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

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From the President

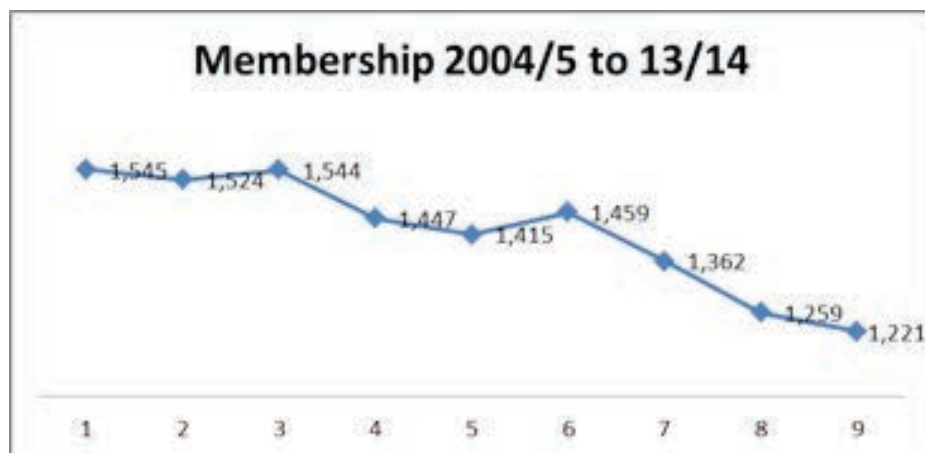
Frank Gerry, FS 5015



I truly believe we have one of the best one-design cruising and racing centerboard sailboats in the whole wide world. From all the Flying Scot sailors I meet, I also believe that we have an enormously dedicated and welcoming organization of sailors, from the boat builder to the class organization to the membership, boat owners, and crew. Guess I am preaching to the choir, but I don't think there is a better group of people with whom to share this sport, hobby, or source of entertainment.

In 2013, we are doing well as a class, but we have some serious challenges facing us just over the near horizon. The problem is not severe yet, but we are living in a world where the Flying Scot Sailing Association (FSSA) and our great yacht are competing for the "sports entertainment" dollar, just like many other entities. Simply put, we are observing a slowly decreasing membership in the class, coupled with a slowly increasing cost of operation. Neither issue is a crisis yet, but we can't continue this trajectory indefinitely. To illustrate our membership history over the last eight years or so, I have provide the graph in this message. It paints a pretty clear picture.

Just before the annual meeting this year, I was looking through my copies of *Scots n' Water* going back to Issue 4 from 2004. Bill Ross had just assumed the president's role and was looking at this issue of declining membership and was musing that we had 1545 mem-



bers but over 5000 boats in existence. Well, today we are well over 6000 boats and are approximately 1200 strong in membership. Yes, that comes out to 1 member per 5 boats built. Big problem... maybe bigger opportunity!

Then-president Diane Kampf covered FSSA health in good detail recently in our annual report; this message just reiterates our challenges. A key point to be made here is that we are in BETTER shape than many one-design sailboat classes, so the problem is not unique to the FSSA. In fact, we are doing well in comparison, but we need to be more proactive to get the message out to our friends that sail Flying Scots to see value in joining the class. Furthermore, we need to connect with new sailors who are learning this sport and maybe sailors downsizing from bigger yachts and show them that we have a very *high-value, exciting* option for them. Sure, more easily said than done, but that's our challenge.

Coupled with the desire for growth is our obligation to provide more benefits in belonging to the class than maybe we have been doing. The board of FSSA will be diving into that question and hopefully will develop some creative initiatives. At the same time, I firmly believe that all the real growth and energy in our class is built from local fleets, then regional districts, and then as a national class. I think the strength of our creativity comes from those who are closest to the sailors and understand the issues that both promote and hamper involvement. In the near future, we will be reaching out to the membership through our district governors and fleet captains for their thoughts and ideas.

Hopefully we can be a proactive class that continues to grow and prosper within the dynamics of the world we live in. Please feel free to contact me anytime as we plan our future. It's your class !!! ▲

2013 Pacific District Championship

Rich Obst, FS 2127; Fleet Captain, Fleet 186, and Pacific District Governor

At the Pacific Districts held August 10 and 11, a wide range of Flying Scot build dates was evident by observing the competitors' sail numbers, which ranged from #25 to #5472. A total of eleven Flying Scots from Richland (Washington) Fleet 186 and Seattle (Washington) Fleet 100 competed in the two-day event sailed offshore of Fort Worden State Park on the Puget Sound. This location continues to be popular with past and present fleet members.

On Saturday, after a delayed morning race start, winds filled in quickly from the northwest and built to 15 mph with gusts to 18 mph. Three races were sailed before racing was called off due to additional increases in wind velocity. All courses were windward-leeward from a location just off the beach at Point Wilson Light to the leeward race committee mark and to the more distant Red Bell #2 near Port Hudson at the north end of the town of Port Townsend. Two of the three races were sailed twice around.

Sunday's winds were lighter, at 6 mph to 10 mph from the west-south-



west. Three races were sailed. Courses were set just off the beach at the Fort Worden parade grounds to the race committee leeward mark and Red Bell #2. Two of the three races were sailed twice around.

