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VOLUME 55 NUMBER 5 2011



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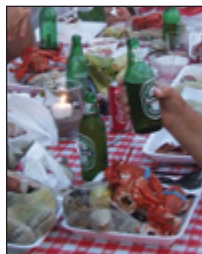
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From the President

Diane Kampf, FS 5857



Dear fellow sailors,

Greg and I are just back from the New England District Championship, hosted by Fleet 11 in Rockport, Massachusetts. We had a wonderful day sailing and racing and a terrific time socializing. I was reflecting on the last three weeks and how we have been so busy in the Flying Scot world. We have been sailing in as many local races at our own club as we can; we sailed in our North American Championships in Westport, Connecticut, July 10–15; we drove out to Delavan, Wisconsin, for the Wife-Husband Championship July 30–31; and then five days later we were at our Districts. Aside from being blessed with great weather, there were five things that all the championships had in common:

- (1) super regatta management
- (2) great race management
- (3) people travelling some distance to participate
- (4) really fun and relaxing social events
- (5) wonderful people to spend time with.

All of these are important, but I'd like to focus on item 5. At the NAC, there were 75 boats, with skippers and crew coming from as far away as Florida and Texas, and there were sailors of all abilities and skill levels as well as all ages. As I talked with many of them, what I heard and saw was enthusiasm and excitement for the sport, the boat, the event, and the Flying Scot class. There were several people at their very first NAC, all saying that they

were having a great time and they can't wait for the next one. There were also the usual attendees--the top-notch sailors, the pretty good sailors, and the rest of us. I really felt the excitement and got the impression that everyone truly wanted to be there and didn't want to leave (although the weary regatta team might have felt a little differently about that).

At the Wife-Husband, there were 20 boats, including 7 couples sailing in the event for their first time. Some were from Delavan Lake and some had travelled to get there. We travelled 1,050 miles, and the weekend was worth every bit of the drive. We met so many nice people from the Midwest and really got caught up in their excitement about the boat, the people, and the regatta. Several of the newer participants had bought their Flying Scots in the past year or two and were really enjoying the boat. What I also heard was that they knew that "These are our kind of people" and "We really see ourselves being involved for a long time." It was great to hear that again and again. I especially enjoyed seeing the number of younger people who were there and watching how much they like the boat and the class.

At our New England Districts, there were 16 boats, and it was the same story--people talking about what a great group the Flying Scot class is. We had boats from different New England fleets and a few from outside the District. There were some husbands and wives sailing togeth-

er and a few parent-child teams as well. After four great races with steady winds, we spent the evening laughing and enjoying each other's stories, even if we had heard them all before. I once again found myself wanting the event not to end.

I think that the camaraderie amongst our Flying Scot sailors is infectious, and I hope everyone catches the bug. The energy level that I am observing at the regattas is just what we need to keep us going for a long time to come. For those of you who don't race, consider coming to some of the regattas for the social events. Who knows? You might just find yourself wanting to get onto a starting line some time. But even if you don't, there is no denying the atmosphere when you are around your fellow Flying Scot sailors. I think it's magic.

As I start my term as your president--a role that I am honored to have bestowed upon me--I feel really good about the strength of our class. I want to appeal to all of you to tell me any ideas you have about the class. I'd love to hear your thoughts on increasing membership, publicity, future events, fleet building, boat measurement, questions for your Executive Committee, and anything else you want to share. Even in the great organization we have, there is always room for improvement. Send email any time or submit formal action items through your fleets and let your fellow FSSA members decide on any changes. Let's keep this great thing going! ▲



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From the Editor

Kay Summerfield



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- 2 Did you make use of the buttons to navigate to different areas?
- 3 Was it easy to navigate?
- 4 Were you able to print out articles?

5 Do you like the feature of going to the Table of Contents to find an article?

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8 Do you like the feature of being able to have audio and video with articles

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9 Do you like the option of downloading the Magazine?

10 Is the Flip Page magazine a feature you would like FSSA to continue in the future?

Please email your responses to me: slokay@earthlink.net

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Head on over to the *Scots n' Water* flip page. Give it a test drive, and try the different multimedia functions that were created. A survey will be going out for your feedback.

- Click on the link you received in **Constant Contact**.
- Click on bottom right corner to turn pages and view the magazine.
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FSSA

Flying Scot® Foundation Update

Sandy Eustis, FS 5610

For the 2011-2012 year, the Foundation Board has grown to eight, and now includes hold-overs Charles Buffington (chair), Sandy Eustis, Barb Griffin, Willson Jenkins, Larry Taggart, and Bill Vogler, plus new members John Domagala, Bob Matson, and Diane Kampf (ex officio.) As of mid-September, we had about \$30,000 in the bank, with another \$2,500 pledged but not yet received. Of course, we are still trying to build the fund, so we agreed that

our financial goal this year should be to generate more in donations than we award in grants. We anticipate awarding about \$10,000 in new grants, but we agreed to fund all worthwhile requests as long as we don't dip below a \$20,000 reserve balance. The FSSA membership renewal form for the coming year, which will come out later this fall, will include a section that you can use to make your annual donation to the Foundation, so please be generous.

