

SCOTS n' WATER

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Dominant.



N. Americans

2011	1 st
2010	1 st
2009	1 st
2008	1 st

Midwinters

2011	1 st
2010	1 st
2009	1 st
2008	1 st

Heidi and Kelly Gough powered up at the 2011 NACs. Photo Kate Sharp.



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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 460 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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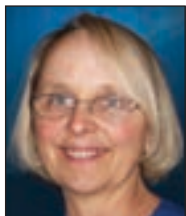
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From the President

Diane Kampf, FS 5857



Dear fellow sailors,

As many of you know, it can be great fun attending and/or participating in a Flying Scot national event. But have you ever thought about how much fun it is to host a Flying Scot national event? There is a bid process that you need to follow in order to be considered to host the event. The Bid Letter Template can be found on the Flying Scot Sailing Association Web site, FSSA.com, under Documents and Forms. There you will also find a document on Host Questions that you will be asked if you decide to put in a bid. There are standard Sailing Instructions and Notice of Race documents that are very helpful and can be modified for your specific venue. The FSSA Handbook lists all of the rules and guidelines, as well as all the perpetual trophies that are given out at the events. And for the Wife-Husband Championship, the Junior North American Championship, the Women's NAC, and the Atlantic Coast Championship, medals are available through the Flying Scot Foundation as awards for 1st-, 2nd-, and 3rd-place skippers and crew.

The National Championships Committee, chaired by Bill Ross, is a great resource available to you for any questions you have about rules and guidelines and any exceptions for which you may

need to seek approval. The Committee will also need to approve your PRO and judges and your NOR and Sailing Instructions. There is a great deal of experience on this committee, and all the members have hosted a national event at their clubs. FSSA Executive Secretary Courtney Waldrup also is available to help answer questions and assist with other tasks for these events, as is any member of the Executive Committee.

In terms of measurement—particularly at the Midwinters and NACs, but also for use at other events, if desired—we have sail templates and centerboard templates that are used to ensure that equipment measures in. And boats may be weighed and checked for safety equipment. FSSA Chief Measurer Bob Neff is available to answer specific questions or resolve issues that arise before, during, or after an event.

Are you worried that your fleet is too small, you can't get enough help, your club is too small, or you can't afford it? Try starting with a multifleet local event or a district event. If that works out, you might want to consider hosting a future national event. If your fleet is small, you can consider combining forces with other fleets in your area and using resources from more than one fleet. This has been done successfully at several national events over the past ten years. If your club is small,

you might consider finding a bigger venue close by and having your fleet(s) host the event there, which has worked successfully for several fleets recently.

It definitely takes a village to put on the event, but as long as you have people lined up to cover each area, your event can run smoothly. You will need a PRO, race committee, and judges for some of the events. In addition, you should have individuals or teams lined up for budget, pre-registration, registration at the regatta, measurement, trophies, photography, food and beverages, launching, scoring, merchandise sales, and, of course, someone to update the FSSA Web site. In terms of budget, sponsors are a great resource to help defray the cost of the event and keep the entry fees as low as possible. We have been blessed to have several vendors who regularly sponsor our national events, and you can go to local restaurants and merchants to see if they would be willing to sponsor or provide items for your event. It's all doable and it can be a great experience.

I hope this helps take some of the mystery out of what it takes to host a Flying Scot event. So think about whether you'd like to put in a bid, and good luck with your decision! I hope to attend your event some day!

See you on the water! ▲



THE FSSA CLASS FLAG

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

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

Dixie Lakes District Overview

Sandy Eustis, District Governor FS 5610

The Flying Scot Sailing Association's newest district is Dixie Lakes—comprised of seven active and two less active fleets, and spread across the northern tiers of South Carolina, Georgia, and Alabama, as well as on both sides of Tennessee. By “active” I mean that the fleet is in good standing with the FSSA and that it has enough energy to host an annual regatta to which off-lake Flying Scot sailors are invited. Although Dixie Lakes is only four years old, we offer Spring and Fall schedules of well-attended regattas—there's not much wind in the middle of the Summer in this part of the country—plus an annual District Championship regatta that we hold at a different lake every year. This Fall, one of our fleets (Fleet 190 at Muscle Shoals near Florence, Alabama, assisted by Fleet 13 in Chattanooga, Tennessee) hosted the first national event to be held on one of our lakes—the 2012 Wife-Husband Championship (see story elsewhere in this issue).

The Dixie Lakes District owes its existence to the hard work of Charlie and Nancy Fowler, who moved to the Atlanta area several years ago. They quickly noticed that there were a number of nearby, mostly newer, “orphaned” Flying Scot fleets—active groups of Flying Scot sailors located on the geographic fringes of the Carolinas or Gulf or Ohio Districts—but closer to one another than to most of the fleets in the districts to which they were assigned. Presto! Charlie and Nancy worked hard to organize the Dixie Lakes District. All of us have been very happy with the result.

Our easternmost active fleet (Flying

Scot Fleet 193, with about a dozen members) is located on Lake Keowee, in the foothills of the Blue Ridge Mountains, way up in the northwest corner of South Carolina. The Keowee Sailing Club is located on the eastern side of this 25-mile-long lake, with a gorgeous view over pine-covered islands to the first range of the Blue Ridge, about 20 miles away. I've raced Flying Scots for more than 30 years and have visited many sailing clubs all over the eastern half of the US in doing so, and, although I may be a bit biased (because this is my home club these days), I really do think that the view from our deck is the most beautiful of any sailing club I've ever visited.

Just south of Lake Keowee is Lake Hartwell and the Western Carolina Sailing Club, home of Flying Scot Fleet 189 and its eight or ten members. WCSC raised over \$40,000 last year at its annual multiclass Hospice Regatta, with Flying Scot stalwart John Kreidler as the primary driving force. (John has already won far too many bottles of good rum from me in our ongoing friendly wagers at regattas on his lake or mine, but I intend to get some of that back in the near future.)

Moving westward, the Lake Lanier Sailing Club, located only 30 minutes northeast of Atlanta, Georgia, is home to Flying Scot Fleet 111. This is a large and historically significant club for several one-design classes, featuring an extensive facility on a large peninsula jutting into Lake Lanier. Their “campus” includes a large wooded camping area, two blocks of summer cottages, several launch ramps, dry storage areas, swimming areas, and a big clubhouse right on the point, looking westward at the sunset. The Scot fleet at Lake Lanier

currently has ten members but is growing rapidly under the leadership of Scott and Sharon Adams. Our 2012 Dixie Lakes District Championship Regatta was held at Lake Lanier this year (see story elsewhere in this issue), and it attracted nine of the ten local Scots, plus eight travelers. Good show, Scott and Sharon!