The puffy winds on Saturday, and then current with lighter winds on Sunday, presented many challenges to the sailors. There were no throw-out races.

Individual trophies and the Flying Scot Foundation medals were presented to skipper and crew of the top three boats. The trophies for the crews and the

Flying Scot Foundation medals were a nice surprise to all present; the planners had kept that part of the award ceremony a secret. A new (resurrected) perpetual trophy was presented to the 1st-place finisher; its design and history have their own stories to tell.

Brian Tyrrell and Laura Bolin took 1st place with an impressive string of top finishes and a score of 20 points. Rich Obst and Mark Bowden placed 2nd with a score of 25 points. John Mason and Mary Cronkite-Johns placed 3rd with a score of 27 points. ▲



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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Cool Temperatures, Great Winds, and Even a Monkey – This Is Sailing!

Marty Hill, FS 5865, Fleet 6

Most of us heard traditional stories when we were kids, sometimes about ghosts or creatures that sneak up on children who misbehave. Young sailors growing up at Deep Creek Lake are told that, unless they obey the *US SAILING Racing Rules of Sailing* and sail very, very well, they may end up with a monkey.

Deep Creek Lake is in Garrett County, nestled in the western Maryland mountains, the longtime residence of Sandy Douglass and still home to Flying Scot, Inc., which Sandy founded as the Gordon Douglass Boat Company. Mountains and fortunate topography make the lake a cool and windy sailing destination, even in late July, when the Deep Creek Yacht Racing Association (DCYRA) holds its annual Sandy Douglass Memorial Regatta. This year

was no exception, when 51 Flying Scots competed in the 2013 regatta on July 27th and 28th.

There are two yacht clubs on Deep Creek Lake—the original Deep Creek Yacht Club (DCYC), in continuous operation since 1948, and the newer, larger Deep Creek Lake Sailing Association (DCLSA). Under DCYRA, volunteers from these two clubs collaborate to put on the Sandy Douglass Memorial Regatta each year. The regatta is designed to be a fun-filled, weekend-long event, a lot like Sandy Douglass himself—a lot of fun, but also “Scottishly” economical.

The weekend started Friday night with a Burrito Bash, which offered hungry sailors arriving for the event a great, low-priced meal and a kickoff party only a few steps from the regatta registration desk. This year, sailors were treated to a variety of burritos, compli-

mentary beer and wine, and entertainment by a Dixieland band, hosted by Carole Perez, last year’s Deep Creek Lake Sailing Association commodore.

Hosting off-lake sailors in homes around the lake is a traditional part of the regatta, and several of our visitors, including Larry Taggart (from New Orleans, Louisiana), Dan Goldberg (from Bethel Park, Pennsylvania), Tom Dawson (from Boardman, Ohio), and their crews and others, shared homes with local sailors who live around the lake.

On Saturday, sailors awoke to cool temperatures (low 70s), an occasional rain shower, and light winds of 5 mph to 10 mph out of the southwest. After a regatta Continental breakfast and skippers’ meeting, we headed out for the first race of the day.

Regatta Principal Race Officer (PRO) Don Griffin planned to start four



The Championship Fleet rounds the leeward mark in the 2013 Sandy Douglass Memorial Regatta. (Photos by Cheryl Shafer, FS 2933, Fleet 6)



Flying Scots pinwheel around the leeward mark in the 2013 Sandy Douglass Memorial Regatta.



FSSA Immediate Past Commodore Dr. Charles Buffington hiked out in the 2013 Sandy Douglass Memorial Regatta



Deep Creek Lake Sailing Association Vice Commodore Jeff Haseler & wife, Julie, "turn 720s" at the 2013 Sandy Douglass Memorial Regatta.

Scot divisions—the Championship Fleet, Silver Fleet, Masters Fleet, and Challengers Fleet—at five-minute intervals. Don decided on a windward-lee-ward 2 (WL2) course, with the starting line below the leeward mark and the finish line above the windward mark, to make sure boats already on the course would not have to worry about staying clear of the starting line as the following divisions got under way.

Don's course worked beautifully for the first two races on Saturday. As we were setting up for the third race, though, the winds became shiftier. We had some storm cells moving to the north, first on the western side of the lake and later on the eastern side, causing lake winds to shift by as much as 180 degrees. Don decided to cancel the third race, and everyone came in tired and happy after a very good day of sailing.

Saturday night, sailors enjoyed the Sandy Douglass Memorial Regatta vice commodore's dinner, hosted by DCLSA Vice Commodore Jeff Haseler and his lovely crew and wife, Julie. This event mixes regatta sailors with good food, good entertainment, and complimen-

tary wine and beer to create predictable results. Everybody had a blast, with storytelling, dancing, improbable claims of sailing prowess, and general foolishness all around, leading PRO Don Griffin to suspect that he hadn't worked these sailors hard enough in the races earlier that day.

On Sunday, we awoke to the same cool temperatures and a much steadier westerly wind of 12 mph to 15 mph at the start of the first race. Don again elected a WL2 course, with the same arrangement of starting line below the leeward mark and finish line above the windward mark, and the first race got off without a hitch.

