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From The President	4
Winter Racing in the Carolinas	5
Smokin' Pork BBQ, the best way, the North Carolina way!	7
Lake Norman Yacht Club to Host the 2013 North American Championship.....	9
Starting Sequence at the Atlantic Coast Championship	10
What Are They Thinking?!.....	12
The Helms/Helm Series: A Skipper's Perspective.....	13
Steven Berger and EYC Award	14
District-wide Series Promotes Travel.....	15
A Wild West Regatta	16
Revision to CMR 28 and a New CMR.....	19
In Every Issue	
New Members	21
Starting Line	23
Caveat Emptor	23
District Governors.....	Back Cover

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Visit it at <http://www.fssa.com> with your favorite browser.

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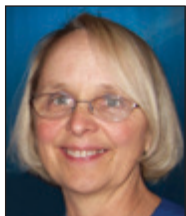
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From the President

Diane Kampf, FS 5857



Dear fellow sailors,

Greg and I just got back from the Midwinter Championship hosted by the Sarasota Sailing Squadron in Sarasota, Florida, chaired by John Domagala, with Judy Hanlon as PRO. We had the Flying Scot Sailing Association Executive Committee and Board of Governors meetings on Monday morning, then we had the rest of the week to enjoy the racing and the social events. We had 58 teams registered for the event, split 38 and 20 between Championship and Challenger. That was a terrific turnout! Paul Abdullah and Alex Krumdieck won the Championship Division, and Henry Bernstein, Duncan Bray, and Bill McCoy won the Challenger Division. I was very proud to present the Allan M. Douglas award for sportsmanship at the event to Mark Taylor, Florida District Governor. The competitors voted for Mark in recognition of his never-ending willingness to lend a hand any time he noticed any sailor who appeared to need a bit of help. Mark's helpfulness did not end when he received the award; he went around and assisted people, including us, in packing up to get on the road after the regatta was over.

I am pleased to have been a part of this

terrific event and want to share with you what stood out about being there. Fifty-eight boats meant more than 100 Flying Scot friends were there to share the fun. With that many Flying Scot sailors, lots of stories are told; some you have heard before (though maybe they've changed a bit since the last time you heard them), and others are new. Of course, every event adds more new stories about racing and other activities. I took the time to speak to as many teams as I could, to see what was going on in their clubs and districts. Some fleets are working to get more young people involved in Scot sailing, which is really good news! I was excited to hear about the activity level, especially given the current economy. There is a lot of energy in our class, and I hope we can keep that going.

We had six past presidents of the Flying Scot Sailing Association at this regatta: Jack Stewart and Bernie Knight paid us a visit early in the week; Bill Ross was on the race committee; and Dave Jacobsen, Glenn Shaffer, and Larry Taggart were participating in the races. How lucky we are to have such a rich history with these folks! It is always an honor just to see them and talk with them. Of course, we caught up with lots

of old friends (whom we really think of as extended family), and it is always so wonderful to see them! There were new folks, as well, and it was great to meet them and find out what's important to them and learn how I might be able to help them.

In summary, I am saying that the camaraderie of the Flying Scot class is outstanding, and I want all of you to join in the fun. As I have said in the past, even if you don't race, just being at one of these events can be pretty exciting. Perhaps you could go out on a support boat to help the race committee, take pictures, or just watch. (Or you might join the group just for dinner and other social activities.) Of course, it is the people on shore who can help make sure all the pieces fit together and the event comes off as planned. So go ahead and get involved; you can be a part of these fun events. We always come home with great memories, and we make new friends at every event. It does not have to be a national event; it can be a regatta in your district or even in another district. So take a look at the fssa.com Web site to see where events are being held, find one that interests you, and come on and join the fun! I hope to see you in my travels.

Happy sailing! ▲



THE FSSA CLASS FLAG

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

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Winter Racing in the Carolinas

Alan Backus, FS 4105; Fleet Captain, Fleet 27



Fleet 27 is one of six active one-design dinghy fleets in the Carolina Sailing Club (CSC) located in central North Carolina. Our Winter Series is Portsmouth handicap racing, with participation by Flying Scots, Lasers, Thistles, 505s, Wayfarers, and several 420s from our high school team. It runs from November through March, on the first and third Sundays, sailed at Jordan Lake, just south of Chapel Hill. Because the Scot is a “drier” boat than the other dinghies, winter sailing is ideal, making us the most active fleet in the Winter Series. To further encourage

newcomers to the Scot, we have restored two donated “project” Scots to full racing specs, and we loan these out. These Scots are also used for our Foundation’s adult sailing classes held during the summer, taught by certified instructors.

This winter, we’ve had fantastic racing, with sunny conditions, 50 to 60 degrees, and winds ranging from 4 to 12 knots. I’ve heard often that the cooler weather here in winter brings some of the best, crisp sailing conditions of the year.

The more casual atmosphere in our Winter Series encourages skippers to bring on new crew, family members,

and new prospects, and it offers opportunities to hand the tiller over to crew. It’s a great time to practice in preparation for our more competitive CSC Championship Series that is held from April through October, or just to have a fun Sunday of sailing.

With the cold lake temperatures, safety is our first aim. For all non-self-righting boats (like the Scot), if the temperature is below 45° F or the wind is steady above 12 knots, we don’t go out. We have race committee on at least two power skiffs, with both boats always ready as safety boats, and everyone on the water must

wear his PFD. Every winter sailor serves at least one day of race committee, which also provides great training for new RC members and upcoming PROs.

We keep the racing short and simple, using a three-minute sound start on a four-leg windward/leeward course with downwind finishes on the same line as the start (WD). Our Sailing Instructions even encourage experienced sailors to coach other sailors on other boats during racing. Our aim is to keep the day simple and fun.

We've had an especially great turnout of the local high school team in their 420s. These extra race days during their school season give the kids practice time before their regional regattas and experience with mixed fleets. A few of these more young and nimble sailors do feel a bit intimidated with our larger Scots on the starting line and at mark roundings. After one recent day of racing, I heard the word "big barge" used by a high-schooler to describe our beloved boat.