We also reviewed the outcomes from our

first grant awards last year, and I'm happy to report that all four awards seem to us to have been generally well spent, and most have already achieved their intended outcomes. These included an award to fund an honorarium for an outstanding educational (racing rules) speaker at last summer's NAC in Connecticut, an award to equip a fleet of community sailing school Scots in North Carolina with new halyards, an award to help a local fleet in

Continued On Page 13

Le Tour de Cedar Point 2011

Mike Noone, FS 5850, Fleet 163 Secretary

With the 2011 NACs being held, once again, within a comfortable driving distance from the home of Fleet 163 at Lake Nockamixon (Quakertown, Pennsylvania), we had a great opportunity to encourage our members to participate in another “intrafleet” competition at the NACs. Since the famous Tour de France bicycle race typically happens at the same time as the NACs, we continued the “tradition” that our fleet established at the 2008 NACs by organizing “le Tour de Cedar Point 2011” as a competition within our fleet. Just like the bicycle “Tour,” the highlight of our competition is the Award of the Yellow Jerseys to the winning team after each day’s racing. In 2011 we had five Fleet 163 teams competing at the NACs, so three days of racing gave good odds for a jersey win—in fact, three different teams won the jerseys this year. Our fleet also gained some great publicity (notoriety?) when Brian Hayes, MC of the event, helped with the presentation of the Yellow Jerseys during the NAC daily awards ceremonies!

The tradition of the Yellow Jerseys was established at the 2008 NACs at Toms River when seven Fleet 163 teams participated, and our fleet captain, George Balas, came up with the concept for an internal “Tour” competition with Yellow Jerseys for the daily winners. This year, our current fleet captain, Mike Mandell, arranged for special Yellow Jerseys with the official 2011 NAC logos on the front and the Nockamixon burgee and Fleet details on the back. Nockamixon “Team Baucom” (with Rich and Betsy) and “Team Wesley”



Our fleet enjoys a fabulous clambake and lobster dinner on the shore of Sprite Island—just one part of a great NAC program organized by the Flying Scot fleets of Cedar Point YC and Sprite Island YC.

(with Glenn and Dorothy) were attending their first NAC. Captain Mike Mandell led “Team Mandell,” with son Sam as crew, into their third NAC. “Team Scheetz” with Phil (also third NAC) at the helm had the wisdom of Len Evelev (second NAC) as crew, while Mike and Brenda “Team Noone” were at their sixth NAC.

In addition to the Yellow Jerseys, three Nockamixon teams were also successful in winning “real” NAC awards. Sam Mandell set Fleet 163 on the path to success by taking 3rd place in the Junior Division—sailing with his dad, Mike, as crew. Sam won the last race of the Juniors and shows great promise for an overall win in a future event! Mike and Brenda Noone gained 3rd place in the NAC Senior Division despite struggling in the heavy airs of the second

day, and Len Evelev, who sailed as crew for Phil Scheetz, earned a special NAC award as the “most mature, experienced (and most elderly!)” competitor in the event! Our fleet captain also won the most prestigious prize in the NAC raffle—a great new leather office chair!

Team Noone gained the first-stage win for the first day of NAC racing as a result of Brenda’s fine spinnaker work in the moderate breezes. The Fleet 163 competition on the first day was extremely close: at the finish of the second race, all of the Nockamixon boats crossed the line within a minute of each other! Brian Hayes, of North Sails, the general Master of Ceremonies for this event, announced the Nockamixon “Yellow Jersey” contest and made the first presentations at the



Clockwise from Right:

1. Sam Mandell and his crew (his dad, Mike) receive their Junior Division 3rd Place award from FSSA President Charles Buffington and Regatta Chair Melanie Dunham.

2. Mike and Sam present Team Baucom (Rich and Betsy) with the White Jerseys as the overall winners. Their great performance in the heavy air sealed their win!

3-4. Team Mandell (Mike and Sam) show off their Yellow Jerseys as winners of Stage 3 of "le Tour de Cedar Point 2011."

5. "Super Senior" Len Evelev congratulates the "Youngest Junior," David (Justin) Osler, as they both hold their awards of West Marine storage bags. Both of them sailed in all of the races!

6. Team Mandell (Mike and Sam) show off their Yellow Jerseys as winners of Stage 3

7. Fleet 163 Captain Mike Mandell congratulates Team Noone as they are awarded the Yellow Jerseys for Stage 1.3. Team Baucom (Rich and Betsy) get their Yellow Jerseys as winners of Stage 2.



clambake and lobster dinner & picnic held nearby on beautiful Sprite Island.

Team Baucom received the Yellow Jerseys for winning Stage 2 of the "Tour" (on Day 2) with some fantastic sailing, with power upwind and careful control downwind in some very heavy breezes! Rich and Betsy sailed to scores of 11th and 10th--the most consistent day of any Nockamixon team.

Team Mandell gained the Yellow Jerseys for Day 3 with a great performance and a 2nd-place finish in the final race--the highest finish of any Nockamixon team! Sam's strategy paid off, as he guided his dad to the correct side of the course and handled the spinnaker flawlessly as the breezes returned to the lighter side. This

followed a 3rd place for the Mandells in a race at the 2010 NACs, so can we expect a 1st at the 2012 NACs?

During the Thursday night FSSA dinner and awards ceremony, Brian Hayes made a special presentation to the oldest and youngest competitors in the event. Our Fleet treasurer, Len Evelev, graciously accepted the "Senior" award, and Brian asked the audience if any of them had been sailing in 1948 when Len began to sail! Most of the NAC competitors were not born until after 1948! Len and Phil sailed very well all week; they came close to matching Rich and Betsy in the high winds, and they exchanged tacks with the Mandells and Noones in the lighter stuff.

As a result of their exceptional perfor-

mance on the "heavy air" day, Team Baucom (Rich and Betsy) gained the overall leadership of "le Tour de Cedar Point 2011" and were presented with the White Jerseys as the overall "Tour" winners at the final NAC awards ceremony under the regatta tent.

