW/Midwest		Larry Taggart	taggline@usa.net
	WH	2016	Your Yacht Club Here	North Central				
	NAC	2016	Your Yacht Club Here	Northeast				
	ACC	2016	Your Yacht Club Here					

From the Editor

Kay Summerfield



Photo and Writing Participation Awards

I would like to take this opportunity to thank all of those who submitted articles and photos this year. The following awards were presented at this year's NAC's in Westport Connecticut:

BEST NON-PROFESSIONAL PHOTO

Dave Thinel
Fleet 168
Florida District Governor

PERSON WHO CONTRIBUTED THE MOST

Diane Kampf
Fleet 76
New England District

FLEET THAT CONTRIBUTED THE MOST

Fleet 27
Alan Backus, Fleet Captain
Carolinas District

DISTRICT GOVERNOR FOR ALL THE HELP AND SUPPORT THEY HAVE GIVEN OR DRAFTED FROM THEIR DISTRICT

Charlie Fowler,
District Governor
Dixie Lakes District



Thanks FS Foundation

Diane Kampf, FS 5857, FSSA President



As you may have heard and read, the Flying Scot Foundation is alive and well. Chairperson Barbara Griffin and her team have done a marvelous job in an extremely active first year of soliciting donations and granting awards. Our club, Massapoag Yacht Club (home of Flying Scot Fleet 76) in Sharon, Massachusetts, was lucky to be one of the clubs whose grant application was approved.

MYC has been sponsoring sailing lessons for many years in conjunction with the Town of Sharon. Our members teach the classes and our boats are used. Until this year, the classes were taught using our Club boats, which are O'Day Day Sailers. They are fine boats, but there is not a really active Day Sailer fleet that participates in the racing at our

club at this time. We were lucky that the Foundation awarded us half the money to buy a used Flying Scot that would be sailed by new members and used in our classes and in our Junior Sailing program. To help demonstrate our appreciation for the Foundation's generous grant, we named our Club Scot *THANKS FS FOUNDATION*. This is the first Flying Scot that our club has owned, and this would not have been possible without the generous help we received from the Foundation.

The response to having the Flying Scot as a Club boat has been even better than expected. Some members are using it on a regular basis for pleasure sailing, and some are using it for racing. Two new members have bought Flying Scots, and two others are considering buying Flying

Scots when they are ready to buy boats. The boat has also been used in our Junior Program, so we are seeing younger members in Flying Scots.

Think about how your club can benefit from the Foundation's programs. You don't need to buy a boat. Maybe you want to sponsor a seminar and cannot afford to pay someone to teach it. Maybe you want to set up a sailing instruction program but need a little help getting started. Consider submitting your own grant proposal.

And please consider making a donation of any size to keep this program going. You can make a donation in memory of a special Scot sailor or family or in honor of someone special to you and Scot sailing. I truly believe this program can benefit the class and draw more and more people to the Flying Scot. 🚤

The Mug Race from Palatka to Jacksonville

Jonathan Hamilton, FS 5502

The 58th edition of the Mug Race was held the first Saturday in May 2011. The “world’s longest river race” starts in Palatka, an “old Florida” river town, and heads down the St. Johns River (north) for 38.5 nautical miles. The race attracts all kinds of sailboats, from sailing canoes and homemade boats to high-tech catamarans. For some racers, it’s a stop on the long-distance-race circuit after Miami-Key Largo; for others, it’s their only race every year.

The only marks are to sail through a gate just before the bridge at 24.1 miles and around a mark on the west side of the river to finish below the bridge just south of the Rudder Club (the bigger bridge required moving the course south of the bridge, but the total distance hasn’t changed). The race uses a reverse handicap format. Boats start between 7:30 A.M. and 10:30 A.M. (Scots start at 8:16 for non-spinnaker and 8:19 for spinnaker). This year, 119 boats registered, including 6 Scots. Only 25 boats finished by the 8:15-P.M. cutoff. Only one Scot made the mid-course gate by the 6:30 deadline in light, fickle winds.

Early May is just about the start of summer sailing conditions in North Florida, and the weather conditions can be almost anything. Some years, it is a matter of waiting for the sea breeze; other years, southwesterly winds make it a spinnaker run almost all the way. In the mid-90s, Bill and Dave Naylor, sailing *Great Scot* (FS 4334), finished in 5½ hours (I believe that’s a record for a Scot). Three teenage girls earned a class trophy in a Scot a few years back. This year, a moderate northerly breeze greeted the early starters. It was down to a whisper by the time the high-



tech catamarans crossed the line between 10:00 and 10:30 A.M.

The city of Palatka and the Palatka Yacht Club provide considerable support for the race. Plans are to restore the Friday night party in the park. If you’re interested in sailing in next year’s Mug Race, contact Jon Hamilton (jon.hamilton@cox.net) for an explanation of the logistics (trailers, lodging, and the rest).