By far the oldest fleet in Dixie Lakes is Flying Scot Fleet 13, with about fifteen active members, located at the Privateer Yacht Club on Chickamauga Reservoir near Chattanooga, Tennessee. Privateer features a clubhouse deck that hangs out of the woods right over the edge of the lake. These guys put on a great Spring regatta under the leadership of Fleet Captain Paul Healy, and Fleet 13's Rob Fowler is our reigning District Champion.

Dixie Lakes also has three active fleets in Alabama. The newest is Fleet 197, located at the Brown's Creek Sailing Association on Lake Guntersville in the northeast corner of the state. Although there were only five Flying Scots there at last count, Fleet Captain Greg Bennett has already energized his members to host an annual Spring regatta on a truly beautiful lake tucked into the wooded rolling hills.

Further west is Fleet 118 at the Birmingham Sailing Club on Lake Logan Martin. This is the largest fleet in the district, with over thirty Flying Scots on the lake and an annual Fall regatta that consistently draws over twenty entrants. Over the past four years, Fleet Captain Tim Pack has worked tirelessly to build both that fleet and our district as a whole. His story about re-energizing a large but stagnant fleet appears elsewhere in this issue.

Continued On Page 9

The 2012 Wife-Husband Championship

Sandy Eustis, FS 5610

For the first time, the Dixie Lakes District played host to a Flying Scot national championship event this year.

The 2012 Wife-Husband Championship was held at Joe Wheeler State Park in northwestern Alabama on October 5th through 7th. The accommodations were fabulous, as we all had really nice rooms in the park's lodge, with our boats tied up to the harbor dock right in front of our windows. Plus, Wilson Lake is a beautiful, wide-open racing venue. Plus, the field was outstandingly competitive, including 26 topflight wife-husband teams from all over the country, with sailors driving in from Vermont, Massachusetts, Pennsylvania, Maryland, Wisconsin, Illinois, and Florida, as well as all the neighboring Southern states. Plus, the hosts (Fleet 190 from Muscle Shoals, Alabama, assisted by Fleet 13 from Chattanooga, Tennessee) went all out to put on a really great weekend party. Plus, the regatta chair, standup comedian Willson Jenkins—and, gee, here I thought he was a lawyer—delivered an endless stream of amusing anecdotes at every opportunity (all impeccably true stories, of course, but how did Willson know?).

The only missing element was the sunny Southern Fall weekend that had been promised. The sun never did make an appearance, and following the passage of a Friday night cold front, we experienced overcast skies with strong and shifty winds on the racecourse (more on that later) plus daytime temperatures in the low 50s and Saturday evening temperatures in the high 40s. It was typical Alabama January weather, just coming a wee bit early.

Willson tried to blame the cold weath-

er—as well as his decision to hold all regatta events at an outdoor picnic shelter—on John Wake, who apparently told Willson sometime last year that he didn't want to come south in July but that our warmer Fall weather would make Alabama an ideal October destination for northern teams. However, the real reason it was actually warmer on Saturday at Diane and Greg Kampf's home in Massachusetts than it was on Lake Wilson, is that our hosts forgot to sacrifice a baby goat to the weather gods before the event—a nearly inexcusable oversight!

Nevertheless, we all bundled up warmly and clustered around our picnic shelter's fireplace for Saturday's outstanding salmon dinner and the private but chilly screening of *Wind* that followed. As you may remember, the secret weapon on the hero's 12-meter boat in the America's Cup finale in that movie is an oversized spinnaker called "the Whomper." We all cheered lustily when it appeared, and I'm very pleased to report that the Flying Scot Sailing Association board is seriously considering the legalization of whompers in the final race of all future FSSA-sanctioned events.

As for the racing, strong (15-18-mph) and gusty northerly winds behind the front produced a lot of sudden and seemingly unpredictable wind shifts on both days. Competitors often found themselves losing or picking up 10+ boats within a minute or two. Scoring lines like that of Rob and Patricia Fowler (16, 12, 2, 18, 2) were common, and while the Fowlers finished 18th in race 4 and then 2nd in race 5, Lisa and Andrew Hayward won race 4 and then promptly finished 19th in race 5. As for the leaders, Florida's Amy and Jeff Linton won

three races to dominate the event on the water, while only the Lintons and runners-up Monica and Chris Morgan from Vermont managed to finish in the top 10 in every race. The Morgans also won the newlywed trophy (they got hitched last Spring). Susie and Tim Stombaugh from Kentucky finished 3rd overall, and Susie was the highest-placing female skipper. Kimmie and Dave Thinel from Florida finished 4th (nice 2nd, 3rd, and 4th finishes, plus a not-so-nice 13th and an even less nice 16th). John and Sharon Wake from Virginia finished 5th overall and won what Willson called the "geezer" trophy—for teams with a combined age of 100+ (39 again for Sharon and therefore waaaaay old for John?). Despite that, I personally believe that true geezer status in Flying Scots only kicks in when a team's combined age hits 120, and although John and Sharon are still on the "young whippersnapper" side of that line, there were at least five "true" geezer teams at this year's event.

As a final touch, Willson and his wife, Bonnie (who did most of the behind-the-scenes heavy lifting while her comedian husband got most of the attention), managed to come up with a ceremonial podium, a recording of the Olympic anthem, and those spiffy new gold, silver, and bronze medals for the winners—courtesy of the Flying Scot Foundation.