The sailors in Fleet 163 have no illusions of winning the NACs but, by establishing their own internal competition, they have provided some extra fun and "award" mementos of their participation in a great FSSA event. Maybe other fleets could establish their own internal competitions to enhance their experiences and increase their fleet's participation at future NACs? Fleet 163 has certainly continued its tradition and raised the bar for the next big FSSA event--2012 NACs, anyone? 🚢

Sandy Bay Hosts Adams Cup Qualifier and New England Districts

Chuck Nicolosi, FS 5122

At our fleet's annual dinner during Labor Day weekend 2010, my crewmate and brother-in-law, Mike Frigard, and I were elected Fleet Captains. Shortly afterwards we learned that our club was being encouraged to sponsor and host the Area A U.S. Women's Sailing Championship Qualifier for the 2011 Adams Cup and also to host the 2011 Flying Scot New England Districts. I knew both events would require the cooperation and participation of not only Fleet 11 members but everyone associated with racing at Sandy Bay Yacht Club in Rockport, Massachusetts.

My wife, Kathy, and I thought it would be a great idea to host a midwinter dinner at our house and begin to get input from as many people as possible. One of our guests pointed out the two-year timeline needed to plan these events. We had just five months! Ron Petoff, our club steward, is a great resource and provided us with assurances that everything would be fine. Everyone at our dinner party helped us compile a list of required components for staging a regatta. We even managed to have a conference call with Gretchen Curtis, Adams Cup coordinator for Area A.

Looking at the Scot racing calendar and the success that Harwichport had last year with a one-day New England Districts, we decided that was the format we would use. We agreed that simple was better and that cost is always a consideration. Our goal was to charge just enough to cover expenses and at the same time encourage participants to come and experience sailing on Sandy Bay. We created our Notice of Race, put the date on our club's calendar, obtained a PRO, arranged for parking (always difficult in

Rockport), and began a long silent prayer for good weather conditions.

The Adams Cup on July 23 went off without a hitch. The Adams Cup is an annual event for women. This year their boat of choice was the Scot. We had four teams of three women sailing our fleet's boats. Four crews meant four races. The only trick was finding an expedient way to transfer crews between races. We solved that by having Mike and Skip Montello (District Governor), accompanied by Ned Jeffries and Kathy Frigard, driving our club's inflatables. My wife, Kathy, and I were in a small Whaler taking pictures and helping with transfers. The girls had a great time. All of us were impressed by their quick adaptation to Scot sailing and by their sportsmanship. The winning team--from Mallets Bay, Vermont--will be sailing in the U.S. Women's Sailing Championship to be held in October at Lake Norman in North Carolina in brand-new Flying Scots. Their association choosing Scots is a testament to the popularity of our boats.

The week leading up to the August 6 Districts was a busy one. The most difficult task for us was trying to predict the number of entries. The ten-dollar early registration incentive had minimal impact on registrations. A week out, we only had seven submissions. We were busy with last-minute preparations. The Friday evening mini-social, boat-launching responsibilities, breakfast,



snacks, grill duties, protest committee, race committee, and racing guidelines still needed to be formalized.

Finally, race day arrived. We ended up with a fleet of 17 boats and an excellent sailing day. We sailed four races in a steady breeze with little variation. Flying Scot 4499 sailed by John and Colin Clark (Duxbury, MA) quickly mastered the quirks of sailing in Sandy Bay, with (2), 1, 1, 1 finishes to win the regatta. They were followed by FS 2879, David and Taylor Corey (Duxbury), with 4,2,2,(8); FS 4373, Roger and Laura Sharp (Massapoag, MA), with (5),3,4,2; and FS 5626, Chris Danilek, Lee Danilek, and Roger Danilek (Norwich, VT), with 6,(10),3,3.

Everyone had a fun day. Our race committee did a wonderful job with the courses. The camaraderie of Scot sailors was clearly demonstrated at the post-race party. Results and pictures can be found on the Sandy Bay Web site at sandybay.org

The one lesson that I can share with all Scot sailors is that registering early not only can save you money but also is invaluable for planning committees. ▲

Cedar Point and Sprite Island Yacht Clubs Hit a Home Run

Diane Kampf, FS 5857, FSSA President

What do you get when you combine 2 yacht clubs' volunteers, 75 boats, 5 parties, and 6 days of incredibly great weather and top-notch race management? You get the 2011 Flying Scot North American Championships (NAC), hosted jointly by Fleet 177 at Cedar Point Yacht Club and Fleet 142 at Sprite Island Yacht Club on July 9 – 15, 2011. Regatta chair and Greater New York District Governor Melanie Dunham and her committees hit a home run with this one, and Greg and I would return to this venue any time. A special thanks to both clubs and fleets and all the committees for cooperating in this event. And thanks for the tuning and rigging tips, on-the-water coaching, and daily Hot Scots discussions brought to us by the sponsors, whom I will discuss later, as well as the top Flying Scot sailors who helped with these sessions.