MUG RACE 2011—One to Remember Warren Keene, FS 2647

Although nameless at the time, *Gundy* was created in 1975 under the caring hands of Gordon “Sandy” Douglass. She changed hands four times in the ensuing years (1975, 1984, 1987, and 1995), and there is no record that she was ever anything but Flying Scot 2647 until I bought her in

1995. “*Gundy*” was my wife’s nickname when she was a child, long before we met, and she suggested that FS 2647 be known as *Gundy*. I agreed, provided there was some relationship between Scotland and “*Gundy*.” To my surprise, from old English dictionaries at Jacksonville University I learned that “gundy” meant different things at various times to the Scots (a couple of them unsavory), but there was a time when “gundy” was a type of candy. So old 2647 was baptized *Gundy* on an unrecorded date in 1995.

Despite tender loving care, *Gundy* had acquired a faded look. So I arranged for a face-lift by Flying Scot Inc and turned her over to Harry Carpenter in March of 2011. She returned to the Rudder Club of Jacksonville after Easter, just in time to prep her for the Mug Race. She looked

spry with her new gel coat and waterline stripe. While Harry and his team had *Gundy*, I opened the rudder head to replace rotted mahogany behind the lower gudgeon. Either I mismeasured or misrecorded, but now both head gudgeons rested atop the stern gudgeons. With a PhD in mechanical engineering, I should have caught the implication of this arrangement; I'm embarrassed to say I did not. *Gundy* was also rigged with a bungee to draw the becket block forward. That reduces the likelihood of the mainsheet catching on the rudder head during tacks and jibes; it also increases the lifting force on the rudder assembly.

The immediately previous owner of *Gundy* (Gerald Bennett, dec.) and his son may have sailed 2647 in Mug Races during the 1980s, but her first with me was in 1996. Several times, my son-in-law, a Pittsburgh dentist, crewed with me. In recent years, it has been my grandson, Warren Ross, a Houston banker. I'm pleased to say I've missed only three races. There was an untimely hernia surgery four days before one race, and during my wife's final two years I hardly sailed at all. Now, at 87, I'm probably the oldest guy on the river.

Friday morning we towed *Gundy* from Jacksonville to Palatka, the starting point for the 38.5-nautical-mile race. Promptly after launching and setting sail for a slip at the municipal marina, I lost steering control. The rudder was flopping around. Paddling judiciously, and with help from a favorable wind, I made it into a slip. There, still not understanding the real problem, we removed the tiller, dropped the pintle pin into the gudgeons, and reinstalled the tiller. We secured the boat and left *Gundy* tied up for the night.

Saturday morning dawned clear, with a nice breeze. We made our assigned start time just four seconds late and congratulated ourselves on the good start and beautiful weather. It promised to be a great day on the river for the 119 registered boats. During the morning, the wind gradually shifted and sailing became continuous tacks. It was apparent the day would be much longer than anticipated. Eventually, with the main sheeted in tight, the rudder and tiller were lifted enough to pull the pintle out of the lower gudgeon. At that

point we were the lead Scot without another Scot in sight. Had we understood the problem, we could have raised the rudder & tiller, dropped the pintle back into the lower stern gudgeon, detached the bungee from the becket block, and continued sailing in the still-good breeze.

In our ignorance, we approached a left-bank private dock to attempt repairs. Unknown to us, the near-shore bottom in the area was no bottom at all—just soft, black muck. While we were paddling toward a float alongside the dock, the centerboard became mired in the mud where a sounding with the paddle indicated plenty of water. A large powerboat on a lift at the pier also suggested adequate water. About 50 feet from the float, my grandson jumped overboard to try to push the boat to the float. Instantly he was knee-deep in mud. During this struggle, no one associated with the dock appeared. But the owner of the adjacent property came onto the pier and jumped into the water to swim towards the float with my bow line, which had become caught between the keel and the partly-raised centerboard. This made a nice bridle for him to swim against but precluded fully raising the centerboard. Eventually, pushing, paddling, and towing, we reached the float and tied up. About to repeat Thursday's tiller removal, I finally realized that I need only raise the tiller and rudder together, drop the pintle back in place, and detach the bungee to reduce the mainsheet-induced lift. Warren was covered head to toe with black mud, as were our helper and *Gundy*. The two men went to the backyard and hosed down; *Gundy* would have to wear her black makeup till later. Then Warren was led to the edge of the property to see a female alligator guarding a nest and a clutch of eggs. He was impressed! There are none of those critters in Galveston Bay, where he sails a Hobie. Although we were now ready to resume racing, we could not simply sail or paddle away from the float into open water. With the centerboard up, the little remaining wind was drifting us toward more shallow water. If we lowered the centerboard a bit to gain steerageway, the board was in the mud. We kept the rudder blade partially raised and out of the mud. Ever so slowly we made it into water

where we could sail.

By now, the wind had died almost completely and the tide was beginning to flood. Progress was impossible. Having lost about two hours, we mostly drifted until the sea breeze kicked in about 1600. I had left my chart at home and we didn't know exactly where we were. We knew we couldn't finish but hoped we would be able to make the gate at the Shands bridge, near Green Cove Springs, before the 1830 cutoff time, then sail into the marina at Holland Marine, tie up, and find a ride to the Rudder Club. Shands proved further away than we'd anticipated. At last, rounding Bayard Point and pointing well, we could see the gate still in place. We were perhaps a quarter of a mile away when the gate boat picked up the buoy and drove away. We learned later that only one Scot had cleared the gate—just seven minutes prior to 1830. Of 117 boats that started, only 25 finished by the 2015 cut-off; an additional 19 boats cleared the gate and were eligible for trophies based on their gate time.