But, somehow, racing results don't seem to matter as much at the FSSA's annual Wife-Husband Championship as they do at other events. Maybe the guys tend to be a bit more laid-back without another male ego on board. Maybe, since we're all there as couples, we have life experiences in common that teams at other big events don't have. Or maybe

it's just that this is another opportunity to renew the close friendships we share with other sailing couples from everywhere in the Flying Scot world. Whatever the

reason, we all had a wonderful time in Alabama this year, in spite of the weather. I encourage all of you who race together at least occasionally as a wife-husband

team to come to the 2013 Wife-Husband Championship at Deep Creek Lake in Maryland next summer. I promise it'll be warm! 🌴



Dixie Lakes District Championship—Regatta Recap

Scott Adams, FS 3438; Fleet Captain, Fleet 111

On September 22nd and 23rd, Fleet 111 and Lake Lanier Sailing Club (LLSC), located on Lake Lanier just north of Atlanta, hosted the 2012 Dixie Lakes District Championship Regatta. This was the first Flying Scot regatta hosted at LLSC and the first that any of the fleet members have been involved in organizing. In fact, it was the first Flying Scot regatta for several of our fleet members! Everyone pitched in and the regatta was a success, with seventeen boats representing fleets from Lake Lanier Sailing Club (Georgia), Barefoot Sailing Club (Georgia), Keowee Sailing Club (South Carolina), Western Carolina Sailing Club (South Carolina), Privateer Yacht Club (Tennessee), Birmingham Sailing Club (Alabama), and Muscle Shoals Sailing Club (Alabama). Nine of our ten local boats participated.

The first start on Saturday was at 1 P.M., which allowed time for many to travel over Saturday morning. Race committee was top-notch and ran four races. Conditions were perfect, with temperatures in the low 80s and wind 12 to 15 and not very gusty (though shifty), all afternoon. The forecast for Sunday was for more of the same.

So much for the forecast. After two hours of drifting around under a postponement, RC was getting ready to abandon for the day. I asked for a tow in to get a head start on putting out lunch. About halfway in, the chase boat stopped and suggested I look behind me. The wind was filling in. Ten minutes later, RC started the sequence for the first race of the day. By the time the horn blew for the start, the wind was up to 10 mph. We were able to sail two races in 10 to 15

mph. The fleet got shuffled over these two races, which included a couple of wild gusts / shifts.

In addition to providing trophies for the top five boats, we gave out regatta glasses to the last-place boat that finished all races. We also gave a “top half” award for the mid-fleet finisher. Since we had seventeen boats, we divided by two and rounded down, giving the 8th-place boat the “top half” award.

Anyone who has been involved in hosting a regatta knows what I learned: it takes a lot of help. I have a much better appreciation now for the preparation and work. This regatta would not have been held at LLSC without Peter Kowalski bringing the idea to us and pushing to make it happen, and it would not have been a success without the help of the many Fleet 111 members and their wives, families, and friends who pitched in.

Here are comments by a few fleet members about this regatta.

Peter Kowalski, FS 3754

This was my first time attending a district championship regatta, and my inexperience showed. District Governor Sandy Eustis hosted a very informative Q & A session with the top four leaders on Saturday evening prior to dinner. Sandy mentioned that this tradition was started by our Dixie Lakes District founder and former District Governor Charlie Fowler. This is a great example of the sportsmanship and friendly attitude of Flying Scot sailors. I am looking forward to gaining more experience sailing at district regattas and to helping use this regatta to continue growing our fleet.

A Cruiser's Perspective on His First Flying Scot Regatta—Tim Potts, FS 4769, Therapy

We sail our Scot often on Lake Lanier, during every season. When it gets hot or calm, we drop anchor and swim, float, eat, and relax. We love being on the lake.

I've participated in a few races but never have considered myself an avid racer. Of course this could be a result of staring at too many transoms. But I enjoy the excitement of the start and all the skill and teamwork it takes to hit the line with the fleet.

This was my first experience sailing with seventeen Flying Scots on the water at the same time. It was an awesome sight! I think I finally got some good time under the spinnaker; the downwind legs were almost as exciting as going upwind. In conversations after the races, it was gratifying that every participant was willing and eager to share his “speed secrets.” This was a great weekend on Lake Lanier and a job well done by Fleet 111.

First Flying Scot Regatta—Greg Lamps, FS 4964, Ventarion

Saturday was probably the best single day of sailing I have experienced on Lake Lanier. Sunday started out as a disappointment, but at least the water was refreshing: when the wind finally filled in, I was actually in the water pushing us toward shore.

This was my first large one-design regatta. Participating in the fleet of seventeen boats was a great experience. Having dealt mostly with mixed-class racing or small Scot fleets, I noticed the difference in strategy and tactics in the larger one-design races. There was much more action, especially at the marks. I

have to give proper kudos to my crew, who helped me tremendously (or was I the crew?). It was a weekend of watching the wind shifts, keeping an eye on the other boats, and judging speeds and distances exactly.

Biggest lesson I took out of the weekend: a good start makes all the difference. Our finishes the first day were 11, 5, 5, and 10; you can guess when we nailed the start. I believe good speed at the start is critical.

And, just for the record, the results showed that you don't need the newest sails, a sanded bottom, and a tuned rig to be competitive (and have a good time). I sail an 18-year-old boat with original sails that are folded, not rolled. My boat's bottom has soft ablative paint that I haven't sanded smooth. My centerboard has not been shimmed. My rig has not been tuned. True, I can't point as high as some of the other boats and probably would need a miracle to break into the top tier in a regatta like this, but the Scot is a good boat and can be competitive with minimal work.

The Perfect Day on Lake Lanier—Frank Vandall

In 25 years of sailing, Saturday, September 22, was the best day I've ever seen on Lake Lanier—bright and clear and blowing 10 to 15. A week before the race, however, I had found myself with no boat. Tim Potts offered to let me use his beautiful FS 4769. My crew from

Maryland drove down for the race. There were no protests in five races and eleven laps on a windward-leeward course that was precisely managed by the Howard clan. All hail the Scots and, in particular, Scott Adams and his wife and Peter Kowalski (and his wife, for rocking cc cookies) for a truly great regatta.

Local Fleet Energized—Michael and Hope Baker, FS 2080, *Simpatico*

Everyone's story about becoming a Flying Scot owner is unique, but what we all share is the joy of sailing and a fondness for the Scot. Our fleet started with a couple of boats in the water on a Sunday afternoon, then three or four boats and maybe an open race, then—more organized—five boats with our own start during a club regatta...and this year we hosted the District Championship, with nine of ten locals participating.

Around here we compete for attention with the sleek, 24-foot-long, open-transom racers, which take three to five crew. All we Scot sailors have to do is show up single-handed and we get a great day of sailing. With this in mind, our greatest asset is a Flying Scot on the water (best marketing plan ever).