The drive to Connecticut on Saturday was easy—a nice sunny day and only 3½ hours, with a short traffic stop early on and the rest easy sailing. From the minute we arrived at the entrance to Cedar Point Yacht Club and were greeted by Robyn Hoffman and a few other ladies at a tent serving up our choice of beverage through the car window, we knew we were in for a treat. We were also given our slip number (12) (which would be our bow number as well), along with measuring instructions, which we hoped would not be the dreaded “yellow” (full boat measurement) that we typically seem to be given randomly. We got lucky and got “red,” which meant safety verification and mainsail-only measurement. We were then greeted at the entrance to the boat dry-sailing area



by Mark Riefenhauser; we were shown immediately to our slip, where we got the boat ready. I went over to the club to check in and was given a packet by Marcia Ryan and crew; I was instructed to get signed off on measurement, after which we could collect our bow numbers. The measuring crew was at the boat right away, going through all the safety items; then I took the mainsail upstairs to Bill Dunham and Forest Rogers, all made very easy, after which they helped me roll up the sail. I collected the bow numbers and we were in business. We rigged and covered the boat for the night, visited with old friends and made some new ones. We went to check in at the Doubletree Hotel in Norwalk, then we had dinner at Bertucci's with Linda and Bruce Nicholson, a nice relaxing evening before we called it a night.

Back at the club on Sunday, we saw the signs and banners from our spon-

sors, of which there were many. Fleet 142 Captain Peter Feick and Fleet 177 member Hank Sykes and their committee did a yeoman's work in lining up so many wonderful sponsors. I won't say there are too many to mention; I want to take the time to recognize the sponsors here because they are key to keeping these types of events affordable and making them much more enjoyable, not to mention making us feel very supported. Let's keep on supporting them as well. In alphabetical order they were: Allseating Corporation, Ameriprise Financial, Annapolis Performance Sailing, Black Duck Café, BP, Central Plastic Works, Connecticut Magazine, Coral Reef Sailing Apparel, Diageo, Flying Scot Foundation, Flying Scot Inc., Gus Sails, Harbor Lights, Heineken, Mad Sails, New England Ropes Corp., North Sails One Design, North U, Off the Vine, Outdoor Sports Center, Patio.com, PhotoBoat,

Regatta Ginger Beer, Rex Marine, Schurr Sails, Sea to Summit, Shore & Country Kitchens, Ullman Sails, Utz, Vineyard Vines, West Marine, and Winfield Deli. These folks provided donations like food, beverages, cash, dry bags, furniture, spinnakers, and items to be put into our packets or to be raffled off. Brian Hayes and John Cooke mentioned that these sponsors are where you might least expect them—your neighbors, your vendors that you work with every day, as well as our boat builder, sail makers, apparel providers, and sail-rigging equipment providers. This regatta also had a 50-50 raffle, so one lucky winner left with a nice wad of cash to spend, hopefully some of it with some of our sponsors.

The FSSA Executive Committee had met previously by conference call, so that meant we had only the District Governors' meeting to attend on Sunday before racing would take place for the Junior and Women's NACs. I met with FSSA Executive Secretary Courtney Waldrup and *Scots n' Water* Editor Kay Summerfield and headed to the meeting. President Charles Buffington helped us keep the meeting very short, and we were ready to sail. There were 5 boats in the Juniors and 7 boats for the Women's, with light to moderate winds. I sailed with Linda Nicholson and Ann Seidman and we came in right in the middle, 4th out of 7, with Melanie Dunham and her crew Storm Snaith in 1st place, taking home the Joan Burnside Memorial Trophy. My thanks to Linda for putting up with me and being patient as I was figuring out her rigging, as well as learning to sail with three up. Laura Sharp and her mother, Kate, from our club also participated for their first time in the Women's NAC. Thanks to our husbands and a father, Roger Sharp, Greg Kampf, Bruce Nicholson, and Peter Seidman, for their support as they watched from a spectator boat, thanks to Peter's friend John from Saratoga. The Junior winners were Spencer and Eric Lee, taking home the Fleet 76 trophy this year. Sunday night was the welcome party under the tent at Cedar Point Yacht Club, where there was great food plus great raffle prizes. It

was club pride night, so I made sure all the Massapoag Yacht Club folks were wearing club gear. Massapoag sent 5 boats to this event: FS 5725, Ed and Eric Wojtaszek; FS 3465, Dave Rousseau with Hein Smit-Sibinga; FS 4373, Roger, Laura and Kate Sharp; FS 5157, Dennis Dubuc with Jim Cavanagh; and FS 5857 with Greg and me.

Monday morning was the start of the Qualifiers. Would we make the Championship Division, or miss it and be in the Challenger Division? We figured it could go either way with the list of contenders we were up against, but we would do our best, no matter what. When we started to launch, there were about 60 Optis with skippers as young as age 5 launching for their daily sailing camp. The regatta committee decided to delay launching each day by one hour to make way for the ducklings, er, I mean children. It was really good to see so many young kids learning to sail—they could be members of FSSA one day. We launched and sailed out to the course and the wind died. But think about it: we were on the water in sailboats, relaxing and enjoying the day off from work, and in boats with our favorite people, so it couldn't be all bad. The wind did pick up enough, so the racing started and the race committee headed by PRO Richard Thackaberry did a terrific job; we got in the prescribed two races and headed back for another night of partying. It was Jimmy Buffett night, so some of us came decked out in our best Parrothead regalia and some just gawked at us. There were more raffle prizes, and awards were given out for the daily race winners.