Daylight was waning rapidly as we approached Holland Marine about 2000 and found Chuck Youngerman in a Rudder Club powerboat. He helped us tie up for the night and called his mother, who lives in the area. She picked us up and returned us to the Rudder Club. Chuck's daughter, Lauren, on a Hobie 16, was unable to finish but cleared the gate and was awarded the trophy for the first boat with an all-female crew.

Sunday morning, Warren returned to Houston, to be at work on Monday. I drove to Green Cove Springs and set sail, in a good breeze, to single-hand the fifteen miles to the Rudder Club. I had sailed only about two miles to marker 19 when the wind died. Three hours later, the sea breeze arrived. But I was still staring at marker 19 and bucking a flood tide. Back to Holland Marine.

Monday was a better day. I departed Holland Marine with the help of Rudder Club member Tommy Holland. After a pleasant five-and-a-quarter-hour sail, including an hour of doldrums, *Gundy* was home—almost forty-two hours after the Saturday closing time. It was a Mug Race to remember. No two are ever the same. 🐡

FLORIDA DISTRICT CHAMPIONSHIP 2010-11

Dave Thinel, FS 4901, Florida District Governor

Another Florida District Championship is behind us and our new Champions are Jeff and Amy Linton!!! The dynamic duo won two of the four regattas they attended and finished strong in the other two. Thanks to everyone who supported the District by attending and promoting our regattas.

Generally speaking, we have been using a similar format since 1988-89 when Cal

Hudson (District Governor) started a four-regatta series to determine the District Champion. Originally, each skipper had to attend three of the four regattas, including the finale. Cal's objective was to grow the District. Here is a snippet from his 1988 District newsletter: "The long-term motivation for the series is to increase new membership. The approach is a variation of the 'Snowball Effect,' which basically says that 'if a person sees a group of folks having fun, then that person will

want to join them.' To make this work, all the members are going to have to put out some extra effort this year by trying to make all events. By showing the Scot at these events, others in those areas will become interested in the class." Those words were written more than 20 years ago, but they remain true today.

We set a new record in 2010-11 for attendance by averaging 23.5 boats per regatta, even though Miami had only 6 attend. The previous best was an average of 21.5 in 2007-08, before the economy turned south. I have to say this was something I was not expecting, but it was great to see. It was a thrill to see the crowd at Lake Eustis, where we flirted with hitting 40 but ended up with 37, an all-time high.

We changed the format this year, to count the three best out of six regattas instead of counting four, as we have done for years. I don't know how much of an effect that had, but it did keep the standings tight and possible winners in question, right to the end. It also made it a bit easier financially to "stay in the game" for those who just could not make as many regattas as they might have liked.

Awards were given to the top four finishers. Following the Lintons were Marshall Pardey in second place, Robby Brown in third, and Mark Taylor in fourth. Full results and other District news are available at fssa.com; click on Districts and then Florida.

As you read this, we are in our summer sailing hibernation but also looking forward to fall and the beginning of another great season. Thanks to Cal Hudson for laying the groundwork for a great format all those years ago. 🏆



Winners of the Florida District Championship

Crewing for Jeff

Chuck Tanner, FS 3917



Note: On February 5, 2011, we lost our beloved Jeff Penfield to cancer. Jeff was well known and much loved for his kindness, generosity, sportsmanship, and sailing skill. All of us in the Florida District miss him a great deal, but also we are grateful we had the opportunity to know him.

Many Flying Scot sailors had the chance to crew with Jeff Penfield during the past decade, and I'm guessing that in almost every case Jeff's partner hopped off Damfino somehow unexpectedly enriched by the experience. The reasons for this would be many--Jeff's supernaturally kind and considerate way, his boundless curiosity, his infectious positive outlook, and his

blinding natural speed.

I was a lucky crew on Damfino, probably more times than I deserved. It was a treat for all the well-known reasons, and also because I got to spend more time looking around at all the pretty boats rather than fixating on the jib telltales. Getting to do this helped us to better recognize areas of improving wind "pressure," to identify and fly through "velocity headers" to the next puff rather than tack, possibly to develop strategies that eventually panned out, and to boldly recognize developing tactical situations.

Whatever the "call" for pointing the Scot's bow, Jeff was going to get there as fast as anyone, and I can honestly say that our racecourse calls improved every year; we got better! Rigging Saturday

morning at a recent Great 48 regatta (held by Fleet 48 at Lake Norman Yacht Club near Charlotte, North Carolina), Jeff's wife, Katharine, gave us a safety lecture, reminding us that our reflexes and attention spans weren't what they'd once been and that it would be wise to knuckle down for the sake of the forty or so boats racing. I then guided Jeff to six not-very-good big-fleet starts, and he followed up each time by setting the up and down legs ablaze. Only Ryan (Malmgren) and Carrie (Carpenter) were able to knock us off for the weekend! At the end of Saturday's first race, still fresh from our safety lecture, Katharine asked a fellow spectator if they knew who that was with the ridiculous half-leg lead at the gun. The reply: "Jeff Penfield." ▲

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Spinnaker Pole...

1.5" diameter pole w/heavy duty Forespar end fittings designed to snap on without pulling the continuous wire trip.