Our goal for this regatta (our first!) was to make sure everyone went home with fun memories and positive comments. For that to happen, good wind was helpful (10 to 15 mph). The second thing was to have plenty of food (we all bought way too much, but we heard no complaints).

We look forward to establishing our own LLSC Fleet 111 annual regatta and continuing to grow our local fleet, striving to coalesce into one of the fine Flying Scot fleets that we hear so much about, up and down the coast.

Racing with My Daughters—Jim Morey, FS 3277, *Gael*

I sailed with my daughters Sarah and Emma on Saturday and learned one lesson (that racing with a ten-year-old and an eight-year-old is a lot of fun) and re-learned another lesson (that tacking 180 degrees while reaching on port tack at the starting line in front of a wall of starboard boats takes some time...and some room). I indulged the girls by taking a break from the last race of the day, picking up my wife, Lynn, and our other two kids and taking a late afternoon sail (including pulling the kids on a tube tied to the transom). There is no greater testimony to the versatility of the Flying Scot. ▲



Continued From Page 5 DIXIE LAKES DISTRICT

The Muscle Shoals Sailing Club on Wilson Lake in the northwestern corner of Alabama is home to Flying Scot Fleet 190. Willson Jenkins is the Fleet Captain there, as well as a founding member of the Flying Scot Foundation, the FSSA's charitable arm that supports sailing education in Flying Scots all across the country. Small in numbers, with only about ten active members, Fleet 190 nevertheless hosted the 2012 Wife-Husband Championship under Willson's leadership. The regatta story appears elsewhere in this issue.

The Dixie Lakes District also includes two less active fleets, including Fleet 127 on Percy Priest Lake near Nashville, Tennessee, and Fleet 85 at the Dixie Sailing Club in Montgomery, Alabama. Earlier in 2012, the Dixie Sailing Club lost its lease on their facility on Lake Martin, and its members are currently trying to find a location on that lake where they can relocate and continue as an organized club. Finally, the Flying Scot fleet formerly located in Tuscaloosa, Alabama, lost its charter last year—due to the loss of FSSA members after a tornado

decimated that city a couple of years ago. However, I've recently been in contact with a couple of Flying Scot sailors there who are trying to revive their fleet.

So there you have it: the new kid on the FSSA districts block is definitely alive and well. All of our active fleets have grown in the past year, and our overall regatta attendance is also growing. Now if only I could find a way to beat Rob Fowler in a regatta, and also get at least some of my rum back from John Kreidler, then my sailing life would be just about perfect here in the Dixie Lakes District. ▲

Fleet 118 Extreme Makeover

Tim Pack, FS 5090

For those of you who don't know the Birmingham Sailing Club, BSC is located at the south end of Logan Martin Lake between Pell City and Vincent, Alabama (just east of Birmingham). BSC was the vision of Mr. Sam Caldwell and fifteen other sailors, who purchased the club land from Alabama Power even before the lake was established. With forty charter members, Birmingham Sailing Club was incorporated in June 1963.

BSC is primarily a racing club and is home to Thistle, Flying Scot, J/22, and Snipe fleets and an Open fleet comprised of everything from Sunfish to Catalina 24s. During our season (February to mid-December), BSC hosts six major two-day regattas and numerous one-day events and has afternoon races most Sundays. As you can see, Fleet 118 is fortunate to have such a vibrant home.

We can boast of having over 30 boats in Fleet 118. I wish I could tell you that all the boats are kept in pristine condition and used every weekend, but, like all fleets, we have had our ups and downs. A few years ago we found ourselves having one of those "down" periods as a fleet. Since then, we have worked hard to revitalize our fleet. Please notice I say "we," as this has been the concerted effort of a core group of fleet members. If I go down my list of fleet members, there are at least 24 members whom I would classify as "active," meaning they are at the club at least twice a month.

What are some of the things we have done to accomplish this revitalization? First, we needed to determine why members were not coming out and what they wanted in a fleet. A membership survey was developed and sent to all members

that could be located. The results were very eye-opening. While the survey covered many topics, the most important thing we learned was that one-third of the fleet was only interested in racing, one-third was interested in racing and social activities, and one-third had no interest in racing at all. With this information in hand, steps were taken to try to meet the needs of the membership.

Communications

A weekly newsletter is emailed to all members at least eleven months of the year. This newsletter describes upcoming events at the club and across the district and encourages members to attend these events. It gives the results of prior weekend races and the names of participants. The weekly update is also a forum for members to request assistance with projects or problems, e.g., boat repairs.

Currently the weekly update goes out to 52 recipients. Obviously these are not just Flying Scot owners but also individuals who often crew on Scots or are just interested friends of the fleet.

Repair Day

Again from the survey, we found there were Scot owners who had boats in need of repair and were apprehensive about making the repairs or ordering parts. So we pick two Saturdays each Spring that are designated for making repairs. We make sure folks that have the expertise are around to assist with any needed repair.

Socials

As mentioned, one-third of the fleet has no interest in racing and only enjoys recreational sailing. Two to three times a season, we now have "Social & Sails." We

go out for a casual sail as a group and then come back to the club for dinner, or maybe go to a local restaurant. One of our Social & Sails this year featured a low-country seafood boil, which was a big hit.

Racing

BSC has always been a "racing" club, and the fleet still strongly supports racing. During the past three years, there has been a Scot fleet (five boats or more) at all BSC major regattas. Fleet 118 continues to host the Great Scot regatta each Fall and normally has around 20 boats competing.

Education

During the past three years, Fleet 118 has added ten new boat owners. Most of these have come out of the BSC Learn to Sail class for adults. Some new owners of Scots are apprehensive about boat handling, racing, and other topics. We have had more-knowledgeable members lead seminars on topics such as racing, boat safety, etc. Once we were able to catch Harry Carpenter as he was passing through town; he stopped by and held a seminar on the Flying Scot.

It was noticed that some of the new members were apprehensive about going out on the windier days. Come to find out that they had never righted a capsized Flying Scot. During August of the past two years we have held capsize drills. Armed with boater safety and capsizing literature, we held a short classroom session to explain the technique of getting the boat upright and to discuss safety equipment. Once class time is complete, members are encouraged to put on a bathing suit and get firsthand experience in righting a capsized Scot. This exercise has been open not only

Continued On Page 15

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

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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.

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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).