Thanks to a generous grant from Flying Scot Foundation, we were treated Monday night to a talk by Dave Perry. If you have never heard him speak, make it a point to go to an event where he is speaking. He autographed some of his books there, and one lucky person won one of the books (buy them; they are great reading). He gave a pictorial presentation where he talked about starts and then discussed rounding the windward mark, which he called "Prom Night" (where you only get one chance). He noted that you don't want to be stuck

trying to tack to starboard against a whole fleet of starboard boats. Ducking and tacking into line with the others was better than tacking too soon and missing the mark or getting tangled up within the three-boat-length circle—who wants to risk doing spins anyway? He also mentioned that you don't need to go to the layline, but tack before the layline and get in a couple of tacks rather than being a mile away from the mark and watching one boat after another tacking in front of you and making the mark before you. He then talked about rounding the leeward mark; he called that the "Cocktail Party," where everyone dresses right and lines up properly. Dave said that it is never too early to decide which gate you are going for at the leeward mark; don't let your skipper tell you it is too soon to start making the decision. Once you have made the decision, don't let your skipper force you to be taking down the chute and trying to round the mark—get it down in time. And don't crowd the mark with a bunch of other boats; get in line behind another boat rather than trying to take the inside position at the last minute—it spoils the party. Dave showed great examples of good and bad mark roundings and really made an impression on me; now I ask Greg which gate as soon as I put the spinnaker up! I don't know if it's working, but it is making us think about it.

We had another sunny day on Tuesday with some wind, another day of qualifiers with two more races, and then we were in the Championship Division with two other boats from Massapoag, Dave Rousseau and Roger Sharp. Dennis Dubuc and Ed Wojtaszek were in the Challenger Division. Tuesday night most of the Massapoag crowd, along with Courtney Waldrup, Kay Summerfield, and Stewart Cofield and his skipper Tom Clark, had dinner at the Harbor Lights Restaurant, one of our sponsors. There we met up with a few other parties from the Flying Scot group, including Jury Chair Jim Tichenor and his wife, who were waiting for Bill Ross and Carol Claypool and their hosts; later we saw Nancy Claypool and her crowd there.

Wednesday started the Finals and we



Fleet 76 awarded the Fleet One Trophy for the top fleet in the NAC.



Challenger Division winners.



Starting line at the NAC – courtesy of Photo Boat.



Junior NAC and fleet 76 Trophy Winners.



Fleet 76 members on Club Pride Night

were ready. This time the north wind was up a little more and we were challenged in every race. Go right or left? Where's the current? Which way did the local boats go? Which way did the leaders go? We had a good and a bad race and were in the top two-thirds of the Championship Division after the first day. I know for sure that we had fun and the racing was good. The day was topped off by a trip by ferry out to Sprite Island for an official New England clambake, with lobster, clams, and all the fixings. Courtney and Kay sat with us and it was fun to watch them enjoying the lobster that they don't get quite as often as we do in New England. The party included a band and dancing, and some people took a tour of the island and found out why the members of this club love it so much—a beautiful venue sitting out there in Long Island Sound far away from the day-to-day craziness.

Thursday was going to be a big day for me on all fronts. First we would race to see if we could improve on the previous day, and later, at the FSSA Annual Meeting, I would become President. The thought of that gave me butterflies, but they went away the minute we got on the boat to race. Another day of sunny weather and great winds challenged us as much as the day before, with the wind building in the second race. We ended up again with one good race and one bad race, leaving us in about the same place or maybe up a few places. The standings changed quite a bit on this day, as consistency went out the window for most of the competitors.

Then came the Annual Meeting where we were in the room waiting for the President, who was stuck in traffic trying to get to the club. Charles made it and the meeting was held. We had the *Scots n' Water* awards given by Kay Summerfield for contributions to the magazine. I won't spoil her article where she'll list the winners, but she kindly rewarded me for the most contributions to the magazine, and I reminded the audience to write some articles of their own, especially if they are tired of reading mine! We then had the Fleet growth awards. Though we may be losing some mem-



Clockwise from Above: Charles turns over the President's Gavel to Diane; Championship Division Winners; Newly anointed Red Sox fan John Cooke; Michael Funk, Diane Kampf and Glenn Miner on Crazy Hat Night; Jim Cavanagh and Diane Kampf on Crazy Hat Night.



bers, it's great to see that some fleets are still growing. The winners were Fleet 90 at Coconut Grove Sailing Center in Miami, Florida; Fleet 126 at Lake Townsend Yacht Club in Greensboro, North Carolina; Fleet 135 at Clinton Lake Sailing Association in Clinton, Illinois; Fleet 192 at Yacht Club of Stone Harbor in Stone Harbor, New Jersey; and Fleet 198 at Charlotte Harbor Yacht Club in Port Charlotte, Florida. For the prestigious Fleet of the Year, we had 8 entries submitted, with 5 of them very close in points for this year's award. Fleet 76 from Massapoag Yacht Club in Sharon, Massachusetts; Fleet 11 from Sandy Bay Yacht Club in Rockport, Massachusetts; and our host Fleets 177 and 142 were awarded special recognition for their nominations. The Fleet of the Year was Fleet 6, the fleet of President Charles Buffington, Commodore Barbara Griffin, and our boat builder, Harry Carpenter, from Deep Creek Lake, Maryland. Fleet

6 holds lots of races and several regattas, and it has lots of programs and clever ways to get people into Flying Scots, plus people who travel to national events. With these awards taken care of, then came the moment I've thought about over the past several years, when Charles handed me the gavel—and a BIG gavel it is. I cannot tell you what an honor it is to lead such a fine organization with a great team and such super people. I only hope I can live up to the job; I know I will do my best! After the meeting, we were treated to another delicious meal under the tent at the club, where it was Crazy Hat night. I wore a straw hat decorated with red, white, and blue plus three sailboats I borrowed from some trophies; I called it the America's Cup hat. There were some hats from other countries, and some really silly hats, but the crowd judged as funniest the Viking hats worn by Glenn Miner and his crew

from Saratoga, New York. The whole audience cheered for their entry.