For the second race on Sunday, the winds got even livelier, averaging about 16 mph with gusts as high as 22 mph. Don got the Championship Fleet off okay, but in the countdown to the Silver Fleet start, he noticed that the high winds were forcing the committee boat to drag anchor, changing the starting line. Don flew postpone, and we all milled around while he and the race committee repositioned the boat. They got this done in short order and restarted the count, but

by the time the Silver Fleet got off, the Championship Fleet was approaching the leeward mark with spinnakers flying. Don's planning saved the race, because having the starting line below the leeward mark allowed Silver to start cleanly, clear of the oncoming Championship Fleet racers.

In all, the moderately high winds and gusts made Sunday a thrilling sailing day, one of the best I personally have ever enjoyed on the lake, and it was an absolute thrill to be out there with 50 other boats.

It was a tired and happy bunch of sailors at lunch and the awards ceremony following the regatta, and it was here that the fabled Monkey once again made his annual appearance. Our Monkey has a long history, dating back to the origin of the Sandy Douglass Regatta, the Rudder Club in Jacksonville, Florida. It was there the Monkey was born by David Mayfield in the late 1970s, delivered as a consolation prize to the Championship Fleet skipper who finished just one place "out of the money," meaning just one place short of a trophy. The Monkey is a perpetual trophy. The winning skipper



FSSA Immediate Past Commodore Dr. Charles Buffington hiked out in the 2013 Sandy Douglass Memorial Regatta



Deep Creek Lake Sailing Association Vice Commodore Jeff Haseler & wife, Julie, "turn 720s" at the 2013 Sandy Douglass Memorial Regatta.

must add something to the Monkey and pass it on to the skipper finishing "just out of the money" next year.

Appropriately, the Monkey moved with the Sandy Douglass Regatta in the early 1990s to the Lake Norman Yacht Club in North Carolina. Sandy died in 1992, and in the late 1990s the regatta was renamed the Sandy Douglass Memorial Regatta and moved to Sandy's home at Deep Creek Lake, Maryland. As you might imagine, the Monkey is well travelled and has acquired quite a kit over the years, including sunglasses, clothing, a hat, a bridal veil (don't ask), his own boat, a wife-Monkey, and even a child-Monkey.

Last year, Larry Taggart of New Orleans was visited by the Monkey, whom Larry honored with Mardi Gras beads and brought back to this year's winner, Melanie Dunham. Melanie knows the Monkey very well; he came to live with her after a Sandy Douglass Memorial Regatta several years ago and must have liked her hospitality, because now he's back (but, hopefully, for only a year). Congratulations, Melanie!

At this year's Sandy Douglass Memorial Regatta, we were proud to host four former presidents of the Flying Scot Sailing Association (FSSA)—including Barbara Griffin, current president of DCYRA; Charles Buffington, FSSA Immediate Past Commodore; Larry Taggart, FSSA Parliamentarian and Gulf District Governor; and Dan Goldberg, current FSSA Amendments Committee chair—





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along with other FSSA officers, including Greater New York District Governor Melanie Dunham (recipient of the Monkey), Ohio District Governor Marty Sweterlitsch, FSSA Secretary/Treasurer Bill Dunham, and Fleet 6 Captain Bob Vance. As they usually do, Flying Scot, Inc.'s Harry and Karen Carpenter joined us, and we had some Flying Scot history with Eric von Ekartsberg and crew Tom Craven sailing the venerable FS 97.

We did observe one or two trends this year, including some families marshaling their resources on multiple boats. Jeff and Julie Haseler not only sailed their own boat but had children on at least two other boats in the Challengers Fleet. Sure enough, son Chris totally smoked his father, Jeff. We also observed that our Deep Creek Lake Sailing School is producing younger and younger skippers, including eleven-year-old Connor Lothrop, thirteen-year-old Thomas Yonke, and fourteen-year-old Mary Tran—a little chilling to oldies like me, but good news for the future of sailing on Deep Creek Lake.

Congratulations to our winners this year: Championship Fleet 1st place to John Meredith and crew John Benhart, 2nd to Ray Gauthier and crew Ashley



Melanie Dunham welcomes the Monkey and family in the 2013 Sandy Douglass Memorial Regatta.



Dodd, and 3rd to Harry Carpenter and crew Courtney Dunham; Silver Fleet 1st place to Ellen Tran and crew Dorothy Andreas-Walters, 2nd to Tom Yonke and crew Eric Yonke, and 3rd to Burt Palmer and crew Dan Palmer; Masters Fleet 1st place to David Bertsch and crew Debra McCombs, 2nd to Frank Meehan and crew Conrad Lundeen, and 3rd to Dick Gregory and crew Cherie Krug; Challengers Fleet 1st place to Chris Haseler and crew Carl Haseler and Keith Shipe, 2nd to Ed Halley and crew Beth Halley, and 3rd to Rob

Gerlach and crew Karen Gerlach. A complete list of finishers can be found at the FSSA Web site, www.fssa.com Ohio Division. Extensive photographs of the event are available at www.flickr.com/photos/shafer2933/sets/ and select Sandy Douglass 2013.