Tapered Aluminum Spinnaker Pole...

Light weight RWO tapered pole and end fittings with trip lines and center eye attached.

Motor Bracket...

Two-part bracket that bolts to the transom. Stand-off part stays with the engine so that bracket has a low profile when engine is not installed. The fittings that bolt to the transom & stand-off part are stainless steel w/hardwood board for engine clamps. Complete w/fasteners, template & instructions.

Bow Flotation Bag Kit...

Reserve buoyancy to help keep bow of a swamped Scot up and aid in rescue. Kit comes complete w/mounting blocks & hardware. Gelcoat and/or resin not included.

Web Lifting Bridle...

Lightweight polyester webbing is easy on the boat and sails. Rolls up for easy storage in locker. Complete w/stainless steel ring, bolt & shackle.

Jiffy Reefing Kit...

Hardware and line for single 36" reef reduces mainsail area by about 25%, but does not require removal of the bottom batten. (Modification to mainsail for reef grommets not incl.)

Flying Scot® Embroidered Shirts & Caps...

100% Cotton Blue Denim Shirt. Long-sleeve w/button down collar & Flying Scot Logo. Sizes: S-XL

Poplin Cap. The perfect summer cap. Colors: Red, Blue or Gray w/Flying Scot Sailboat. One Size Fits All

Brushed Cotton Cap. Khaki w/Flying Scot Sailboat. One Size Fits All

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Trailex Aluminum Trailer...

Lightweight extruded aluminum designed to keep boat low for easy access while rigging. Overall width is 7.5' and features 4.80 x 12" tires. Can be picked up at the factory or knocked down and shipped by truck (assembly required).



Ritchie Dome type Compass & Mount...

Features course minder movable bezel with heading indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation.

Plastimo Contest Tactical Compass & Mount...

3 5/8" card – read the horizontal surface for bearings. Read the vertical surface at the 45 degree lubber line, tack through 90 degrees and you will read the same number on the opposite tack's lubber line. Mahogany mount is held in place by shock cord for easy installation.



Tacktick Micro Compass & Mount...

Enjoy the competitive advantage of having a digital heading display and essential start timer.

Stainless Steel Mast Sleeve...

Custom formed, welded and polished stainless steel to reinforce the base of the mast. Complete with screws.



Rudder Lift System...

Features custom stainless bracket for lift line and shock cord to pull blade down and hold it down. Great for weed prone or shallow areas. Complete with fasteners.



Swim Ladder...

Telescoping, stainless steel, two-step ladder that stows flat to the transom. Stainless grab rail through bolts to deck. Low profile to reduce mainsheet snags. Easiest way to get into the boat from the water. Complete with fasteners.



Mainsail Flotation...

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Dan Vought Wins 20th Flying Scot Full Moon Regatta

Art Petrosemolo

Dan Vought (Rumson), sailing with Ted Duffy (Red Bank), took top honors in the 20th Flying Scot Full Moon Regatta June 11th on the Navesink River at the Monmouth Boat Club.

Vought defended the Full Moon crown he won in 2010. This year, in variable winds gusting to 15 mph with on-and-off showers, Vought won all five of the regatta races--the most wins for a competitor in the 20-year history of the event. The victory was a double for Vought, since the regatta served as the North Jersey Yacht Racing Association (NJYRA) championship. His five firsts in an expe-

rienced Flying Scot field cemented his reputation as one of the best small-boat sailors of MBC and the East Coast.

"I was pleased with my sailing today," Vought said. "Ted Duffy and I got good starts and for most of the regatta sailed in front of the fleet, which is the place to be."

Vought is a former MBC Club Champion and will be competing June 18th in the Wood Pussy National Championship at MBC.

John Luard (Locust) (3, 3, 2, 2, with a throw-out), sailing with his wife, Toni, took second place over Bernard Friel (Rumson) (2, 2, 3, 3), sailing with his wife, Andree. The two boats were tied with 10 points each in five races, but

Luard was awarded second place with a tiebreaker, finishing ahead of Friel in the fifth and final race.

Larry Nociolo (Fair Haven) (4, 3, 2, 6), sailing with his wife, Eileen, as crew, was fourth, with 15 points. Skip Bugbee (Middletown) (6, 5, 4, 4), sailing with Keith Petrosemolo (Shrewsbury), finished fifth.

Some 11 boats went to the line for three morning and two afternoon races on the Navesink River off the Red Bank shore. Principal Race Officer Sandy Huntsman set twice-around windward-leeward courses. The steady but gusty winds pushed the leading boats around the course in less than 40 minutes. 🚢



“Build it and they will come” is a line from a movie, but it’s so true

Nicky and Martin Holland, FS 5140

Charlotte Harbor Yacht Club sits right on the harbor with an incredible view and direct access to the water. Even so, the club faces the same issues as most other yacht clubs across the country. The marina is underutilized, membership numbers have been dropping, the costs of doing business keep moving up, and the thoughts of “how do we survive?” are ever present.

Our path started with our CHYC Fleet Captain. He chose small-boat sailing as a topic for one of our monthly “Boater’s Breakfasts.” He shared a lot of information about small-boat sailing with an on-the-water demonstration by a local area skipper showing off his 16-footer. From this, there was a buzz around the club that we hadn’t seen in the several years we’d been members. Existing members who hadn’t sailed in years were excited again. As the talk and excitement continued, we started picking up membership that wanted to support our sailing endeavors.