We typically complete four or five races

before the short days get dark. Scores using the Portsmouth handicap are posted on our Web site (www.carolinasailing-club.org). A Club engraved glass is given to the winner at the next race day at the competitors' meeting.

After racing, we gather for hot chili, apple cider, and foamy stuff in red opaque-plastic cups (we're in a State Park) and to socialize. By 5 P.M., we're packed up and ready to get back home for Sunday-night football or, for us—here in the mecca of college basketball—a game of hoops! 🏀



Smokin' Pork BBQ, the best way, the North Carolina way!

Don Smith, FS 5757, Fleet 48

The only way to smoke (BBQ) pork is slow and easy. Keep the temperature at 250° F, plan on eight to ten hours for seven-pound pork butts, and add smoke for the first four hours. You will be rewarded with some of the best pork BBQ ever.

This is great to serve at regattas, and we do it often. Doing it yourself always gathers a crowd to watch, with many offers to help, and it is also a great conversation piece for the social hour. I have been asked a few times, here at Fleet 48 at Lake Norman Yacht Club, about how I do it. So here goes.

There are lots of ways to make BBQ, and the variables include smokers, rubs, injections, sauces, the meat itself, and how to serve it. Even here in North Carolina there is a big difference between Eastern vinegar-based sauces and Western tomato-based sauce. Add in South Carolina and you have a mustard-based sauce. Going west from Tennessee to Texas is another whole matter.

I started on my BBQ career about five years ago, when we built our own smoker. That's me on the right, and one of my best BBQ instructors, Carl Bandy, on the left. Oh, yes, it is an old, chopped-down Hobie trailer that the smoker sits on.

So a good place to start is with a smoker. Our smoker is pretty big, and we can smoke a whole pig, or a bunch of pork butts, or baby back ribs. It is also gas-fired, so we don't have to tend coals all night. (Not the purist way, but the pork tastes great and I can sleep more.) The first advice I got is that "BBQ is not an exact science." There are endless options to choose from, and you just keep on trying them and having fun. You will find that you will have lots of help,



as everyone wants to see how you do it, the beverages certainly help, and the smoke just smells so good.

Here's how I do pork butts. I buy a brand name cut and keep all the pieces about the same weight, so they cook in about the same time. I like approximately seven pounds each. They will cook in about eight to ten hours. Not to worry if they get done early, as you just wrap them in tinfoil and pack them in a cooler with towels to keep them warm. They will "rest" for up to four hours. You might panic, though, if you start late and they take too long to cook, and your guests start to beat their forks on

their plates.

To start, I wash the butts and do any minor trimming. I leave the entire "fat cap" on. This will render down through the meat during the cooking process and provide flavor.

I also inject the meat, because it adds liquid throughout, which helps the pork stay moist while cooking and adds flavor. I like to inject the meat the night before, wrap it in plastic wrap, and put it in a cooler or refrigerator to stay cold. I use a good metal injector, but you can start with a plastic one that will do for a time or two. I inject the pork down through the fat cap, about every inch, making

sure not to go all the way through the butt. I use a mixture of 1/2 cup apple juice, 1/4 cup soy sauce, and 1/4 cup Worcestershire sauce.

The next morning, I'll take the meat out and rub it down with Worcestershire sauce so that the dry rub will stick to it better. Here's the dry rub: 2 tablespoons coarse black pepper, 3 tablespoons brown sugar, 3 tablespoons paprika, 2 tablespoons kosher salt, and 1/4 teaspoon cayenne pepper. Use the rub liberally.

Next I'll get the smoker going. I'll heat it up to 500° F and then scrape it clean. That also gets the entire smoker evenly hot. Then I'll open it and let it cool down some, before closing it again and getting the temperature stabilized at 250° F. To get my smoke going, I'll have soaked my wood chunks/chips for at least an hour (I actually do it overnight). I like hickory wood for the butts and brisket but cherry wood or apple wood for baby back ribs. I'll use charcoal briquettes--but the natural ones, not the Match Light ones, which will give an odor to the meat. Use any suitable container to put the charcoal in. I use starter fluid, but I let it burn off before putting the charcoal into the smoker. Throw your soaked wood on top of the charcoal and get the smoke going. A butane torch works well to help it get started. You should see smoke coming out of the smoker, but don't overdo it with huge clouds of smoke. You don't need the fire department as guests quite yet. The meat will absorb smoke for the first four hours. After that, don't bother adding more wood. The smoke will penetrate the meat down a half inch or so and give it a reddish "smoke ring." This is a good sign and shows that you know what you're

doing. The rub will give the meat a delicious crust on the outside called "bark."

Cook the meat with the fat cap up for the first four hours. This will allow the fat to render and seep down through the meat. During this time, just add more wood chips, and don't keep peeking as it will cause the temperature to drop. Now's a good time to take a break and open a cold one (yep, it's almost 8 A.M.).

After the first four hours, it's time to spritz the meat with apple juice and roll it over. Do this every hour until the meat is done. Now the secret is to cook the meat 'til it reaches an internal temperature of 195° F. You will find that it gets to 165° F fairly quickly but then just seems to stay there forever. You gotta believe, though, that it will finally give up the ghost and rise to 195° F. What is happening is that the meat breaks down, the fat renders, and the butts get tender and flavorful. When done, the bone will easily slide out. (Take the butts out too early and you will not be happy.) You can now wrap the meat in tinfoil and let it rest for a half hour. This allows the

meat to draw the juices back in.

It will be hot to touch, but the best way to serve the meat is to "pull it" apart. You can use a fork to help. I much prefer pulled BBQ to sliced or chopped BBQ. Serve it with beans, slaw, rolls, and--a Carolina favorite dessert--banana pudding. Sweet iced tea is always served. OK, other beverages are good, too, but the sweet in the iced tea offsets the spice in the meat and the vinegar in the sauce.