In all, this year's Sandy Douglass Memorial Regatta was challenging and fun, and almost all of us avoided having to live with the dreaded Monkey for a year—not a bad way to spend a late-July weekend! 🍌

Flying Scot North American Championship 2013 at Lake Norman Yacht Club: Impressions from a First-timer

CLB, FS 4991 crew

A summer vacation with a sailing destination—

From kick-back camping to hotel holiday, travelers could choose to experience the NAC in their own style.

Tasty meals were arranged by teams of professionally dedicated volunteers.

A village of well-organized race committee officials and judges got the races going.

From a bold entrance to a shy presence, the wind provided great sailing conditions, as well as a couple of free days.

And just like sampling great barbecues, next year's NAC will have slightly different ingredients to create its own special flavor.

(Wish I had photos to pair up with all these captions.)

It was my first national sailing competition (well, second, if you count PuddleDucks). Immediately it caught my attention that luck was the force behind how much work we'd have to put into boat and sail measurement for the races...colored gumballs! But, good news for us, we got the easiest. So, having allotted ample time for the full-blown weight and measurement procedure, but only needing a fraction of it, we had much time left over. This led to reconnecting with familiar faces from recent regattas, along with occasional glimpses of participants in the high-wind, high-adventure races

of the Junior and Women's Championships.

With all the gusty winds the day before, it was no surprise the wind didn't show up on time for the qualifying race of Day One. While races were postponed, the race committee diligently monitored for signs of building winds. Then towards afternoon, as if they could

see the wind sauntering towards them, the race committee changed the flags and all Scots headed out to the course. It turned out to be an exciting race with pleasant winds, followed by lots of talk about "making the cut."

Day Two, notice the word "race" was omitted. That's because the wind had a day off. However, the steadfast race committee remained determined to find signs of its return. Meanwhile, there was a swimming beach with warm water...it was so pleasant that I wasn't bothered a bit when the postponement flags were raised.

Day Three's forecast was more promising and, living up to it, two races were held. Again, great wind, enjoyable races, and great decisions made by the race committee. Following this was an amazing dinner with fun and games.

So as Day Four was getting under way, it was clear to the race committee that once again the winds had somewhere else to be. Races were cancelled

Continued On Page 13



The Greater Richmond Sailing Association and Fleet 155 Host the Capitol District Championships

John Reilly, FS 3867

Tropical Storm Andrea was an unwelcome guest as the 2013 Flying Scot Capitol District Championships were held June 8th and 9th. The event was hosted by Fleet 155 as part of the Greater Richmond Sailing Association (GRSA) Invitational on the Swift Creek Reservoir located in Midlothian, Virginia. The regatta drew a total of 19 Flying Scots, with 10 traveling from outside of Richmond. A small Day Sailer fleet also competed, while GRSA's formidable Thistle fleet was away competing in the Central Atlantic Districts up in Baltimore, Maryland.

As a steady rain fell, Regatta Chair Pete Cookson and a dedicated committee of volunteers kicked things off on Friday evening under the GRSA Pavilion, as racers began to arrive from all over the district. They included guests from Fishing Bay Yacht Club (Deltaville, Virginia), Lake of the Woods Sailing Club (Lake of the Woods, Virginia), Selby Bay Sailing Center (Edgewater, Maryland), and the West River Sailing Club (Galesville, Maryland). Racers checked in and were greeted with warm hospitality, including beer, wine, soft drinks, and snacks, while GRSA members helped racers stage their boats for two days of racing. While the rain undoubtedly caused several racers to scratch at the last minute, the regatta team monitored the weather to determine if it would let up in time to race on Saturday, and the members of Fleet 155 took comfort in knowing their reservoir would now be full for several weeks.

Saturday dawned with more rain.



While a Continental breakfast was served, many racers rigged their boats in their foul weather gear, undaunted. After the briefest skippers' meeting many had ever attended, the rain stopped, the sun came out, and the racers picked up their boxed lunches and headed out to the course. Race committee was drawn from friends at Fishing Bay Yacht Club and included PRO Alex Alvis and a team from both FBYC and GRSA aboard both the committee boat and the mark boat.

After a light-wind sail to the race-course, the fleet was becalmed just as crews were trying to get a read on shifts before the first start. Finally, after a 40-minute wait, the wind filled in to a fresh 4 knots to 10 knots out of the northwest. The start of Race One was awesome, as the 19 Scots jockeyed for position. The veteran racers casually

bided their time with a clear eye to their favored starting positions, while some of the rookies had their hands full managing traffic. As the starting horn sounded, all cleared the line without incident and the race was on. The pack was tight over the first windward-leeward legs and then spread out over the second lap. Fishing Bay Yacht Club took the three podium spots, with Len and Barb Guenther getting the bullet over Rob Whittemore and Kevin Clark. John and Sharon Wake took third, while Regatta Chair Pete Cookson and son Chris took fourth, leading GRSA's Fleet 155.

Just as the horn was sounding to start Race Two, the wind calmed considerably and those caught off the line would pay dearly as the boats on the front line caught the last gasps of pressure and employed their best light-wind tactics to



make steady, albeit slow, headway to the weather mark. The group of five boats caught behind the line spent close to an hour just to reach the weather mark. If the racers had any doubt that they were lake sailing, those doubts were put to rest. At one point, the lead boats were beginning their second run to windward under spinnakers, while the trailing boats had just turned to run down to leeward sailing close-hauled. Yes, up was now down and down was now up. When the death sail that was Race Two was over, three boats were declared OCS, two TLE, and one DNF. Fishing Bay went one-two as Whittemore and Clark took first, followed by the Guenthers. Dave and Beth Gillingham from Selby Bay took third.