Friday came, and we did not want it to end. We went out for the final race, and although we did not do very well, we had good company at the back of the fleet (three District Governors and the President were there together). We ended up 27th of 38 boats, then headed back in for the Keep 'em Off the Roads barbecue and the awards ceremony. Hank Sykes, Peter Feick, John Goldman, and Brian Hayes once again thanked the sponsors, then John Cooke picked the winners of the 50-50 raffle, which included a \$1,000 office chair from Allseating Corporation and the coveted cash prize. Now remember I said something earlier about hitting a home run? Well, my club got a nice little hit of its own at this NAC. Long known as a diehard Yankees fan who does not appreciate us Red Sox or their fans, John

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Rope Halyard Conversions

Larry Vitez, FS 5085

North Carolina Community Sailing & Rowing (NCCSR)--a nonprofit located on Lake Norman near Charlotte, North Carolina--recently received a grant from the new Flying Scot Foundation to equip nine Flying Scots with rope halyards. The financial support of the Foundation is greatly appreciated and is having the desired results of introducing many more people to the joys of Flying Scot sailing and connecting them to local fleets.

This article speaks to the benefits of the rope halyard kit offered by Flying Scot Inc. I have been racing Flying Scots for over 25 years and have never seriously given any thought to the halyard arrangement except when it jammed, when it needed lubrication to keep it quiet and moving freely, when the crank could not be located, or when I noticed how few lines were cluttering up the cockpit. When NCCSR was founded, it was decided that the flagship boat for adult sailing would be the Flying Scot. The idea was to locate as many boats at \$2,000 to \$3,000 as possible and put them into service as if they were yellow cabs in Manhattan.



The staff and volunteers were told that the Scot was nearly indestructible and with a little maintenance would give great service for a long time. Immediately everybody began to complain about the wire halyards, and Harry [Carpenter, president of Flying Scot Inc] was getting rich selling handles at \$5 a pop (we probably bought 100 before the conversion). Efforts were made to convince people of the benefits of the time-tested wire system, and training sessions were held to teach others how to properly use the system. These efforts failed miserably.

So over the winter the wires came off and the ropes went on, and what a difference it made. I immediately became a convert. The benefits are so great that the class should consider changing the rules to allow the rope system. The first and most significant benefit of the converted system is increased safety. The sails go up and down much faster and with much less effort, making things safer. How many times have you wished the main would come down faster in a dicey situation at the dock? Did you ever really get the jib all the way down without going onto the foredeck? NCCSR regular sailors, students, and instructors no longer have to figure out the direction of the winch, or watch the wire to make sure it is winding properly or to be sure the down-coming wire is in the slot. Added benefits include the absence of the horrible sound the winches make when the sails are being pulled down and, to NCCSR, the money saved on winch handles.

If you are a cruising sailor, particularly one in a saltwater environment, look into the halyard conversion kit. You will not be sorry. ▲

Continued From Page 5 **FSSA**

Massachusetts purchase an additional Scot for their adult training program, and an award to help a longtime class member purchase equipment for extending/improving his series of how-to-sail training videos. The common theme among these grant awards is, of course, Sailing Education. So..., do you or your local fleet have a worthwhile project you need help funding, one that fits our stated purpose?

The Board also set a March 1, 2012, deadline for receiving our next round of grant applications, but we agreed to consider out-of-cycle requests for worthy projects that just must be financed before next spring. Finally, we began discussing potential donations of equipment (complete boats and/or used sails in good condition) to the Foundation. No decision was reached on whether or not we should

even accept such donations, since there are a number of issues involved, including valuation, the cost and process for restoring/repairing equipment, the process for distributing such donations to worthy recipients, etc., etc. We'll be taking this one up again in the coming months.

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Go Sail Your Boat

Karen McGee, FS 3633; CLSA–Fleet 1

I grew up on Lake Winnebago in Neenah, Wisconsin, and learned to sail in prams at Nodaway Sail Club. My father purchased a used X Class when I turned 13. The boat was made of wood and the sails were very heavy canvas. It was a rite of passage for young teens to acquire a sailboat. The philosophy was that keeping kids on the water learning to sail kept us out of trouble on land. This was partially true then and probably more so now.

My first sail on my newly restored boat was closely monitored by my father in the powerboat. He instructed me from afar, “Tighten the main. Fall off. Here comes a puff!” Finally he waved and took off, shouting “Go sail your boat.” He named my boat *Gabby*, short for Gabrielle of “come blow your horn” fame.

Since those years in Wisconsin, I’ve sailed off and on but never seriously. Our children were an inspiration to me with their tales of sailing in a variety of places. I searched for a place close to home. I found Cowan Lake Sailing Association (CLSA) near Wilmington, Ohio.

“Go sail your boat” took on new meaning one lovely spring Sunday in 1997, when I had recently divorced. I met a remarkable woman. We had arranged to meet at noon by the flagpole at CLSA. I watched this woman, Caroline Freeman, steadily climbing the hill dressed in a long, bright blue, floral skirt, on crutches. The hill is referred to as “Killer Hill,” and we often rest on the well-placed benches. Caroline didn’t rest. She plodded up without stopping, chatting all the way with a fellow sailor!

After a quick lunch, we walked down the hill to her Flying Scot, *Hippo*. She explained in her British accent what she expected of me. I was getting nervous. She seemed very sure of herself, while I,



on the other hand, was not!

When we arrived at her dock, I noticed she wore only one sandal. I said, “Oh, did you hurt your ankle?” (wondering how she would sail with an injured ankle and in a long skirt). Casually she turned and said, “No, I have only one leg.” As she said this, Caroline sat on the edge of her boat, pulled up her skirt, slipped off her sandal, and laid her crutches carefully on the grass. She swung her hips around, placed her bare foot on the floor of her boat, and quickly scooted astern. I swallowed my embarrassment, and before long I was pushing off, paddling away from the mooring and hoisting the sails. She confidently slid from the port to starboard edge of the boat with grace and ease. I had a quick lesson in how to deal with imagined barriers to doing what we really want and love.