Sauces are a personal preference. I'll give you two recipes. The first is an Eastern Carolina vinegar-based one. Let this stand at least four hours before using: 2 cups water, 4 cups apple cider vinegar, 4 tablespoons salt, 3 tablespoons red pepper flakes, 2 tablespoons cayenne pepper, and 1 cup brown sugar.

Here is my favorite tomato-based, sweet sauce. It is from Memphis and is used there on ribs: 2 cups ketchup, 2 cups chopped onion, 1 cup red wine vinegar, 2 garlic cloves minced, 1/4 cup yellow mustard, 1/2 cup brown sugar, and 1/2 teaspoon hot sauce (such as Texas Pete).

Enjoy. 🍴

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Lake Norman Yacht Club to Host the 2013 North American Championship

Carol Claypool

Greetings from Fleet 48 at Lake Norman Yacht Club (LNYC) in Mooresville, North Carolina. We are excited to be hosting the North American Championship (NAC) from July 13 to 19, 2013. You will find the Notice of Race (NOR), registration form, hotel discounts, sightseeing information, and more at www.lnyc.org/nac. Or you can go to www.fssa.com, scroll down the Upcoming Events list on the right side of the page, and click on “2013 FSSA North American Championship.”

Fleet 48 has hosted the NAC several times, and one reason they have been successful is LNYC’s great venue. LNYC is located north of Charlotte, NC, on Lake Norman, one of the largest lakes in North Carolina. Lake Norman is a man-made lake created between 1959 and 1964 by Duke Power as a source of hydroelectric power. It has 520 miles of shoreline, a surface area of 50 square miles, and a maximum depth of 110 feet, which makes it capable of holding 3.4 trillion gallons of water!

When the lake was being created, a group of local sailors wanted to establish a yacht club, but the big question was, where should it be built? They waited for the lake to completely fill, and then the first commodore, Stan Livingstone, flew over it to find the largest open area. The rest is history.

LNYC sits on 27 acres that completely surround a sheltered cove. There are launch ramps on both sides of the cove, a hoist, options for wet and dry sailing, and the ability to accommodate 100 Flying Scots. The average daytime

temperature in July is 89° F, the average nighttime temperature is 70° F, the water temperature is in the low 80s, and the wind is typically no more than 10 mph.

The upper level of the clubhouse has a deck lined with rocking chairs and tables for enjoying the water view, a large meeting area, and wheelchair-accessible restrooms. Downstairs there is a patio area with tables and chairs, a cooler with bags of ice for purchase, games and play area for kids (foosball, air hockey, Ping-Pong, and a miniature pool table), and men’s and women’s restrooms with shower facilities. While there is no air-conditioned bar or dining room, we will roll out the Southern hospitality and make you feel welcome.

Halfway around the cove there is a swimming area and a pavilion (picnic shelter) with men’s and women’s restrooms with shower facilities. Free WIFI is widely available on the grounds.

There is plenty of room for tents and small campers and a limited number of spaces for RVs and campers with generators; however, there are no hookups. For RVs and campers with generators, you will need to make a reservation to get a space. Please make sure to read the NOR and reservation form early, since spaces will be awarded on a first-come, first-served basis. Much of the camping area is shaded by trees, but bringing a battery-operated fan is a really good idea. There are a few rules while on the property: no pets, no open campfires, and no extension cords running to tents or campers; quiet hours begin at 10 P.M. For non-camping people, there are several hotels that are

holding blocks of discounted rooms 8 to 10 miles (20 to 25 minutes) from the club, just off I-77 at both Exits 36 and 33.

Speaking of trees, there is no need to worry about any battles between masts and tree branches or power lines, because all roadways and launch areas are kept clear of branches and overhead wires. (We don’t want to bend our masts or zap ourselves any more than you do!)

For non-sailors, Mooresville is the home of NASCAR, and you can tour several teams’ race shops. Down the road approximately 35 to 45 minutes, you can tour Charlotte Motor Speedway, the NASCAR Hall of Fame, Discovery Place, Concord Mills shopping mall, and more. The U.S. National Whitewater Center (just west of Charlotte) is a non-profit outdoor recreation and athletic facility for whitewater rafting, kayaking, canoeing, paddling, rock climbing, mountain biking, and hiking. There is a large amusement park, Carowinds, with many thrill rides, family rides, and water rides south of Charlotte. Old Salem and Reynolda House are about an hour away in Winston-Salem, and the Biltmore estate, including George Vanderbilt’s 250-room chateau and more, is two hours away in the charming mountain town of Asheville. More places to go and things to do are listed on the Web site.

We are looking forward to seeing many of our longtime friends, as well as making new ones. If you have questions, please feel free to contact me, carolclaypool@msn.com. See you in July! ▲

Starting Sequence at the Atlantic Coast Championship

Ed “Fast Eddy” Summerfield, FS 4736

For me, waiting for the starting flag is one of the hardest parts of racing. You are never sure when the race committee is going to raise the flag.

There are as many as 20 to 30 boats sailing behind the signal boat just waiting for the start. Some race committees will tell you that they will give several toots on the horn to give you a “heads up.” Then you wait to see if they are ready. It could be two to three minutes before they raise your flag.

There is no reason to create any more instructions, when US SAILING already has a procedure. Joleen Rasmussen, who was the PRO for the Atlantic Coast Championship in Edenton, used the AP flag. When she was ready, she dropped the flag, and you knew that the next signal would be one minute later. There was no guesswork. If there had been an interruption, the AP flag would have gone back up and the sequence would have started over.

Thanks, Joleen and your committee, for a good job, good starts, and great courses. The weather gods were with you and the sailors the whole weekend.

While Herb and I were racing, Kay enjoyed being “land crew.” Edenton is a beautiful place, rich in history and quaint shops. Kay enjoyed visiting some of them. It was a beautiful day with plenty to do.