Racing ended for the day and the fleet returned to the dock and enjoyed a wonderful dinner (featuring flank steak) while cooling off and enjoying the recently renovated GRSA lakefront. Special thanks to GRSA's social chairs, Gerri Gallagher and Katy Sullivan, who ensured there was plenty to eat and drink.

Sunday dawned bright and sunny, and winds were light but steady from 6 knots to 10 knots and now out of the southwest. Race Three got under way quickly, with



the leaders wasting no time in separating from the rest of the field. At one point, about seven boats had sailed upwind, heading so far right and close to the shore that the back-of-packers who went up the middle dreamed they might steal the show. But dreams die hard when the pressure's light and the big dogs find wind on the outside. Those seven boats held their position and charged right on to the finish. Fishing Bay again went 1-2-3 as the Wakes took first, followed by the Guenthers, and then Whittemore and Clark.

The fourth and final race was not without drama, as the regatta leaders knew by their varied finishing posi-

tions that the top three spots would be close. When it was over, Roger and Patricia Schermerhorn of the West River Sailing Club crossed the line first, making them the fourth crew to score a bullet. Fishing Bay took the next two spots, with the Gillinghams taking second and the Wakes taking third.

After boat-pulling and lunch, the results were in and the team of Rob Whittemore and Kevin Clark took the championship by a single point over Len and Barb Guenther, 11 points to 12. Dave and Beth Gillingham took third, with 16 points.

Regatta Chair Pete Cookson was thrilled with the overall competition: "We really appreciate the opportunity to host the Capitol District Championship and compete against some of the most talented Scot sailors in the Mid-Atlantic. Our fleet really benefits from sailing against competition from outside of our club, as we learn so much from others who are so happy to share their knowledge. The sharing of knowledge is really a point of difference that separates our class from others. We will be getting more boats on the road this season, with trips being planned for Fishing Bay, the NAC, and the ACC."

GRSA Commodore Mills Jones thanked everyone while taking pride in his club, saying "Many thanks to all the racers who traveled to our event and to Alex Alvis and his race committee team and to all our GRSA folks who pulled together to make this a great event. We enjoyed sharing what we call 'the best club ever' and hope everyone will come back next year." 🏆

Continued From Page 11

OHIO DISTRICT

early. And the Flying Scot annual meeting and banquet were still hours away. Lucky for all, the weather was great otherwise...and especially good for a swim. Then, just when it was time to get ready for the banquet, the winds returned with indications that they just might hang around for the following day.

Final Day Friday and the wind deliv-

ered. Three back-to-back races were held, thanks to the super-organized race committee, followed by the award ceremony.

Notice not much was said about "how well we raced." We did make the cut, but I was measuring satisfaction by how much I enjoyed great racing conditions with friendly folks who also enjoyed

being out there on a Flying Scot at a beautiful and pleasant yacht club. Lake Norman Yacht Club went to great lengths to host a smooth, organized, enjoyable, delicious NAC week.

For me, the week turned out to be a great vacation with a sailing destination. Thank you, LNYC, and thanks to my Cap'n Dan! 🏆

Harwich Port 2013–The Race Committee Made the Right Calls

Diane Kampf, FS 5857

Eighteen boats from four New England fleets signed up to brave the winds at the 2013 New England Districts at Stone Horse Yacht Club in Harwich Port, Massachusetts, on August 3rd. Greg and I made our way east at 5:30 A.M. to Cape Cod, across the Bourne Bridge early enough in the morning to avoid any of that famous Cape traffic and to be sure we were in time for the regatta. We joined our Fleet 76 buddies from Massapoag Yacht Club (Sharon, Massachusetts)--Roger, Kate, and Laura Sharp and John and Connie Eckart.

It seemed so nice and calm behind the yacht club where we rigged and launched the boats. But right around the corner, outside the breakwater, the winds were howling, blowing 25 mph out of the southwest and gusting even higher, and flags on the yardarm were pointing practically straight up! Did that stop the boats from rigging and launching for the event? Of course not! All the boats were launched and ready to go. These are hardy New Englanders, after all!

Two Flying Scot friends--former District Governor Randy Williams and Fleet 177 Captain Hank Sykes--came down from Brewster to visit friends and to see how things were going. Shortly after the two arrived, District Governor Skip Montello and his wife, Marianne (from Rockport, Massachusetts), picked up Randy as a third and Greg and I picked up Hank as our third. Some brave teams were still going out two-up...not sure how they could stay upright!