Everyone agreed we wanted to start a small-boat fleet, but which boat? And how would we launch and retrieve? Now was the time to face some real obstacles. The marina was sea-walled with slips, with no ramp or means to lift a boat. And the big question was, “How do we pay for this?” Simple, we learned very quickly—donations from a generous few, which then grew to over 60 members donating money, hardware (a three-ton lift), time, and services. We were out of the starting gate and past our first few hurdles.

At the same time we had a critical decision to make: which boat? We had a lot of people eager to get into a boat but with a wide range of skills and experience. We had folks who were looking for

Continued On Next Page



NEW MEMBERS

District: Capitol

Boat #4723/Fleet #0

Alejandro Diaz
10214 Lorain Ave
Silver Spring, MD 20901

Boat #5077/Fleet #0

Thomas Fonseca
1009 Aster Blvd.
Rockville, MD 20850

Boat #3745/Fleet #0

M. Andrew Sees
121 Rancindin Rd
Butler, PA 16002

Boat #5795/Fleet #155

William J Sneller
2200 Birnam Woods Place
Midlothian, VA 23112

Boat #5795/Fleet #155

Deborah J Sneller
2200 Birnam Woods Pl
Midlothian, VA 23112

District: Carolinas

Boat #5501/Fleet #0

Benjamin Carlson
828 Kimball Drive
Durham, NC 27705

Boat #0410/Fleet #0

Arjen Roelse
5127 Arbor Chase Drive
Raleigh, NC 27616

Boat #5726/Fleet #48

Harriman H. Jett
2431 Sedley Rd.
Charlotte, NC 28211

Boat #4485/Fleet #158

John Rue
938 Wordsworth Drive
Columbia, SC 29209

District: Greater NY

Boat #5217/Fleet #0

Daniel DelBello
60 Upland Road North
Bedford, NY

Boat #D986/Fleet #0

Marc Gordon
5 Nolan Court
Atlantic Highlands, NJ
07716

Boat #1455/Fleet #0

Kristoffer Stack
438 Glen Ave
Port Chester, NY 10573

Boat #5744/Fleet #177

Christopher Grantham
208 Reef Road
Fairfield, CT 06824

Boat #A077/Fleet #177

Sarah Owen
214 Jonathan Road
New Canaan, CT 06840

District: Michigan-Ontario

Boat #A073/Fleet #0

Jamie Schafer
1247 Woodward Ave #806
Detroit, MI 48226

District: Midwestern

Boat #0523/Fleet #0

Wolfgang Dahnert
5069 Edgewater Beach
Road
Green Bay, WI 54311

Boat #A076/Fleet #0

Russ Fouts
519 Carlton Ave
Wheaton, IL 60187

Boat #5525/Fleet #0

Jennifer Herz
2419 South Shore Drive
Delavan, WI 53115

Boat #1259/Fleet #3

Michael Fuller
621 Maple Avenue
Wilmette, IL 60091

Boat #1188/Fleet #199

Gordon Roberts
3273 N. Columbia Ave
Sturgeon Bay, WI 54235

District: New York Lakes

Boat #2090/Fleet #161

Samantha Butler
145 Jones Rd
Saratoga Springs, NY
12866

District: Ohio

Boat #A074/Fleet #0

William Meyer
13755 Montclair Drive
Chardon, OH 44024

Boat #4801/Fleet #6

Jeannette Dodd
1254 Montclair Drive
Pittsburgh, PA 15241

Boat #2933/Fleet #6

Gregory Shafer
9404 Tiller Dr
Ellicott City, MD 21042

District: Pacific

Boat #5472/Fleet #0

Thad Roake
2050 Shell Ridge Trail
Walnut Creek, CA 94598

District: Prairie

Boat #2377/Fleet #0

Parker Call
832 Bermuda Court
Grand Junction, CO 81506

District: Southwest

Boat #4579/Fleet #23

Don Bell
6119 Greenville Ave #517
Dallas, TX 75206

Continued From Page 14

NEW ENGLAND DISTRICT

a day sailer, and we had folks who wanted to race. So we knew we were looking for a stable boat for the day sailors as well as a one-design boat with well-supported racing fleets across the western areas of Florida. Sometimes the answer really is just under your nose--the Flying Scot.

Our Fleet Captain embraced the whole idea so well that he traveled across the state to Fort Lauderdale in the fall of 2008, where he grabbed up the first boat of our fleet even before the permitting work had started and the lift had been purchased. He learned very quickly how nice the Scot was to rig and to ramp-launch from the nearby public boat ramps. He also enjoyed showing off his new Scot by sailing around in front of the club.

Martin had never been on a Flying Scot, but it was killing him not to try it. The Fleet Captain saw how eager Martin was and took him sailing. Then Martin was hooked, too. He had always raced bigger keelboats, but this was a hoot. It fired Martin's passion for sailing in a completely new way. It was a new world for him.