Alan and Pat Backus and their crew did a wonderful job. Everything was very well planned. The food was delicious, door prizes were plentiful, and seeing old friends and meeting new people was enjoyable. Both Kay and I are looking forward to returning to Edenton the next time the ACC is held there. ▲



Jim Baker's boat with PRO Joleen Rasmussen.



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What Are They Thinking?!

Carol Claypool, Fleet Captain, Fleet 48

Have you ever wondered what the race committee (RC) is thinking? They tell you, but they use sign language and talk in code using, yes, code flags (also referred to as signal flags). You will help yourself if you take a look at the race committee's main boat, usually referred to as the Signal Boat, and see which flags are flying, because they are major clues as to what you should do. Keep reading to find out how to decode what the RC is telling you.

The What

If the Signal Boat hoists a blue-and-white-checkered flag, this is **code flag "N"**, and it means that ALL of the races currently in progress are abandoned. Therefore you should return to the starting line as soon as possible, because they plan to start another race. That was easy, right? Good.

Wait a minute! This time there is a flag underneath the "N" flag. Now what? Look carefully to see which flag it is, because it makes a BIG difference as to what you need to do. There are three possibilities as to what the lower flag could be: (1) a class flag, (2) code flag "H" or (3) code flag "A".

Case 1: **A class flag** is the flag that was raised as the Warning Signal. Many different flags are allowed to be used as the class flag, so make sure you know what it looks like for your division. When a class flag is underneath the "N" flag, it means that the race currently in progress for that class only is abandoned, and they should return to the starting line.

Case 2: **Code flag "H"** is a square flag with a single vertical white stripe and a single vertical red stripe. (I remember "H" contains red by associating red with a harlot. It works for me.) When

the "H" flag is under the "N" flag, ALL races in progress have been abandoned AND more instructions will be given on shore. Or in other words, when you see "N" over "H", you should head for the "H" arbor ("H" = Harbor; get it?), tie up at the dock and wait for more code flags or verbal instructions.

Case 3: **Code flag "A"** is a square flag with a single vertical white stripe and a single vertical blue stripe with a notch taken out of its side. When the "A" flag is under the "N" flag, ALL races have been abandoned for the rest of the day. Or in other words, when you see "N" over "A", go "A"shore, because racing is "A"ll done for the day.

The Why

Why the "N" flag? Maybe there was a major wind shift allowing people to reach the mark without tacking, or maybe the RC made an error during the starting sequence (timing off, wrong code flag, incorrect compass heading).

Why "N" over a class flag? Maybe there was a major wind shift right after the start for the _____ (fill in the blank) class, so fairness requires abandoning their race. BUT there are several other classes or divisions who have completed several legs of their races, and they would be really bummed if their races were abandoned. The solution? Hoist "N" over one or more class flags, so the race is abandoned only for those specific classes, while all of the others continue.

Why "N" over "H"? Maybe there isn't enough wind, and it doesn't look like there will be for a while, so you're being given a break. Maybe there is a thunderstorm coming, so for everyone's safety, you're being sent in to the "harbor" to wait it out and possibly go back out later.

Why "N" over "A"? Maybe there is no way enough wind will show up before the day's deadline, or maybe a race can't be completed soon enough to get everyone to the catered dinner on time.








SUMMARY– Cheat Sheet

"N" = Not continuing this race; return to the starting line.

"N" over Class Flag(s) = Only that Class (those Classes) need(s) to return to the starting line.

"N" over "H" = Return to the Harbor and wait for instructions; you may be going back out.

"N" over "A" = Return to shore and put everything Away; All racing is done for the day.

						
N	N Class Flags	N Class Flag	N Class Flag	N Class Flag	N H	N A

Help! I Can't Keep This Straight!

Buy a waterproof Signal Flag Sticker from US SAILING (Item #13048) for a few bucks and stick it on your boat. Next time you'll know what the RC is telling you. 🚢

The Helmold/Singletary Series: A Skipper's Perspective

Charlie Buckner, Carolina Sailing Club

I'd like to say that we started planning the campaign for the 2012 Helmold/Singletary series years in advance, but that would be untrue. In fact, it didn't occur to me that we could be competitive in it until after the first race of the series.

My crew, Dale Oller and my twelve-year-old son, Silas, and I had plateaued in the old yellow boat. We were usually in the upper third of the pack, but we were struggling to get consistently better. In October 2011, I jumped on the deal for an almost-new boat and sails from the Adams Cup. We christened her Mojo. I don't know if it was the boat, or the new Mad sails, or just our attitude, but suddenly we started pointing better, much better. At the Great 48 in May 2012 we were winning at least half the pointing duels, sailing the same layline as everyone else, and planning strategies on more than just lucky wind shifts. We were finally in the game, and we could not stop grinning.

The Great 48 at Lake Norman Yacht Club is the first regatta of the H/S series. We didn't bring home any hardware, but our new confidence led us to think about what it might take to compete for a year against the best Scot sailors in North and South Carolina. Then I realized that we didn't have to be the best, we just had to be willing to travel. And we did make it to seven of the eight regattas in the series ("It's for the Cup, dear!"), giving us three throw-outs. It also helps that first place



in a fleet of five counts the same as a first of fifty. The smaller regattas around the district are growing, thanks to that rule.

Of course, there was a little more to it than just hitching up the trailer and hitting the road. We knew we had to have complete confidence that the boat could be as fast as any on the water. I took care of that the expensive way, but older boats with the right maintenance can certainly be fast, too.

We have always made a conscious effort to learn from the big dogs. Discussions over drinks at the regatta

are helpful, but I have learned far more as crew or skipper with them on the boat for a weekend. Some of the subtleties just can't be verbalized.

On the ride home from the regattas, Dale and I celebrate the best parts of our performance and analyze how we could have done better. I try to distill that discussion into two or three goals for the next regatta, then I say them out loud a few times while setting up the boat and a couple more times sailing out to the course. "We're going to have speed at

Continued On Next Page

the start, I'm not going to pinch, and we won't let anyone roll us downwind." I still repeat mistakes, but after enough repetition, things start to sink in.