Our regatta PRO Peter Sullivan headed out with the race committee and support boats, and a few boats went out past



*Above: View off the bow as we wait to race - looks like the clouds are pointing the way.
Below: MYC Rock Stars - The Massapoag winning teams.*



the breakwater. I was pretty sure there would be capsizes and broken parts and not a lot of fun out there, but we were raising the sails and putting on foul weather gear and we were ready to go out...well, almost ready. With several boats, even some with three up, nearly capsizing and deciding to come back in, we waited a bit before making a decision about going out. Within 15 minutes, the race committee, after having to convince some extra-hardy souls to retreat, came back in with a postpone flag flying. Less than a half hour later, the race committee knew the wind was going to build and not lie down until about 4:00 P.M., and they made the right call--racing was cancelled for the day. [Hopefully] the regatta would be sailed on Sunday, August 4th.

We were disappointed at not being able to sail in the regatta--we originally were not going to be able to make it on Sunday, because we had race duty back at our club. But thanks to the generosity of our good friend Harvey Davidson, who stood in for us, we were able to race on Sunday. (I have to mention that Harvey helped us take the boat down and get it ready to travel, as he has done many times when we have been on our way out of town for a regatta.) We all put the boats away for the night, caught up with old and new friends for a while, had a barbecue lunch courtesy of the club, and headed out. Three of the eighteen boats unfortunately had to leave and could not return on Sunday, but fifteen were still in the game.

Greg and I were lucky enough to spend the evening with the Brewster folks (Hank and Judy Sykes, Randy and Mary Jane Williams, and Bob and Karen Williams), and we had dinner at a charming little restaurant. As we walked up to the door, we were sure it was closed, and it was...but only until 5:30 P.M. The food was worth the wait, and the dessert was to die for. They said it was enough for two people, but we had enough for four and ate most of it. We had a great time with our friends, told lots of sailing and non-sailing stories, and then finally headed home for the evening.

We headed back to Cape Cod the next morning, this time at a more civilized 6:30 A.M., since the boat was already rigged and all we needed to do was launch it. As was forecast, we got just the opposite kind of weather on Sunday--light and variable winds 4 to occasionally 8 or 9 and a beautiful, warm, sunny day on the harbor. Despite the conditions, the race committee was going to try to get in all five scheduled races, starting at 10:00 A.M. After just a short postponement, we got to race the whole day. Just when we thought the wind was dying, it would come back and we would start another race. Thanks to this terrific race committee that wasted no time getting races started after each finish, we got in four races by 3:00 P.M. and headed back to shore.

Greg and I took a few chances during the races that paid off, yielding a 1st place, two 2nd places, and a 7th in one race where our luck was not as good. In the last race, I was sure we were doomed when 14 boats went right and we went left, and for most of the windward leg we were last, or close to it. Greg was sure there would be some wind coming in from the left, as had been the case in a previous race, and he asked me to please just be patient and work at it. Lo and behold, he was right, and we took 2nd in that race. I really have to find out how he does that!

Fleet 76 from Massapoag fared pretty well: Roger and Laura Sharp took 1st place, we took 2nd, and the Eckarts took 4th. Local skipper Jeff Morgan snuck in there for 3rd place with his crew, Chuck Winans. Chuck is in his 50th year in a Flying Scot and at age 84 is still having a blast on the boat. Chuck is a bit of a legend in New England and has made many contributions to the Flying Scot class and to Scots n' Water over those 50 years! It was an honor being on the water, sailing with Chuck.

Thanks so much to Fleet 57 Captain Jack McCowan and PRO Peter Sullivan and their teams and to the Stone Horse Yacht Club for hosting the event. (Next year, we'll beat Roger!) 🍀



ac Man brought back memories of when she was sailed at Massapoag years ago



Defending Champions Roger and Laura Sharp get ready to go out 2-up with winds at 25!



View off the stern as we finish race 2



Hank Sykes ready to go out as our third crew - we would need it if we sailed on Saturday!

Loch Norman Nessie 'n' the NAC at Lake Norman Yacht Club

Diane Kampf, FS 5857

As Greg and I left our home on July 12 and made our way 800+ miles to Lake Norman Yacht Club (LNYC) in Mooresville, North Carolina, for the 2013 Flying Scot North American Championship (NAC), I was thinking about this being my last event as president of the Flying Scot Sailing Association (FSSA). I was somewhat sad about that, but I knew that FSSA would be in great hands, as Frank Gerry was about to take the helm. We were really looking forward to getting to LNYC to see so many good friends, knowing how much fun the event would be—and we were not disappointed.

Since we were going to be camping on club property, we travelled in our Roadtrek, camping FOR FREE at Walmart along the way. We arrived late Saturday and, even though registration and measuring were closed for the day, we were still able to find out that our RV spot was right next to the clubhouse and our dry-sailing spot was just a few steps away. That was great service, Carol Claypool!

While Shirley Gorni and her team completed registration and Bill Ross and his team continued measuring on that hot Sunday morning, I was heading up the FSSA Executive Committee meeting for the last time. Luckily it was held in the air-conditioned comfort of the LNYC race management center. With the help of FSSA Executive Secretary Courtney Waldrup, we managed to get all the important business done. During the meeting we saw the deluge outside,



and I just hoped it would stop before the meeting was over. Unfortunately for Greg, this heavy rain came just after he emptied the boat so that it could be weighed by the measurement committee. I think there may still be things wet in the boat!