We quickly found a partner (luckily he was Martin's skipper from the bigger boat), and we started looking for boat number 2. This meant we only needed one more boat to submit a request to the Flying Scot Sailing Association to become a new fleet. A bit of luck again: remember the guy with the 16-footer who showed us the light? He knew a guy who was just around the corner and already had a Scot and just might want to join in to help start the fleet. We had boat number 3. Fleet Charter Number 198 was born on October 28, 2009, and, with the support of our Florida District Governor and nearby fleets from Sarasota and Tampa, we were off and sailing.

Today, we have thirteen members with seven boats registered with FSSA. We have participated in the inaugural Charlotte Harbor Regatta held in 2010, several local regattas in 2010, the 2010-2011 Florida District Championship, and the 2011 Flying Scot Midwinters. The future of Charlotte Harbor Yacht Club and Flying Scot Fleet 198 is burning bright, thanks to CHYC and Fleet 198 sailors and to the Flying Scot. 🌊



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2011 Brown's Creek Sailing Association Flying Scot Memorial Day Regatta

Greg Bennett, FS 1087

Brown's Creek Sailing Association in Lake Guntersville, Alabama, is the home of Flying Scot Fleet 197, which was chartered in 2009. The first BCSA Flying Scot Memorial Day Regatta was held on May 28-29, 2011. Five Flying Scots entered: Greg Bennett with John Gwyer as crew, Don and Susan Moser, Butch Starnes single-handing, T. Wilson with Ian Buchanan pulling the strings, and Tim Pack and his

crew from Birmingham. Three Mutineers--Ed Hurst, Susan Wilson, and Tate Beckam, from Birmingham Sailing Club--joined the five Flying Scots for the three races on Saturday. Four of the Flying Scots sailed the second day of the regatta, completing three more races on Sunday. Thanks to Gordon Trowbridge, Chris Torgerson, and Robert Moser for serving as race committee.

As usual with lake sailing, setting a course that is anywhere near square is a

big challenge. It seems that no matter what the forecast is, the random wind generator comes up with anything but what was predicted. What wind we had was mostly light with some periods of more-or-less drifting conditions. There was a lot of bobbing, with more waves than wind--Guntersville's own special doldrums. But at the end, we (that's the Scots; the Mutts had better sense and limited the regatta to one day) still managed to have a six-race regatta. Results are below. (Worst race was thrown out.) ▲

Skipper	Sail #	R1	R2	R3	R4	R5	R6	Points	Place
Greg Bennett	1087	2	4	1	1	1	1	6	1
Butch Starnes	2978	1	2	2	2	4	3	10	2
Tim Pack	5090	4	1	3	4	2	2	12	3
Don Moser	4574	3	3	4	3	3	4	16	4
T. Wilson	2586	5	5	DNS	DNC	DNC	DNC	28	5

2011 NAC



39TH Annual “Great 48 Regatta” at LNYC

Joe Spencer

Rain stops a NASCAR race about as fast as No Wind stops a sailboat regatta, which looked to be the case—for awhile—Saturday, the 7th, until the doldrums lifted and the 39th annual Great 48 Regatta got underway. Yes, that’s right—the 39th annual. These Flying Scot sailors are very passionate about their sport.

Saturday’s racing got off to a slow start as the 1:00 o’clock start had to be postponed as winds varied between light and non-existent. However, around 1:45 a power boater brought news that the winds were good at the south end of the lake, and headed north. Sure enough, around 2:00 PM five to ten knot southerly winds filled in allowing the fleet to get in 3 races of the 5 race series. Close, competitive racing was the “order of the day” for most of the fleet. For a few crews that dropped their spinnakers in the water or touched race course marks (a no-no), it was “I think we need to practice more.” Regardless, another thrilling regatta is in the Great 48 History Book.

This year’s turnout, 33 boats from as far away as Florida, Illinois, Maryland, Virginia, South Carolina and Alabama was a little below the normal fleet of about 40 boats “due to college graduations, senior high proms and gas prices” according to Carol Claypool, Flying Scot Fleet Captain and general “go-to person” at this year’s event. “Considering that Sunday was also Mother’s Day, turnout was actually pretty good.”

Sunday’s races started around 9:30 AM with light, variable winds that required the race committee to shorten the course

Continued On Next Page



for the fourth race and abandon the fifth race. See table for regatta results.

The Flying Scot sailboat was given that name by its designer in honor of his Scottish ancestry and a Scottish theme was very evident this year. Regatta chairman and textile company owner Walter Rothschild supplied material for Scottish kilts to all sailing participants. Festivities included the Highland games of the pole toss, barrel toss and bocce ball.

Saturday night dinner was provided by Lancaster BBQ to 96 hungry sailors and regatta supporters as Pine Lake Preparatory School senior and future NC School of the Arts student Richard Monroe, in full highland kilt dress, provided bagpipe music.

The Flying Scot is the most popular centerboard sailboat on Lake Norman with a fleet numbering 50 members. North Carolina Community Sailing and Rowing at Blythe Landing has an additional 9 boats for its member programs. FS Fleet 48 is based out of LNYC. Even though the venerable 19' boat was created in 1956 by racer, designer, and boat builder, Sandy Douglass, it remains popular due to its stable, rugged design and good perfor-

mance. In addition to local fleet races, within the Carolinas there are about 200 FS owners that enjoy traveling and competing in Flying Scot regattas throughout the southeast. 110 FS fleets exist all over the U. S. and Canada.