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2012 Great Scot Regatta and 2012 Hospice Regatta

Sandy Eustis, FS 5610

2012 Great Scot Regatta

Ever since the formation of the Dixie Lakes District in 2008, Flying Scot Sailing Association Fleet 118 at Birmingham Yacht Club has hosted our largest annual district regatta. This year, 21 competitors raced in the Great Scot Regatta on Lake Logan Martin. The regatta's first race was sailed in a very light (2- to 4-mph) westerly breeze and featured a somewhat amusing downwind finish, with the amount of amusement depending on what happened to YOU when the wind briefly swung 180 degrees and blew straight back from the finish line at the lead pack of eight boats about to coast in under spinnakers! After that, the breeze shifted to the north, settled down, and freshened to the 5-to-8-mph range for races 2 and 3 on Saturday and both races on Sunday morning.

Class stalwart Richard Wade, recently remarried and now living back in the Birmingham area, brought in Jennifer Meredith, his "A" crew from Dallas, Texas. Both Wade and the team of Corky and Molly Hadden from Bay-Waveland Yacht Club in Mississippi had consistently better upwind boat speed than anyone else, and both teams were consistently positioned just about perfectly for each fresh wind shift. Wade won races 2 and 3 on Saturday and the Haddens won both Sunday races, with Wade winning the overall title by a single point. Dixie Lakes District Governor Sandy Eustis and his wife, Keith, finished 3rd by winning a tiebreaker with Loy Vaughn, BYC's Thistle champion who hops into a club-owned Scot for this event each year. Local BYC Scot sailor Porter Fell won that amusing first race finish and then sailed consistently near the front

of the pack to finish 5th overall, while Joel Verplank of Muscle Shoals and Harry Reich of BYC proved that age and cunning can still beat youth and athletic skill most of the time by finishing in a tie, which Verplank won, for 6th, giving Reich 7th place. Regatta results may be found on www.FSSA.com.

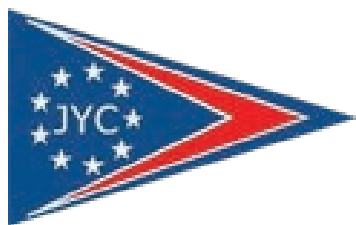
2012 Hospice Regatta

The final event in the Dixie Lakes District's annual travel series each year is the Hospice Regatta at the Western Carolina Sailing Club. This is a great facility on Lake Hartwell in upstate Anderson, South Carolina, right on the Georgia border. The 2012 Hospice Regatta brought 82 boats, competing in nine different classes, to Lake Hartwell on the Oct. 13-14 weekend, and it raised over \$59,000 for Hospice. Very impressive!

Twelve Flying Scots got in six races on the dinghy course, along with 20+ assorted Buccaneers, Highlanders, and Force 5s. Saturday's wind, a northerly behind a weak cold front that had passed through the night before, weakened gradually throughout the afternoon, from

about 15 mph at the start of race 1 to as little as 5 mph during race 4. Lake Hartwell Flying Scot fleet champion John Kreidler, racing with Lightning sailor Dennis Baker, won the first two races, but fell back in races 3 and 4 as the winds got lighter (and the empty beer cans began accumulating in their boat), while the lighter-weight team of Sandy and Keith Eustis from neighboring Lake Keowee did steadily better as the wind died. The only competitors who were consistently fast in both lighter and heavier conditions were Eric Aschaffenburg and crew Mike Phelan, who had two bullets, a 2nd, and a 3rd, to lead the Eustises by three points and Kreidler by six at the end of the day. Sunday morning's wind also died gradually from around 5- to 7-mph at the start of race 5, to a patchy 2- to 3-mph zephyr during race 6 that made for a nervous final downwind leg for everyone. Aschaffenburg scored a 1st and a 3rd in Sunday's races to win the event easily, with the Eustises 2nd, and Kreidler/Baker hanging on to 3rd despite finishing last in the final race. Regatta results may be found on www.FSSA.com. 🚩





Resurrecting Flying Scot Fleet 45

Jim Leggette, FS 1518; Fleet Captain, Fleet 45

During the early days of the Flying Scot class, Fleet 45 was formed by members of the Jackson Yacht Club (JYC) in the 1960s. Its members maintained an active fleet with weekly club races and were proud to host visitors to Jackson, Mississippi, for open regattas. Unfortunately, interest in the Scot waned. Eventually the Flying Scot Sailing Association (FSSA) was required to revoke Fleet 45's charter.

Last Fall, several members of the club were sitting at the club bar lamenting the current state of racing at the club. JYC races had evolved to mostly keelboats sailing under the PHRF handicap system. The complaints ranged from the search for a "fair" handicap system to the ever-growing challenge of fielding a crew of four or five to man the boats, week after week. In addition, the larger boats are expensive to own and operate.

After participating in the Lipton Cup (the premier event of the Gulf Yachting Association, sailed in club-owned Scots), we realized we had what it took to restart the club's Scot program, i.e., three club boats. Most importantly, we had sailors eager to resurrect one-design sailing using the Flying Scot.

One of the club boats, FS 1596, was sitting in the parking lot filled with leaves and dying a long, slow death. A group of members surveyed this boat and determined that, with some effort and a few hundred dollars, the old vessel could be

saved from the chain saw and sail again. After getting her back into the water, the group christened FS 1596 Phoenix.

With three club boats plus a private boat available, the next step was to recruit sailors. Club members were invited to participate in a series of Saturday clinics. These clinics kicked off with coffee and doughnuts, followed by a chalk talk and then a couple of hours on the water sailing short courses or figuring out how to fly the spinnaker. One of the clinics featured perennial Scot champion, North Sails' Allan Terhune, Jr. These sessions had anywhere from ten to twenty sailors attending. The participants generally were beginners, and a good number were women.