We never stop experimenting. Sometimes new things work and sometimes they don't, but you can't get better if you don't change something. Among the things we tried last year were windward-sheeting the jib clew all the way to the inside of the seat (seems to help), steering with crew weight (crucial), loosening the jib halyard (helps, but can be overdone), pointing a bit lower and going faster (feels good), making big S turns to protect a spot on the line (tricky, but fun), and crew flying the spinnaker (the jury is still out).

Dale, Silas, and I have many great

memories of the year. For me, some of the highlights were our first regatta win at the Carolina Sailing Club "Governors Cup" in June, the close racing and beautiful venue at Lake Murray Sailing Club "Scots on the Rocks" in September (one of my new favorite regattas), and the first breath I took with rudder in hand after dropping it to the bottom of Smith Mountain Lake.

But, of course, the best memories are of the people. A good partnership between skipper and crew brings its own satisfaction, and Dale and I have spent enough time together in the boat to learn to anticipate needs and communicate without words. I've had the opportunity to witness Silas's fiercely competitive spirit and his courage in some very intimidating

situations. My fellow traveling Carolina Sailing Club sailors have become more than just acquaintances. Most of all, I have experienced the breadth and the strength of the Flying Scot community. All that regatta time has given me the chance to learn about and to care about the people behind the foul weather gear. Though we all come from different places, I've learned that we have in common an enduring sense of wonder brought by wind, water, a boat, and some sailcloth. We are all driven to improve. Our shared passion is our bond.

It's fun to race, but it's so much more fun to race with friends, and that's what the Helmold/Singletary is really all about. Just by participating, we won a lot more than an engraving on a trophy. ▲

"We never stop experimenting. Sometimes new things work and sometimes they don't, but you can't get better if you don't change something."

Steven Berger and EYC Award

Larry Taggart FS 5510

Steven Berger was recently awarded the Ephraim Yacht Club (Ephraim, Wisconsin) 2012 Sportsmanship Trophy, presented annually to the junior member who most embodies the spirit of sailing, enthusiastically helps others, and is a good example for the younger sailors. He received the award at the annual EYC Commodore's Party.

Steven is the son of Southern Yacht Club members and Scot sailor Carrie Berger and husband Eric. The Bergers are also members of EYC and were vacationing in Ephraim, where Steven and his

younger sister, Caroline, enrolled in the EYC sailing program. At the end of each two-week session, the counselors select a participant who best exemplifies the spirit of sailing. Steven was selected from his session for, among other things, assisting the counselors in boat repair, putting equipment away, and helping the younger sailors with their boats and equipment. At the end of the season, the counselors award the annual Sportsmanship Trophy to one of those two-week-session honorees. This year it was Steven. He also won third place in his Opti class racing. *Way to go, Steven!* ▲



District-wide Series Promotes Travel

Dave “Sailordave” Batchelor, Carolinas District Governor



The Carolinas District has had a trophy for a season-long series of regattas since it started back in the 1960s with the stated purpose of promoting travel to invitational regattas. Local Ford dealer Richard (“Dick”) Helmold gave a very nice perpetual trophy and supplied four beautiful pewter “Herreshoff” cleat mugs as keeper trophies each year. Dick loved to travel and sail at many venues and wanted as many people as possible to join him on the road. He got kidded that he was promoting travel in order to sell Ford cars and vans. I knew Dick, and his objectives were clearly related to the regattas.

In the early years, a high-point system was used for the scoring, and the series

included such faraway places as Panama City in Florida and wherever the North American Championship was held—always with a large number of boats. If you didn’t make at least one of these, you were not in contention. That system almost excluded all but a few District sailors with the time and money to travel that far. The District convinced Dick to change the deed for the series so that each active fleet in the Carolinas District counts one invitational plus the District Championship, if held as a separate regatta. Dick was a member of Fleet 27 sailing at Kerr Lake north of the Triangle with the Carolina Sailing Club. The CSC ran two regattas: the Governor’s Cup at Kerr Lake and a coastal regatta known as the Oriental Sailing Social. Dick asked

that both regattas be counted and felt that, since he was giving the trophies, they should and would be.

Dick stopped racing Scots sometime in the late 70s and moved to Florida. He made it clear that he would continue to pay for the keepers, as long as the series was healthy and as long as we included the name of his friend and fellow member of Fleet 27 Dr. William Singletary on the trophy. Many of the old-timers in the class will remember that Dr. Singletary was active nationally in the Flying Scot Sailing Association and served as its president from 1975 to 1977. The District was pleased to add another traveling sailor’s name to the trophy, and the fact that trophies costing up to \$300 per year would be donated made the decision a no-brainer. Dick continued his support until his death in the late 1990s. We now just engrave the winner’s name on the perpetual trophy.

The value of the trophy is not in the hardware but in the recognition of participation and results at the regattas throughout the year in our district. Just ask those who have won it many times, including Dick Schultz, Starr and Larry Lewis, and, in recent years, Joe and Stacy Brake. Don Smith and Chris Kicinski are pictured with the trophy, which they won in 2011 for the second time. It is a very prestigious trophy in the Carolinas. Just ask Starling Gunn, who won it in 2008 after finishing second numerous times. Charlie Buckner won the trophy for 2012 but won’t get it until the Great 48 in May, when it is presented each year. He is eager and has a spot reserved. I even managed to win it one year and I was very proud, particularly since my wife and both daughters crewed for me

Continued On Page 18

A Wild West Regatta

Carol Claypool, Fleet Captain, Fleet 48. Photos by Carol Claypool

Every year, Fleet 48 at Lake Norman Yacht Club (north of Charlotte, North Carolina) hosts the Fall 48 Regatta on the first weekend in November. This year the theme was “The Wild West.” Regatta co-chairs Bob and Smita Quinn rounded up a gang to help with the planning and sent out an invitation advertising the theme and several contests (more on this later).