Established even before Lake Norman

U. S. Sailing Association in the prestigious Mallory Cup and Adams Cup National Sailing Championships that determine the best U. S. amateur men's and women's sailor. Eleven new Flying Scots will be used for the women's championship.

Flying Scot Sailboat information can

PLACE	SKIPPER	CREW
1ST	John Aras from Maryland	John Wake from Virginia
2ND	Paul Abdullah from Florida	Alex Krumdieck from North Carolina
3RD	Ben Williams from Illinois	Deb Aronson (wife)
4TH	Harry Carpenter from Maryland	Adam Keen from North Carolina
5TH	Steve Shaw from North Carolina	Mark Lally from North Carolina

was created in 1963 by Duke Energy's Cowans Ford Dam, Lake Norman Yacht Club celebrated its 50th anniversary in April. The club christened a new 25' race committee boat named after its first commodore, J. S. Livingstone.

In October, LNYC will host winners from the eleven regions comprising the

be found at <http://flyingscot.com/history.html> and the LNYC at <http://www.lake-normanyachtclub.com/>.

Joe Spencer is a freelance writer/photographer and retired engineer living in Charlotte. He raced J/24's for eleven years. He can be reached at jspen2000@bellsouth.net. 🚤

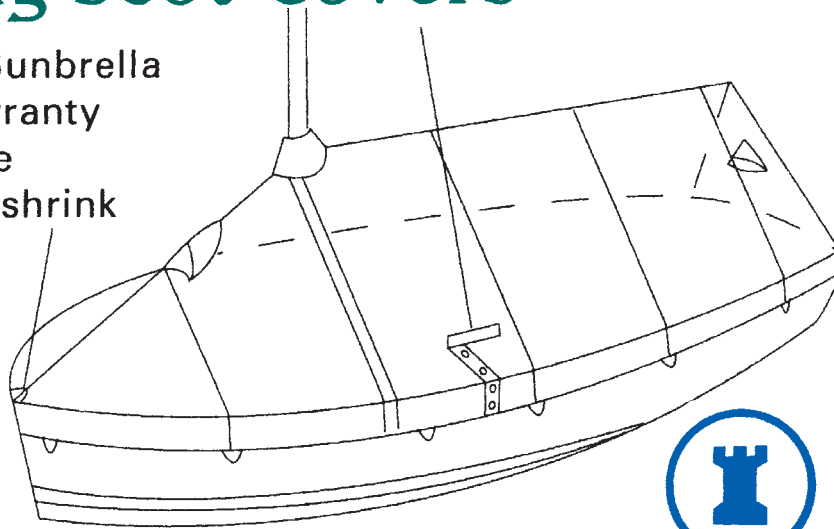


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 Great 48 (NC) – 1, 2
 New England Reg. Districts (MA) – 1
 Midwest Districts (MN) – 1, 2, 3
 Saratoga (NY) – 1, 2
 Ohio Districts (OH) – 1
 Deep Creek Women's (MD) – 1
 Crystal Ball (MI) – 1
 Florida District Championship (FL) – 1
 Whale of a Sail (IL) – 1, 2
 Sail for the Grail (PA) – 1, 2
 Massapoag Invitational (MA) – 1, 2, 3
 Ephraim Regatta (WI) – 1, 2, 3
 Egyptian Cup -- 1, 2, 3
 Fall 48 (NC) – 1, 2



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

1689 - Customflex built in 1970. Very good condition. Ready to sail w/ main, jib, spinnaker, compass. Blue hull w/ white deck. Includes trailer. **\$2000** Chatham, MA Contact: John Morgan, 201-655-9100, ajmorgans2@aol.com

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

3063 - Douglass built in 1977. Hull is sound, no soft spots, deck needs work, loaded w/ all top end auto ratchet hardware, 2 sets sails, spinnaker, anchor, bow buoyancy-not installed, mainsail floatation, trailer & mooring cover, lifting bridle, trailer w/ extra stern light, many extra parts. **\$3000** Connecticut. Contact: &y Fox, 860-946-9957, fs3063@yahoo.com

3386 - Douglass built in 1979. Red-orange hull. Cream colored deck. Hull & core in great condition. Dry sailed. Gus on main, jib & main new this year. Trailer included + many extras. **Call for price** Clinton, NJ. Contact: &rew Lindgren, 973-226-1553, alindgren58@comcast.net

3782 - Douglass blt in 1982. Gray painted top sides & hull-2 sets of sails, race & 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

4065 - Douglass built & purchased new in 1986. Main in use over the years. Includes 3 dacrom sails, TeeNee trailer, cockpit cov-

ers, motor mount & 20hp Honda outboard, + other extras & accessories. Indoor storage for the last 8 years. **\$3900** Located Door County, WI. Contact: Jon Weston Day, 414-303-8303, jwday@wi.rr.com

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

4393 - Douglass built in 1987. In good shape w/ trailer, fairly new sails, engine mount, spinnaker pole, fairly new cover. Moved to the west coast & need to sell it this summer. **\$3000**. Hampton Bay, NY Contact: Richard Johnson, 646-703-1256, johnson@thedaily.com