I discovered she, too, had sailed since she was a child, when her mother bought her a 12’ Clinker dingy, complete with waffle decking and tiny wooden side drawers to keep spare parts. Her name was Kathryn. She had learned to sail on a

fairly narrow stretch of the river Thames. She talked about screaming down the river, yelling “I’m going right” or “I’m going left,” a breach of language on any boat. Caroline was convinced that the other boat owners hated her for using the wrong words.

Years later she and her husband, Peter Freeman, moved to Cincinnati and bought their Flying Scot 3633. He was ambitious, and twice they went to Nationals. She confided it had been a case of survival—extremely wet survival—since they never did own foul-weather gear nor get the hang of sailing up and down waves.

Some years later, Caroline acquired FS 3633 through “the spoils of their divorce.” When she finally plucked up courage to take it out, she discovered that the skipper has the easier job by far. Fortunately the spinnaker had been rigged to be sailed by the skipper standing up in the rear. “Happiness is flying a spinnaker” still adorns the rear window of her car.

Over the next several years, I sailed

Continued On Page 17

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STARTING LINE Calendar Of Monthly Events

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Florida District Championship -
Gator Bowl - Jacksonville
Jacksonville, FL
December 3 and 4, 2011

Contact: Dave Thinel,
dave812@verizon.net

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

Continued From Page 15 **OHIO DISTRICT**

with Caroline. She occasionally let me take the tiller, but not often. She was the skipper of FS 3633, and she loved to race. When we hoisted the spinnaker, she was in her element. She must have repeated the spinnaker instruction 100 times before I finally caught on! Once I almost flew out of the boat as she jibed the spinnaker on a particularly shifty day. Laughing, she reminded me that laughter is a part of a good day on the lake. We never placed very high, but what we lacked in skill we made up for in enjoyment. She'd pick out a boat she deemed

slower than us, and we'd try to beat it. To my knowledge, she only came in first once, and that was when thunder caused everyone else to retire. (Kathy Murphy was her intrepid crew that day.) Winning just wasn't that important to Caroline; just being out in the boat, sailing, was what mattered.

She and her partner, Roy Clarke, moved to Florida to be near her beloved Keys. *Hippo* became mine and was renamed *Gabby II*, and thus began another episode of "Go sail your boat."

For a while Roy, and occasionally

Caroline, sailed with "Shake a Leg" in Miami. It is a sailing club whose aim is to introduce sailing to children who are underprivileged or mentally or physically handicapped. She claims her greatest achievement was sailing throughout the Greek Islands on a chartered boat with just Roy, who now had his captain's license.

Caroline enjoys an occasional visit to CLSA and is still happiest at the helm. She says she is lucky to have survived, under the circumstances. I am lucky, too, to be in a place where she sailed. Amazing people come into your life when you sail. ▲



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The Amazing Comeback Thwarted

Chuck Howting, FS 4788

Here we were on beautiful Lake Delavan for the 2011 Wife-Husband Championship. *Nauti-lass* (FS 4788) was poised to win the championship division. The hull was polished, the sails were in good shape, all the equipment was in place and in good working order. I had done the “walk-around” several times to make sure things were rigged as I wanted them.

In the first race of four, we placed 6th, missing an opportunity to lee-bow a couple of boats right at the finishing line, perhaps giving up a 4th. Oh, well, even the best don't win them all, and we were right in the mix.

Second race: I blew the start. We were in the cheap seats at the start and never recovered. I have to admit to skipper error.

The day is over. We had great cocktails and a lovely steak dinner with a great group of sailors. Tomorrow back to serious racing. We have to work hard to recover....

Third race: can't believe I stayed left when ALL the other boats were going right. Where is my head?

Fourth race: finally get it together with a strong start. We are going to nail it this race. The boat was going fast and pointing high, then we were hit by crossing powerboat chop. The boat went straight up and then, with a crunch, came crashing straight down, coming to an absolute standstill.

Wait! We had more than the normal “kerplop” of the boat crashing over a wave—an extra noise in the boat. Sounds like a guitar string overtightened. Where did that come from?

A quick survey found that the starboard shroud had “lost its integrity”—more bro-



ken strands than unbroken. OOPS! After a quick conference with the crew, discussing whether we could finish this race on mostly port tacks, we sadly concluded that our quest for the championship was over for this outing.

Flashback: at the Midwinters I had noticed one broken strand and said to myself, “One broken strand does not a broken sidestay make. However, it might come unraveled, so I will put a wrap of tape around it so it does not poke anybody's hands.”

There is an old adage that I have heard attributed to some fellow named Murphy that says, “Things will go wrong, and they will go wrong at the least convenient time.” I want to add a corollary that says “and it is really dumb to have something go wrong that was preventable.”