Next up were the Junior and Women's Championships. There was plenty of wind out of the east at 10 to 15 for PRO Jim Tichenor and the race committee, along with Chief Judge Harry Foote and his committee. They managed nicely to get in all three races for the women and juniors before the weather threatened to shorten the day. There were eight boats in the Junior division and five boats in the Women's division—one outhaul broken and one swamped boat, but it still looked like lots of fun on the water.

The Women's NAC winner, also presented with the Joan Burnside Memorial Trophy, was skipper Edie Sullivan, with crew Wendy Diard and Heidi Gough. The winner of the Junior NAC, also presented with the Fleet 76 trophy, was skipper Greiner Hobbs with his father, Robert Hobbs, as crew.

There was a terrific welcome party Sunday night put on by the LNYC volunteers. As we waited in the food line, the rain came down again as it had earlier in the day. This time we were rewarded with a view of a beautiful and bright rainbow over the lake, a fitting end to a beautiful day. The wind forecast for the rest of the week was not as good as we saw on this day, but we remained hopeful. We cannot control the weather—apparently Loch Norman



Championship winners Jeff and Amy Linton



Challenger winners Greg and Diane Kampf



Senior Champions Larry and Starr Lewis



Master's Champion Harry Carpenter

Nessie does that—but the patience of this race committee was unmatched as they waited for the right time to go out each day that we had wind and made the best use of whatever wind they found!

On Monday, with the temperature in the 80s, we started the day with LNYC tractors moving boats into the water, the hoist going, and some people using their own cars and trucks to put their own boats into the water. Other than one boat sliding more quickly than expected off its trailer onto the ramp, it all worked pretty well. After a long postponement with no sustained wind over 3 mph and temperatures in the 90s, at about 3 P.M. the AP flag came down and we were off to race the first race of the qualifiers. With winds 4 to 8, we completed a five-leg windward-leeward course but did not have time and probably did not have enough wind for a second race before dinner. We presented FSSA awards to LNYC Commodore John Park, thanking the club for hosting, and to Regatta Chair Carol Claypool for a terrific job of organizing our event. Awards were also given to the race winners for the day. Along with a yummy dinner at the club, there was a contest with Nessie table decorations made by the regatta participants; out of about ten entrants, the winner was Nancy Claypool. We never did see Nessie, except on the decorations and the T-shirts, but we know that no boats were swallowed during the event.

On Tuesday, with temperatures again in the 90s, there was just not enough wind to get us out to race, despite the best efforts of the race committee. The

board of governors took advantage of the downtime and held its meeting in the morning, so then I had just the annual meeting left to preside over. We waited the entire day for wind, but at 4 P.M. the final call was made that there would be no racing that day. With the Championship starting the following day, the Championship and Challenger divisions were decided by a single race, and we did not make the cut. We went to dinner at Joe Fish (a small, local seafood restaurant) with what started out as eight people but, as word got around, grew to 20! And while we were there, we met up with two other parties of Flying Scot sailors who had had the same idea. I think the restaurant was happy that we were there on a Tuesday night that otherwise might not have been as busy. We sat with Sandy and Keith Eustis, Charles and Sarah Buffington, and Frank and Marianne Gerry—good food, good drinks, good friends, good stories—what more can you ask for?

We all sailed out on Wednesday in what looked like no wind as we left the dock, wondering if we would be sitting out there for a while in sunny, 80-degree weather. But after a really short postponement, we were off to the races not too far out from the yacht club. With the race committee doing its magic, we were lucky enough to get in two decent races with winds 4 to 8. It was really hard for most skippers to tell which way to go; sometimes left seemed the best, sometimes right seemed the best, sometimes the middle was the right way

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Great to see father son team Mark and Stewart Taylor doing so well.



Junior Winners – Greiner and Robert Hobbs



Women's Winners



Bill Ross in full Scottish Regalia chats with Frank Gerry.



Kay Summerfield gives Diane Kampf an Editor's award.



At the museum, Richard Petty's old car.

to go. There was a big difference from Race 1 to Race 2, with very different results for most boats in the two races. With us in 1st place in the second race, incoming FSSA President Frank Gerry in 2nd, and our previous president Charles Buffington in 3rd, Charles affectionately called this the "Presidential Division." We were in 3rd place in the Challenger Division after the first day of finals. With the weather report for Thursday showing very light and variable winds, the race committee would have its work cut out for them, although Friday was looking much better.

After the day's racing, FSSA Second Vice-President Bill Vogler held a meeting for fleet captains and designees where we got lots of valuable input on fleet building and what FSSA officers can do better to serve our membership. Courtney and I took great notes, so you can rest assured your input will be addressed.

Wednesday night was topped off by another great dinner at the club and some Highlander games. Most everyone dressed in "kilts" [provided by LNYC], and Bill Ross was in full Scottish regalia. There were several participants in the boom toss, the haggis toss, and the bean bag toss, with prizes for all the winners, as well as the awards for the daily race winners.

Well, Thursday was as expected, or as Nessie planned—hot (in the 90s) and not enough wind—and the race committee asked us to come back in two hours to try again. We came back, but to no avail, and races were cancelled for the day. This left lots of pressure on the race committee to get in at least one more race on Friday to make the three-race-minimum require-

ment for the Championship finals.