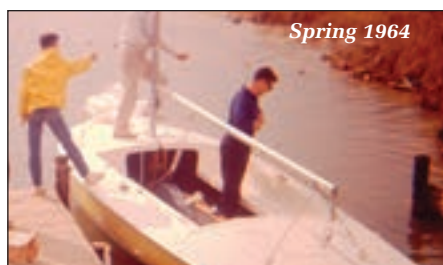
Later in the summer, Hal Pleasants noticed—in an empty parking lot next to a U-Haul place—an old yellow Scot, #516, which had been salvaged from a foreclosed home. Hal and Robert Wise were able to purchase it for a rock-bottom price. However, it needed a lot of work, such as repairing a hole below the waterline. Jim Leggette, Hal, and Robert repaired the boat, with the help of our local boat repair guy, Ken Allen. Advice and many parts from Flying Scot Inc. were also crucial to getting this boat sailing again. Flying Scot Inc. helped us to discover the name of the original owner of FS 516, who turned out to have been a JYC member who ordered the boat from the factory in Maryland in March 1964. The original owner's son sent

us pictures of the initial launch at JYC and filled us in on the boat's history at the club. Flying Scot 516 is now sailing every weekend in JYC races and has been rechristened Tweety Bird (for its canary-yellow gel coat).

With a total of five Scots, the next step was to apply to the Flying Scot Sailing Association to be recognized as a fleet. The FSSA approved the application and reinstated Fleet 45 this Fall.

In the past, one of JYC's premier events was the Hospitality Regatta, which, in its heyday, hosted several hundred one-design boats from nearby states and featured a strong Scot class. Over the years, this showcase event has become mostly a locals-only regatta. This Fall, all five of Fleet 45's Scots hit the line, plus three out-of-town boats. One out-of-town team sailed in their first regatta ever. The winner was longtime Scot sailor Nancy Claypool from New Orleans, with Gulf District Governor Larry Taggart crewing.

Currently, there is a lot of interest among club members in joining this group. As a result, we expect our fleet to become stronger and bring the joys of sailing the Scot to all ages. JYC had the advantage of owning club boats, which reduced the cost and risk of trying out the Flying Scot. The key factor in getting a fleet going is to gather a handful of interested people, get started, and make sure people enjoy themselves. Otherwise this energy becomes just more grumbling. As the Nike tag line goes—Just Do It. ▲



Flying Scot Foundation Milestone

Charles Buffington, Chair, Flying Scot Foundation Committee

The Flying Scot Foundation has passed an important milestone: donations have exceeded \$50,000 as of October 2012. A total of 140 generous souls have contributed to this effort; their names are listed below. Notably, some have donated in each of the past three years, since the Foundation came into existence. Continued support by current and future donors on an annual basis will allow us to fund projects intended to assure the future of Scot sailing. We're off to a fine start and hope to continue the momentum. ▲

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Masthead Float Improvements

Larry Vitez, FS 5085

Most of us don't use a masthead float and more of us should. Here at North Carolina Community Sailing & Rowing on Lake Norman, we have twelve Flying Scots that are used multiple times a week for nine months of the year, and we require the float for obvious reasons. We have a new, improved version that has been used successfully for over a year, and we want others to know about it. The original masthead float slips over the head of the sail and slides up the slot with the bolt rope. It can't take the abuse that comes with almost daily use. It binds and jams in the slot and tears at the halyard connection. We found a terrific solution and

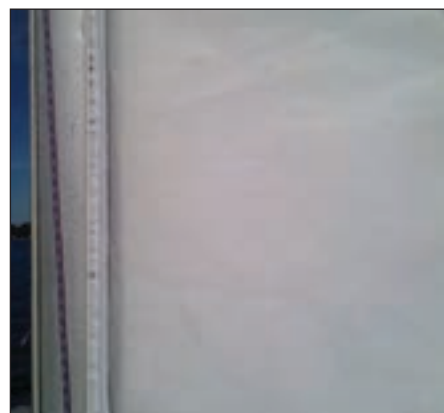
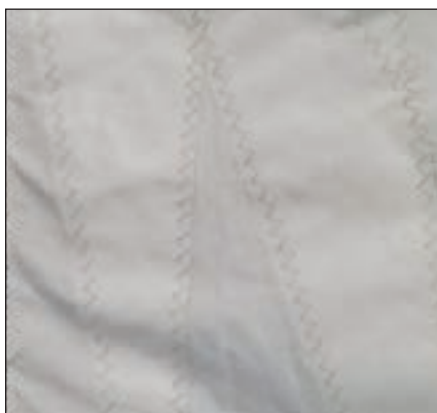
encourage others to use it. The float is opened at the front and a zipper is added on both sides and also on the head of the sail just aft of the bolt rope on the tape. The float can easily be zipped on and off before or after the sail is mounted on the mast. There is no wear and tear on the sail or on the float. The sail goes up and down as if the float were not there.

Racing sailors should consider this an option, too. The zipper is sewn just behind the bolt rope at the head of the sail and cannot even be seen in the photos, so there is no way it can have a material effect on performance. Racers should consider it a safety feature. If the wind picks up to uncomfortable levels, just head into the wind, lower the sail

to the bottom of the slot, zip on the float and hoist again. This can be done safely in a jiffy.

Comment by Bob Neff, Flying Scot Sailing Association Measurer, and Harry Carpenter, Flying Scot builder:

Both the original design and this modification that uses zippers are permitted by the Flying Scot Class. For a community sailing program, the use of zippers offers the advantage as pointed out above. However, for the owner of a Scot, the original design allows the use of the masthead float on the entire mainsail inventory and any new sail without requiring modification to the sails. ▲



Continued From Page 10 DIXIE LAKES DISTRICT

to Scot fleet members but to all BSC members and has been a learning and fun time. (What else are you going to do in Alabama in August? There isn't any wind!)

Hospitality

Hospitality is the final item to discuss. As mentioned, BSC has two adult Learn to Sail classes each year. Because of this program, there are always new faces around

the club. Make it a point to include new and prospective members in fleet activities. As mentioned, we have ten new boat owners in the fleet. Several of these came from the Learn to Sail classes and did not know which type of boat they wanted to purchase. Offer to take guests and new members out for a sail on your Scot. Make them feel welcome, and point out how great the Flying Scot is. You never know—

you might make a sale!

In closing, I am happy to say that Fleet 118 has made a great deal of progress during the past three or four years in reenergizing itself. But we must remember to stay vigilant in communicating and listening to the individual members, and we must be willing to change constantly in order to keep the fleet healthy and moving forward. ▲



MBC Women's Championship

Jackie Cattanaach, FS 5716 with photos by Art Petrosemolo



Monmouth Boat Club is raising a new crop of Flying Scot sailors—women! Some of the sailors race with their husbands, others chose the Flying Scot as a family boat, and still others learned to sail in the Adult Sailing Program, which uses Flying Scots as the classroom. Whatever the source, they all came together for the

all-new MBC Women's Championship.