Of course, the main contest was the regatta, and there were twenty-nine boats on the line. Saturday there was a light breeze, and the race committee (RC), led by Dick Doyne, got one race in. However, the breeze became very shifty and finally non-existent, causing the RC to signal AP over A, which brought cheers from the racers.

On shore there was plenty to do at the clubhouse, where the lawn had been turned into the Wild West with bales of hay, saddles, and Western music. There was a toss-your-hat-on-the-bedpost contest created by “sailor-turned-rancher” Bob Fields, as well as a horseshoe-throwing contest. While people waited to take their turns, they helped themselves to lots of great appetizers and libations organized by Christy Lux.

Everyone was having a good time, when suddenly the regatta co-chairs accused the Fleet Captain (yours truly) of stealing the Flying Scot Class Flag. My protests of innocence fell on deaf ears, so I madly searched under hay bales, beds, saddles, and more, while another conspirator, Larry Vitez, began a countdown. When time was up, the sheriff, Mike Noone, immediately shot me dead. To add insult to the fatal injury, the LNYC commodore, Claude Summers, showed up with a posse that



Top: Wild West Trivia Contest Winners:

Front Row, L to R – Amanda Reppel, Rachael Bowling, Erin Harkness, Graham Norton;

Back Row, L to R – Mosby West, Debbie Cycotte, Bronson Bowling, Robert Sumpton

Right: Best Costume Man – Charlie Buckner; Best Costume Woman – Katrina Safirstein



picked up the deceased, dropped her in a coffin, and hauled her away. So much for the law.

The contests on the lawn resumed, the winners were declared, and their prize was a red dinner plate that allowed them to go to the head of the dinner line. All the guests picked up a filet mignon and branded it to their liking on one of the many grills, after which they made a trip down a buffet line to pick up baked potatoes, green beans, salad, and apple crisp a la mode.

After dinner, there was a costume contest for Best Couple (won by Mike and Brenda Noone), Best Costumes (Ken and Shirley Gorni), Best Costume Man (Charlie Buckner), and Best Costume Woman (Katrina Safirstein). Last, but not least, those seated at each dinner table were declared a team, and Don Smith led a chaotic, who-can-shout-the-fastest-and-loudest, Wild-West trivia contest that included people, geology, geography, guns, events, and movies. A few of the questions were: 1) What is another name for a prairie schooner? 2) When they said, "Git along, little dogie," what, specifically, was a "little dogie"? 3) What was the name of the gang that ambushed the Texas Rangers and started the Lone Ranger? The winners were Debbie Cycotte, Mosby West, Rachael and Bronson Bowling, Amanda Reppel, Robert Sumpton, Erin Harkness, and Graham Norton. Both groups of contest winners received miniature bottles of whiskey and a gold sheriff's badge.

Sunday morning was on the chilly side, but there was a good 10- to 11-mph wind from the northeast enabling the RC to get in two good, long races. Trophies were awarded as follows:

1st: Ben Williams, Deb Aronson

2nd: Larry Vitez, Ralph Mello

**3rd: Eric Aschaffenburg,
Michael Phelan**

4th: Don Smith, Chris Kicinski

5th: Sean O'Donnell, Bob Fields

**6th: Charlie Buckner, Silas Buckner,
Dale Oller**

7th: Peter Beam, Graham Martin

8th: Bill Ross, Carol Claypool

Congratulations to Bob and Smita

Quinn and their posse of volunteers for a fun and well-run regatta.

Trivia question answers: 1) Conestoga wagon, 2) a motherless calf, and 3) the Cavendish Gang. ♣



*Best Couple –
Mike and Brenda Noone*



*Best Costumes–Ken
and Shirley Gorni*



Toss-the-Hat-on-the-Bedpost Contest

sometime during that year.

Sailing clearly is not as appealing to as many people as it was in earlier times. People began to work more hours per week just to hold on to their jobs, they had fewer discretionary funds for sailing, and their leisure time was claimed by an endless string of other activities of all kinds, including water-related recreation using sailboards and even jet skis. Participation began to wane in the late 90s as travel costs escalated, and we would often have only one, or maybe two, skippers who sailed enough to qualify for the series. The District tried adding throw-outs, without much noticeable change in participation. Fleet membership was down at several clubs, and participation at most regattas fell off. A wonderful exception to this trend has been the Great 48 regatta in early May at Lake Norman Yacht Club. Fleet 48 is blessed with a great facility, excellent



race management, and easy access from many states by intersecting interstate highways. The regatta's timing provides a great start to the sailing season for District members and for folks up north who are eager to get their season started earlier than they can back home.

In 2005 the District approved a proposal to change the series to a low-point system to make travel to the smaller clubs and regattas more appealing. Under a high-point system, the large number of boats at the Great 48 made it harder for anyone not able to attend to compete in the overall series. We also recognized that people just can't travel as much as many of us have in the past. Considering both of these factors, the District decided to use the low-point system and to count only fifty percent of the regattas for the season. This has given more people the opportunity to win the series. As a result, participation has

increased significantly; in the past three years, we have seen ten to twelve skippers qualify by sailing in at least fifty percent of the regattas. Most of these are sailing in more than the minimum. We are having an average of about sixty District members participate with 120 starts. The change to this system has not reduced participation at the Great 48, as this regatta has great drawing power because of the outstanding programs and facilities. I don't know of anyone who misses it because of the scoring system.

I believe that this version of the Helmold/Singletary series has rejuvenated participation in our district, and if other districts structure a series so that most of the active sailors feel they have a chance to win, those sailors will be more likely to travel to regattas. I have been traveling since 1976 and have made many close friends. I love the competition, but for me these regattas are like family reunions. I have even gone to a few when I was not able to sail, just to see my friends and to continue to promote our great sport. ▲

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Photo Yvonne Pottharst



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Revision to CMR 28 and a New CMR

The following revision to CMR 28 and a new CMR were approved by the Board of Governors at the 2013 Mid Winter meeting and upon this publication are hereby in force.