4416 - Douglass built in 1988. Almost new, mad main/jib. North spinnaker good shape. New rudder blade tight board. Nearly everything trailer & boat updated or made race ready. Hull & deck great shape. White hull & deck w/ black waterline. Fast boat. New boat not in your budget, this is for you. **\$8300**. Greensboro, NC. Contact: Wendell Gundlach, 336-209-2736, sailj24@bellsouth.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**. 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**. 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**. 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. In. winter strge. Deck/ bottom cvrs. Alum. trailer. Custom designed racing set up. **\$9500**. 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**. Stuart, FL. Tom Goaddard, 772-692-9117, tomgoaddard@aol.com

5274 - Flying Scot built in 1999. White deck & hull, factory installed radical racing pckg. New mast, boom & st&ing rigging in 2003, lightly used set of North sails, cockpit cover & galvanized trailer. Always dry sailed. **\$7950**. Deltaville, VA. Contact: David Lee, 804-337-5496, drlee02@oasonline.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**. Oklahoma City, OK. Craig Summers, 405-397-9991, 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. **\$7200.00 with listed equipment**. Located Smith Pt, Long Isl&, NY. Eugene Cannava, 631-281-0069 212-242-0864, dkd35@verizon.net

5492 - Flying Scot built in 2002. Excellent condition. New side hal-yards & Jib halyard. Motor mount, swim ladder. Located near Ocean City, NJ. Christopher Keenan, 609-742-6352, cjkeen55@gmail.com

5544 - Flying Scot blt in 2004. Funky Diva! Trickout to 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**. Clearwater, FL. Michael Roberts, 727-434-2002, mkrdc@aol.com

5547 - Flying Scot built in 2003. White hull w/ blue stripes, race package, alum. trailer, North sails, 2 Sailor Tailor covers, dry sailed, very good shape. **\$10,500**. Located near Annapolis, MD Contact: Chris Sass, 571-762-5353, chrissass@verizon.net

5651 - Flying Scot blt in 2005. Includes trailer, tent cvr, outboard motor, mainsail, jib & spinnaker. **\$10,999**. 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**. Liberty Hill, SC. Albert Webster, 803-669-1531, albert.websters@live.com

5755 - Flying Scot built in 2007. 50th anniversary edition. White hull w/ blue stripe. Family package. Includes Ronstan tiller extension, trailer w/ spare, full cover, anchor, hoisting strap. Dry sailed & rarely used. **\$12,900**. Red Bank, NJ Contact: Bobbie Chasco, 732-842-4188, chascobunch@aol.com

5791 - Flying Scot built in 2008. 50th Anniv. edition-great shape. Racing Package, trailer **\$16,000** or B0 Located at the Jersey Shore. &rew Elkwood, 732-245-9250, aelkwood@hotmail.com

5803 - Flying Scot built in 2008. 50th Anniv. Model. Blue hull, white deck, red trim: displayed at Annapolis Boat Show. Family package w/ OB bracket, swim ladder/h&le, blue tent cover, rudder lift, ext., bottom paint, spares. Trailer nosewheel/jack. Very lightly used. **\$14,900**. Nova Scotia, PA, Stewart Early, 610-997-5407, searly011@verizon.net

STARTING LINE

Calendar Of Monthly Events

82nd Annual Bill Heintz Memorial Regatta with the 72nd Annual Annapolis to Galesville Race
West River Sailing Club
Galesville, MD
September 2-4, 2001

For more information contact Al Lohman alohman@aol.com 410-867-9772

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

For more information contact Tommy Weaver tommyweaver@sc.rr.com

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

For more information contact Joseph Cline jckczoar@roadrunner.com

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

Welcoming Party on September 9th. For more information contact Diane Kampf dianekampf@charter.net

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

For more information visit <http://www.mgpi.biz/RegattaReg/welcome.htm>

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

For more information contact 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

This is Carlyle Sailing Association's (CSA) annual multi-class regatta featuring an array of mono-hulls, cabin boats and catamarans. Expect over 75 boats, with 15-20 Scots participating, and great race management with three separate race courses. This year, as in the past, the Flying Scot fleet has a separate start during the races. It is a fun weekend with great racing and great food. Excellent camping facilities exist in the State Park next to the CSA harbor.

For more information regarding

this year's regatta, check the CSA web site (www.csa-sailing.org) or contact Mike Pitzer, Fleet Captain for FS Fleet 83 at 314-283-1639 pitzerlaw@yahoo.com

Glimmerglass Invitational Regatta
Otsego Sailing Club
Cooperstown, NY
September 17-18, 2011

For more information contact David Ainsworth dainsworth@bluebottle.com 607-267-4820

Michigan Hot Scot Regatta
Portage Yacht Club
Pinckney, MI
September 17 and 18, 2011

For more information contact Jack White jack.white@jacobs.com 734-395-3262 or the Portage Yacht Club 734-426-4155

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

For more information contact PJ Patton pjpatin@nyc.rr.com

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

For more information contact 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

For more information contact Paul Healy paul.healy@comcast.net

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

For more information contact Bob Summerfeldt rjs@architecturalplanning.biz

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

For more information contact Linda Nicholson LinBNich@hotmail.com

2011 Wurstfest Regatta
Lake Canyon Yacht Club
Canyon Lake, TX
November 5 and 6, 2011

For more information contact Bill McVey bmcvey@gvtc.com



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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