After a good finish at the 2011 Flying Scot Women's North American Championship, long-time Scot sailors Eileen Ewing and Jackie Cattanaach, with help from third NAC crew Eileen Nociolo, decided to revamp the MBC Women's Championship. Previously this regatta was sailed in single-handed boats and participation was low. The

consensus was that a regatta sailed in Scots would attract more women, and eliminating the spinnaker would keep the novices closer to their comfort zone.

Eileen Ewing donated a beautiful new trophy and the promotion started with flyers, announcements, meetings, and



lively discussions among the twenty women who were interested. The event was scheduled for two Saturdays in July, when the wind is usually lighter and the weather is good. The first outing was a practice day where the gals met and formed teams. Because some had little racing experience, an attempt was made to pair an inexperienced racer with a more experienced sailor. After a chalk talk on course layout and helpful hints on wind and tactics, the women rigged their boats and went out on the river. Two expert sailors were available on the water for coaching.

There were five teams on the water for the practice day and, after three short races around a triangular course, it was noted that the teams were evenly matched. The 1st-place boat had seven points, 2nd had eight points, and the other three teams had ten points each. You can't do much better than

Continued On Next Page

Women's Practice Day, July 21, 2012					
Position	Skipper/Crew	Race 1	Race 2	Race 3	Total Points
1	Barbara Nevius/Sandy Morrow	3	2	2	7
2	Jackie Cattanaach/Wendie Elovich	4	3	1	8
3	Mary Nicosia/Toni Gahn	5	1	4	10
4	Lee Davidson/Bobbie Chasco	1	4	5	10
5	Eileen Nociolo/Ingrid Hoffmann	2	5	3	10
MBC Women's Championship, Aug 12, 2012					
1	Jackie Cattanaach/Wendie Elovich	2	1	2	5
2	Eileen Nociolo/Ingrid Hoffmann	1	2	3	6
3	Mary Nicosia/Dot Lucyk	3	3	1	7
4	Lee Davidson/Andree Friel	4	4	4	12

Alternate Jib Sheet Cleat Configuration

Greg Bennett, FS 1087

When I bought my Flying Scot several years ago, the jib sheet cleats were set up as shown in the photos.

Since then, I've seen written descriptions of this setup, but I have never seen another Flying Scot set up this way.

I didn't know much about the Flying Scot at the time, and I decided that I wouldn't make any changes until I had enough experience with the boat to know what worked and what didn't work for me with the way it was set up when I bought it. I never did change the jib sheet cleats, because I found that this jib sheet cleat arrangement worked really well for me for several reasons: (1) The cleats are close to



Photo #1



Photo #2

each other, so releasing the current leeward sheet and trimming the new leeward sheet during a tack is easy and quick. (2) There are no cleats or fairleads on the seats. (3) The 20-degree wedges under the cleats allow the leeward sheet to be cleated without reaching into the boat from the rail. (4) The angle of the cleats on the centerboard trunk cap is pretty good for either the skipper (if single-handing) or the crew when they are sitting in a good position (fore/aft) when racing. If you're using weather sheeting, you have to lean into the boat a bit to cleat the weather sheet from the high side, but I have found that that's not really much of a problem, because I'm not using weather jib sheeting in high winds anyway.

Continued From Page 16 GREATER NY DISTRICT



that! Following a debriefing from the coaches, the women, significant others, coaches, and race committee feasted on potluck dishes and enjoyed early evening on the patio. Pink T-shirts sporting a newly designed logo were provided by the club for each participant as a keepsake of a great day.

Inclement weather forced the postponement of the championship for a few weeks, but four teams hit the start-

ing line on August 12. After three races, the women again amazed everyone with the close competition. When racing concluded, the perpetual trophy was awarded and each sailor was presented with a framed photo of herself in action. Then there was another scrumptious dinner. The conversation flowed to which event was next and who would sail with whom. There was also talk of monthly get-togethers. The enthusiasm for sailing is high among the women, and many are taking the helm, crewing, and serving on race committee. The event was a huge success, and the women bring a refreshing outlook to the racing program at Monmouth Boat Club. The goal is to keep the interest high next year and get more women on the starting line. And eventually the spinnakers will be flying.

Many articles have been written about how to keep the kids sailing after junior programs. Remember to look also to the women in your club to see if crews, or

skippers, are available. The Flying Scot makes a great training boat. ▲



Making Waves!



Photo: Hew Hamilton

A FEW OF OUR FINISHES

Summer Regatta, Mobile YC—1st & 2nd
GYA Jr. Lipton Regatta, —1st
Rappahannock River YC Annual—1st
Pat Gilliland Regatta, Jackson YC—2nd
GYA Opening Regatta, Pensacola YC—2nd
GYA Lipton Regatta, Pontchartrain YC—2nd

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Cornelius, NC 28031

Boat #9648/Fleet

Deborah Pepe
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Dixie Lakes District

Boat #Fleet #197

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Midwest Districts – 1st, 2nd, 3rd, 4th, 5th
New England Districts – 1st
Ohio Districts – 2nd, 3rd
Buckeye Regatta – 1st, 2nd, 3rd, 4th, 5th
Ephraim Regatta – 1st, 2nd, 3rd, 4th, 5th
Deep Creek Sandy Douglas – 2nd
Egyptian Cup - Whale – 1st, 2nd, 3rd, 4th, 5th
Fishing Bay Annual – 1st



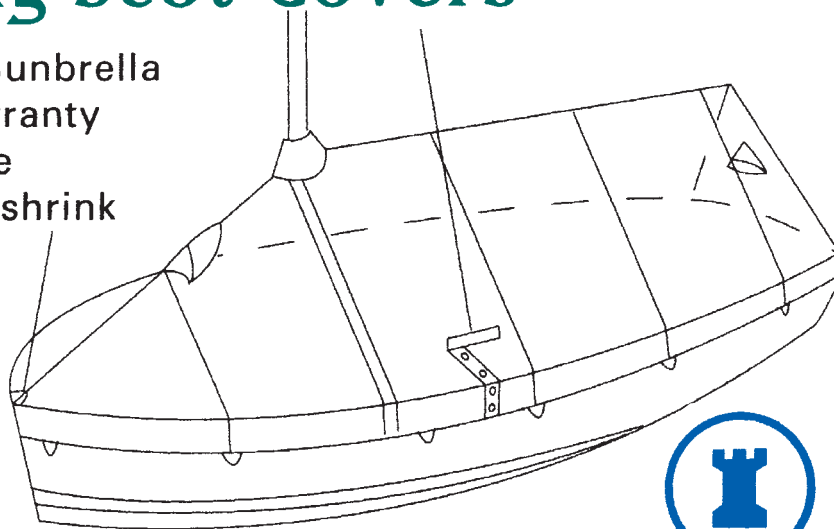
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Parts - Flying Scot Mast for sale, great shape, all hardware and rigging included. 631-563-4856, spud-sailor@aol.com, Oakdale, NY

Sails - North Sails 2011 Main & Jib used at N. Americans. **\$1200** will ship. Long Island, NY, eddgann@aol.com.