Note to self: NEVER, NEVER, EVER, tape up a sidestay and then forget to replace it. It will ruin your chance at an amazing comeback every time! 🚩

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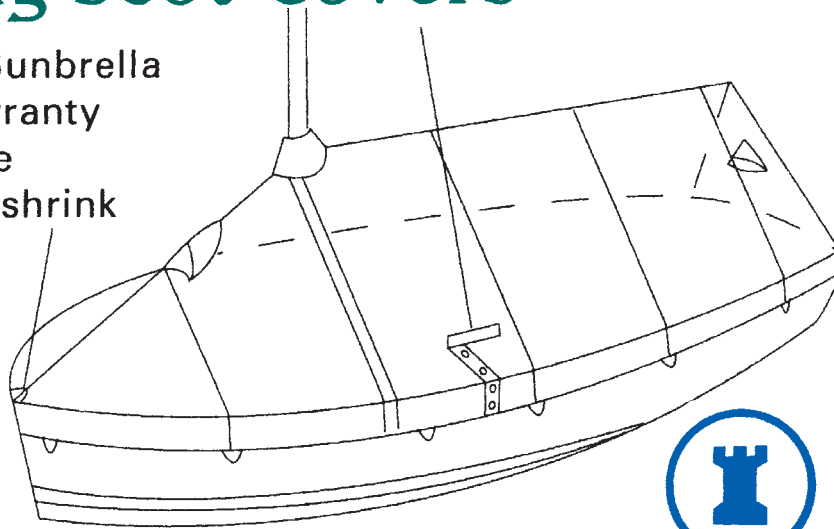
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2373 - Customflex 1973. Main, jib & spinnaker sitting on Pamco Trailer. Ready to sail, needs some TLC. Pictures upon request. **\$2,300**. Bill Allgaier, Traverse City, MI, 231-933-5414, sailtvc@chartermi.net

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parts. **\$3000** Connecticut. Contact: &y Fox, 860-946-9957, fs3063@yahoo.com

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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. Alumi. 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

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

5379 - Flying Scot built in 2001. White deck, VIP red hull with white stripe & water line. Full racing package, excellent condition. Includes: Trailax aluminum trailer, North sails & spinnaker, mooring & winter storage covers and aluminum boat hoist. **\$12,500**. Marc Sullivan, South Lyon, MI, 248-444-8125, star_hayden@hotmail.com

5492 - Flying Scot built in 2002. Excellent condition. New side halyards & 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

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.webstersr@live.com

5712 - Flying Scot built in 2006. Lightly used. Near new condition. Beautiful navy blue freeboard/red bottom/white deck. Radical race package, Schurr Sails, Palstimo compass, rudder lift, lifting bridle, swim ladder, mast floatation, full boat covers, trailax aluminum trailer, dry storage, many extras. **\$14,500** Michael Maness, Lake Keowee, SC, 828-299-8177, mamananess1@yahoo.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 BO 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

Cooke has a standing bet with a member of our club that whoever's team wins the best record that year when they are in the playoffs, the other person has to wear the "best" team's shirt at the Massapoag Yacht Club Annual Regatta. Well, John has been remiss by not attending the MYC regatta the last two years, so we had a score to settle. I awarded him his handsome Red Sox shirt as the crowd chanted, "Put it on, put it on, put it on." As John said "Thank you"—or was that "I hate you"—he put the shirt on long enough to get a few pictures taken for posterity, then he took it off as soon as he could.

Aside from the Women's and Junior and Fleet of the Year trophies, there are several other perpetual trophies awarded at the NAC each year, and they all deserve a mention here to remember those in whose honor they are named, along with this year's winners. One of those awards, the Fleet One Trophy, is awarded to the top three boats from any fleet at the NAC. Our Fleet 76 was lucky enough to take this trophy home for the second time, with Dave and Hein, Roger and Laura, and Greg and me proudly taking it

home once again. Other perpetual trophy winners included: Highest-Finishing First-Time-NAC Skipper—Andrew Eagan; the Ted and Florence Glass True Love Trophy for highest-finishing husband and wife—Allan and Katie Terhune; the Huron-Portage Yacht Club Fleet 20 Trophy for the highest-finishing woman skipper—Melanie Dunham; Nancy Roman Trophy for the highest-finishing woman in the Challenger Division—Lynne Petrocelli; Paul Moore Trophy for the highest-finishing father-son crew—Ron and Daniel Pletsch; Mary Douglass Trophy for highest-finishing family-sailed boat with a woman on board—Allan and Katie Terhune; Master's Champion Skipper—John Aras; Senior Champions—Tom Hohler and Chris Czapleski; and the Detroit Yacht Club Cup for the highest-finishing club-owned boat—Andrew Eagan and Jackson Benvenuti.

The top five winners in the Challenger Division were: 5th—Rob and Linda Cohen from Cedar Point Yacht Club, 4th—Willson Jenkins and Byron Jamerson from Muscle Shoals Sailing Club, 3rd and winner of the Terry Schroeder Trophy—Mark and

Adam Riefenhauser from Cedar Point Yacht Club, 2nd and winner of the Sam Tellschow Trophy—Hank Sykes and Lynne Petrocelli from Cedar Point Yacht Club, 1st and winner of the Max and Mary Doolittle Trophy—Dennis Dubuc and Jim Cavanagh from Massapoag Yacht Club. The top five in the Championship Division were: 5th—Jeff and Amy Linton from Davis Island Yacht Club, 4th and winner of the Ratsey and Laphom Trophy—John Aras and John Wake from Annapolis Yacht Club, 3rd and winner of the G L Foster Trophy—Kelly and Heidi Gough from Corinthian Sailing Club, 2nd and winner of the Tea Party Trophy—Allan and Katie Terhune from Eastport Yacht Club, and 1st and winner of the Gordon K Douglass Trophy—Andrew Eagan and Jackson Benvenuti from Bay-Waveland Yacht Club.

We packed up and headed home that night feeling like it had just began and wishing it was not over so soon. I know that I will remember this year's NAC for a long time to come and hope that these fleets will put in a bid again in the not-too-distant future. Who knows? They can always hit a grand slam. 🏆

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