1) Temporary Coatings

Background

The Class has prohibited temporary coatings on the “wetted” surfaces of the boat since inception of the Flying Scot (see the respective Article and CMRs below). The reason is straight forward. If the coating provides a speed advantage, even if it is only a perceived advantage, then fellow competitors will believe it is necessary to use whatever the current craze is to be competitive. If everybody applies the coating then the Class is back to “of one design” but only if time, effort or money is spent on this messy work.

ARTICLE S-V - RACING RESTRICTIONS

3. No temporary coating of grease, graphite, pot lead, etc. is allowed on the hull, center-board or rudder. Waxing of the hull, centerboard and deck may be done at the option of the owner. (See also CMR's #28 & 72)

CMR 28. Any bottom coating which is represented by the manufacturer as designed to last one season is not a “temporary coating” and therefore not prohibited under the provision of S-V-3.

CMR 72. The use of any liquid soap, detergent, soap or any such wetting agent applied to coat the hull, center-board or rudder is prohibited under the provisions of S-V-3. Any such material may be applied to clean the hull, but must be removed (squeaky clean) prior to launching the boat. (March 1994)

There are products available that are used to protect the hull but also allude to improved performance and while it may last a season of “dry” sailing the fact of the matter is it only has to last as long as the MW or NAC regattas to offer an advantage that counts.

The Measurement Committee is not sure how to best address this issue since it is not clear that any of these speed “enhancing” products actually work. But then there is the perception issue. If you have the time and/or interest check out the Lightning Class link (<http://www.lightningclass.org/racing/articles/boatSpeed/bottomprep.asp>) to understand the psychology of this issue.

The following revision to CMR 28 was approved:

CMR 28. Any bottom coating which is represented by the manufacturer as designed to last one season is not a “temporary coating” and therefore not prohibited under the provision of S-V-3. *Any legal coating may be applied only once per calendar year.*

2) Side Shroud Adjustment

Background

There has been a need for additional holes in the side stay adjuster plates to allow finer tuning of the mast. The factory has recently added additional holes to these plates, as have a number of owners. There also has been some innovation in methods for changing the mast tuning on the water which does not complement the philosophy of the family oriented Class. This clarification to the specification documents that additional holes are permitted and also clarifies that changes to the standing rigging can only be made on a race day by returning to the launch area.

ARTICLE S-III - SPARS, RIGGING AND FITTINGS

4. **Standing Rigging** shall conform to the Official Plan without variation. No change in the location of the chain plates as called for in the Official Plan shall be made. Shrouds are to be five thirty-seconds (5/32) inches and forestay to be three thirty-seconds (3/32) inches minimum nominal diameter. The point of fastening shroud and forestay tangs to the mast is to be eighteen feet (18'0") plus or minus one (1) inch from the deck. Each shroud shall be attached to the chain plates by means of plates having a row of adjusting holes. No other arrangement of shroud adjustment is permitted. The chain plates may have adjustment holes. The length of the shrouds and forestay may be varied to allow the owner to achieve the mast rake desired, but shall not be expanded or contracted during a race. Shrouds shall attach to a chain plate as shown on the Official Plan and may not be lead through the deck. The forestay shall attach to the bow toggle cable assembly as shown on the Official Plan. No change in location of the bow toggle cable assembly is permitted. With the forestay under tension, the pin of the jib tack shackle shall be not closer than three and three-quarter (3¾) inches from the top of the bow plate. (See also CMR's #9, 11, 21, 24, 25, 32, 33 & 73)

The following CMR was approved:

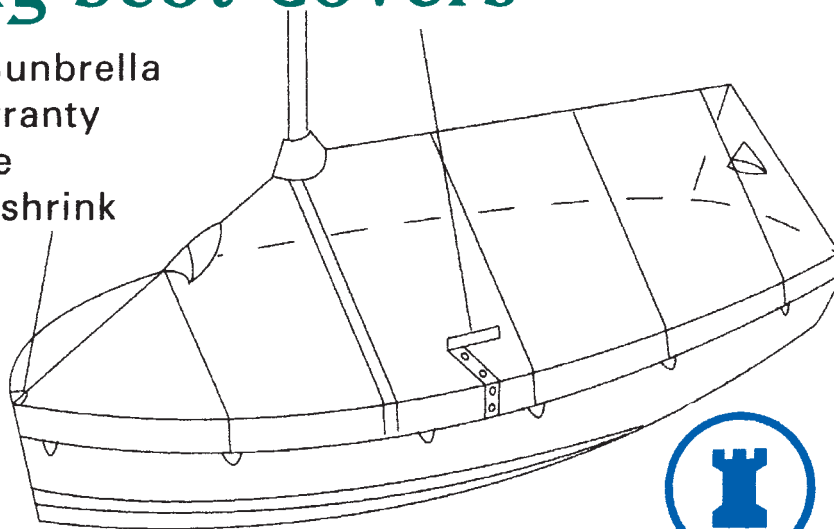
CMR 87. The number of holes in the shroud attachment plates referred to in ARTICLE S-III - Spars, Rigging and Fittings, paragraph 4 Standing Rigging is optional. The minimum diameter of the attaching clevis pin shall be .25 inches. The restriction of not permitting changes to the length of the standing rigging during a race is further clarified that any changes cannot be made underway and shall only be made by returning to the dock/mooring designated by the organizing authority or the vessels home dock.