Sails - North Spinnaker BR-1 Radial Cut - Sold Oct. 2012, xxx@yy.com

Sails - 2008 North Snug Jib & Main - only used in 08 NAC by North \$1100 + S&H 2005 North Snug Jib & Main - lightly used \$900 + S&H 2009 North Full Radial Spinnaker - Bright Green used 3 times \$700 + S&H, Andy Fox 860-946-9957, fs3063@yahoo.com

Sails - 2010 North Main & Snug Jib, great cndtn \$700 + ship, Bob McElwain 239-404-7407, robertmcelwain@comcast.net

275 - Douglass built in 1961. **\$1500** Roger Jurgovan 301-983-0961 rjjurgovan@comcast.net

222 - Douglas - **\$3600**. Brookhaven, NY. fred4936@yahoo.com (516) 567-3567

2373 - Customflex 1973. **\$2300** sailtvc@chartermi.net, Traverse City, MI

3033 - Douglass built 1977. **\$2500**; info@fssa.com, Rehoboth, DE

3908 - Douglas - Central NJ. **\$4,800**. Foursailing@verizon.net, Lawrenceville NJ

4249 - Douglass built in 1986. **\$5000** or best offer. Stony Lake 705 654 3189 Toronto 416 923 8118, gduro@aol.com

4393 - Douglass built in 1987. **\$3000**, johnson@thedaily.com, Hampton Bay, NY

4711 - Douglass built in 1990. **\$6800** Abbie Fassnacht 815-355-1699 or 847-971-0102, agfjhf@comcast.net, McHenry, IL

4849 - Douglass built in 1992. **\$7500**. Mike Mossberg 516-851-3632, mike-yp41@optonline.net, Island Park, South Shore LI

4909 - 1993 Flying Scot, maxxed-out for racing. **\$8,500.**, tsmithlawfirm@aol.com, Columbia SC

4969 - Flying Scot Inc, 1994, pj@starboardpassage.com, Blue point NY NY, **\$10,000-\$12,000** depending upon goodies desired in the sale;-) Can be picked up in Forest Hills NY

5014 - Douglas - Flying Scot - 19'0" 1995; **\$7040** (cash disc. \$6990), rl@chartermi.net, Pinckney, MI

5073 - 1996 Flying Scot. pesanders@gmail.com, Backus, MN, **\$8,000**, Phil Sanders 563 271-1295

5077 - Flying Scot built in 1996. **\$9000** Located in Rockville, MD, FlyingScot5077@gmail.com

5092 - Douglas built in 1996, **\$10,000** Dave Batchelor at 919-467-3512 Equipment list & photos available. Sailordave@nc.rr.com, Cary, NC

5415 - Built 2001 by Flying Scot. \$11,000 or best offer. viasudan@aol.com, Williamsburg, VA

5751 - Flying Scot Inc built in 2006. Mike Bradshaw 405-650-4162, mike@handicapaids.net, Oklahoma City

5803 - Flying Scot built 2008. 50th Anniversary Model. Very lightly used. **\$14,900**, searly011@verizon.net, Nova Scotia, PA

5861 - Flying Scot Inc. built 2008. Radical Racing Package installed at factory. Mike Miller at 804-230-4985, or mbm5721@aim.com. Richmond VA

5911 - Flying Scot 2010. Sailed 5-6 hrs. Broke hip at age 80. **\$16,900** Garrett County, MD. Keith Taylor 301-876-4585, keithgtaylor@atlanticbb.net

5937 - Flying Scot built 2011. Orig. owner used a few times Trade considered. **\$16,750** Don Hoefle 609-351-0825, sales@winterssailing.com

5939 - Flying Scot built 2011. Radical racing package. All imaginable extras. **\$18,500** Hanover, NH, John Corson 603-643-5641, john.a.corson@dartmouth.edu

5951 - Douglas -Like new, race rigged, Call Chris @ 813.508.1640, nussworld@yahoo.com, Tampa, FL

STARTING LINE

STARTING LINE Calendar Of Monthly Events (FROM NOVEMBER 2012 – SEPTEMBER 2013)

Sugar Bowl Regatta 12/29/12 - 12/30/12

Southern Yacht Club
New Orleans, LA
taggline@usa.net

43rd Annual George Washington's Birthday Regatta 02/16/13 - 02/17/13

Lake Eustis Sailing Club, Eustis, FL
koa499@centurylink.net

2013 Midwinters Warmup Regatta 03/09/13 - 03/10/13

Davis Island Yacht Club, Tampa, FL
dianekampf@charter.net

2013 Wife-Husband 06/29/13 - 06/30/13

Deep Creek Lake
Swanton, MD
ravance@zoominternet.net

2013 DCYRA Women's/ Junior Regatta 07/06/13 - 07/07/13

Deep Creek Lake, MD

2013 North American Championships 07/13/13 - 07/19/13

Lake Norman Yacht Club
Mooresville, NC
dsmith@concordnc.com

Lake Michigan Championship Regatta 07/20/13 - 07/21/13

Milwaukee Community
Sailing Center
Milwaukee, WI

2013 New England Districts 8/3/13

Stone Horse Yacht Club
Harwichport, MA

Massapoag Yacht Club 64th Annual Regatta 09/07/13 - 09/08/13

Massapoag Yacht Club
Sharon, MA
dianekampf@charter.net

Seventh Annual Glow in the Dark Regatta 09/27/13 - 09/29/13

Clinton Lake Sailing Association
Clinton, IL
debaronson@nasw.org





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