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4969 Flying Scot, Inc. 1994 \$10-12000 Paul-Jon Patin Blue point LI, NY 917-749-4284 pj@starboardpassage.com

5047 Flying Scot, Inc. 1995 call Stone Harbor chramsey124@comcast.net

5077 Flying Scot, Inc. 1996 **\$9,000.00** Thomas Fonseca Rockville, MD 240-876-7082 FlyingScot5077@gmail.com

5245 Flying Scot, Inc. 1999 **\$5,500.00** Marc Berzansky Lafayette, CA

5336 Flying Scot, Inc. 2000 **\$7,500.00** Nelson Stefany Stuart, FL nestefany@aol.com

5389 Flying Scot, Inc. 2001 **\$11,000.00** Jonathan Drew Underhill Center, VT djhedi@gmail.com

5415 Flying Scot, Inc. 2001 **\$11,000.00** Dan Via Williamsburg, VA viasu-dan@aol.com

5545 Flying Scot, Inc. 2003 **\$12,000.00** Sam Secrest Liberty, SC 864-868-2908 landeres@earthlink.net

5560 Flying Scot, Inc. 2003 **\$12,000.00** Andrew Swanson Brick, NJ 973-479-2111 ajswansonmsdw@yahoo.com

5565 Flying Scot, Inc. 2003 **\$12,000.00** Joe Van Denburg Long Island, NY 631-875-8888 jkv203@aol.com

5702 Flying Scot, Inc. 2006 **\$12,800.00** Tom Crawford Oceanport, NJ 732-222-6585 thomas.w.crawford@gmail.com

5851 Flying Scot, Inc. 2009 **\$12,500.00** Tim Cole Pittsfield, MA 347-425-0212 tacole@optonline.net

5911 Flying Scot, Inc. 2010 **\$16,900.00** Keith Taylor Garrett County, MD 301-876-4585 keithgtaylor@atlanticbb.net

5937 Flying Scot, Inc. 2011 **\$16,750.00** Don Hoeft Dealership Showroom 609-351-0825 sales@winterssailing.com

5939 Flying Scot, Inc. 2011 **\$18,500.00** John Corson Hanover, NH 603-643-5641 john.a.corson@dartmouth.edu

5951 Flying Scot, Inc. 2011 call Chris Nussbaum Tampa, FL 813-508-1640 nussworld@yahoo.com

5975 Flying Scot, Inc. 2011 **\$1,900.00** Jonathan Keffer Moyock, NC 252-548-0955 JonathanKeffer@hotmail.com

6004 Flying Scot, Inc. 2012 **\$18,200.00** Dave Saffay 570-390-4401 dsaffay@gmail.com

Sails North Main & Snug Jib 2010 \$700.00 Bob McElwain 239-404-7407 robertmcelwain@comcast.net

Sails North Snug Jib & Main 2008 \$900.00 Andy Fox 860-946-9957 fs3063@yahoo.com

STARTING LINE

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

Crawfish Regatta 4/20/13

Lake Arthur Yacht Club, Louisiana
taggline@usa.net

Choo Choo Regatta 04/27/13 - 04/28/13

Privateer Yacht Club
Hixson Tennessee
lind@siskinrehab.org

Jourdan River Race 04/27/13 - 04/28/13

Waveland Yacht Club Bay
St. Louis Mississippi
taggline@usa.net

2013 Challenge of the Lakes 4/28/13

Spruce Run State Park
Clinton New Jersey
pscheetz@ptd.net

Great 48 Regatta 05/04/13 - 05/05/13

Lake Norman Yacht Club
Mooresville North Carolina
robertmfields@gmail.com

Buckeye Regatta 2013 05/18/13 - 05/19/13

Hoover Sailing Club
Westerville Ohio
msweterlitsch@beneschlaw.com

Grits 'n Haggis Regatta 05/18/13 - 05/19/13

Keowee Sailing Club
Seneca South Carolina
seustis@charter.net

Flying Scot Gulf District Championship Trifecta La 05/25/13 - 05/26/13

Southern Yacht Club New Orleans
La. - taggline@usa.net

Mayor's Cup Regatta 06/01/13 - 06/02/13

Lake Townsend, Greensboro NC
bobb9447@aol.com

Cowan Lake Pig Roast Regatta 06/01/13 - 06/02/13

Cowan Lake Sailing Association
Wilmington Ohio
jimrunsalot@yahoo.com

2013 Capital District Championship 06/08/13 - 06/09/13

Greater Richmond Sailing
Association Midlothian Virginia
peter.cookson@verizon.net

2013 Full Moon Regatta 6/8/13 Monmouth Boat Club

Red Bank New Jersey

Berlin Yacht Club Regatta 06/14/13 - 06/16/13

Berlin Yacht Club North Benton Ohio

2013 Douglass-Orr Regatta 06/15/13 - 06/16/13

Sprite Island Yacht Club
East Norwalk Connecticut
fs2601@AOL.COM

2013 Midwest District Regatta 06/22/13 - 06/23/13

Eagle Creek Sailing Club
Indianapolis Indiana
geoff.endris@stonemillconsulting.com

2013 Summer Solstice Regatta 06/22/13 - 06/23/13

Selby Bay Sailing Center
Edgewater Maryland
david@selbybay.com

2013 DCYRA Women's/Junior Regatta

07/06/13 - 07/07/13

Deep Creek Lake
Deep Creek Maryland

Flying Scot® Sailing Association
One Windsor Cove, Suite 305
Columbia, SC 29223

Address Service Requested

Periodical
Postage
PAID
Columbia, SC
29201

District Governors

CAPITOL DISTRICT

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1032 Old Turkey Point Road
Edgewater, MD 21037
(410) 798-4146
david@selbybay.com

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Dave "Sailordave" Batchelor
422 Marjorie Dr.
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(919) 414-6809 (cell)

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stewdraw1@yahoo.com

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FS2601@aol.com

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MIDWESTERN DISTRICT

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NEW ENGLAND DISTRICT

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OHIO DISTRICT

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thomas.hohler@verizon.net

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(509) 308-5917
robstwa@charter.net

PRAIRIE DISTRICT

James (Jim) R. Slaughter
3829 W. 58th St.
Fairway, Kansas 66205
(913) 362-5181
slaughterj@medjames.com

SOUTHWEST DISTRICT

Greta Mittman
3313 Ridgedale Drive
Garland, TX 75041-4512
(972) 926-4884
gretamittman@yahoo.com



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