Then came the big night for me: my final meeting to run for FSSA as president. The annual meeting and dinner were held at the Memory Lane Motorsports and Historical Automotive Museum in Mooresville, where we were able to view cars and other memorabilia used by several famous race car drivers. Very cool! Later we had the Scots n' Water editor awards, given by Kay Summerfield. (Kay had recently been named the Greater Pamlico Red Cross Volunteer of the Year. Way to go, Kay!) A special award was given to outgoing Scots n' Water proofreader Marti Worthen (Fleet 48, LNYC) for all of her time and service. The prestigious Fleet of the Year Award was presented by Frank Gerry to Fleet Captain Carol Claypool from Fleet 48, Lake Norman Yacht Club, for the fleet's outstanding contributions to the class for the past year. Nominating Committee Chair Larry Taggart presented the slate of officers, the elections were held, and I passed the gavel on to Frank Gerry, wishing him the best and promising to support him in any way I can. Frank then used the museum's podium and checkered flag as I "crossed the finish line" and moved on to my new roles as FSSA commodore and Web editor.

We were extremely lucky and got in three super races on Friday, with temperatures in the high 80s to 90s and winds 8 to 12 from the south-southwest (thank you, Loch Norman Nessie). The race committee did a fabulous job of getting all three races started before 1 P.M., and

we were off the water by about 3 P.M., because they kept the fleets moving, with very little time between races. In both divisions, places were changing race after race, and no one was in command. In Race 3, we were about 3rd going up the first windward leg when our mainsail came down and the boom was in our laps. As we watched boats go by, we realized that I had just not secured the hal-

yard properly; although I did not forgive myself, Greg was kind. He simply raised the sail and we continued to race, taking a 6th place after coming back from our mishap! In Race 4, we had one of the best jibes of our lives at the end of the race and we finished 3rd, noting that the father-son team Michael and Samuel Mandell from Lake Nockamixon took 1st place with a bit of a horizon job! Then, to top it off, we won Race 5, a really cool way to end our racing for the week. The secret: we went right when everyone else went left (Nessie told us to do that). As we sailed into the dock, we were told that we had won the Challenger Division. We were still not sure until we saw the results, when we found out we had won in a tiebreaker with local sailors Don Smith and Chris Kicinski and were just one point ahead of our new president and first lady, Frank and Marianne Gerry.

Speaking of results, scorer Shirley Gorni made sure the results were available minutes after each day's racing, making it possible for all the folks back home to quickly find out how we were all doing. It may surprise you to know how many people who did not make it to the regatta were watching each day as the events unfolded. The food and hospitality at this event were wonderful, and the village of volunteers—measuring, registration, breakfasts, lunches, dinners, the beer truck, decorations, etc.—really made it easy for all of us. I want to mention the trophy work done by Bill Reinke, who chose some really great items for keeper trophies. He chose dif-

Continued On Page 21

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Capital District - 1st
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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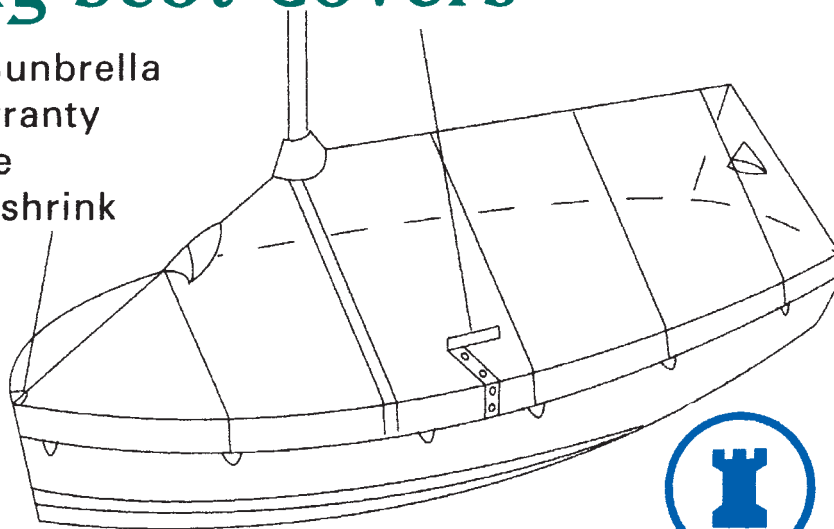
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STARTING LINE

STARTING LINE Calendar Of Monthly Events (FROM NOVEMBER 2013 – JULY 2014)

2013 Cajun Country Championship, Lake Arthur Yacht Club, Louisiana

11/23/13 - 11/24/13

District: Gulf,
Lake Arthur, Louisiana –
Lake Arthur Yacht Club
Contact: Larry Taggart,
taggline@usa.net

2013 Sugar Bowl Regatta, New Orleans Yacht Club

12/14/13 - 12/15/13

District: Gulf,
New Orleans, Louisiana –
New Orleans Yacht Club
Contact: Larry Taggart,
taggline@usa.net

New England Districts 7/27/14

District: New England,
Rockport, Massachusetts –
Sandy Bay Yacht Club

Visit www.fssa.com
to see new updates to
for the latest events and
race results.

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NEW ENGLAND DISTRICT

ferent awards for winners of each race, so if you won more than one race you did not get the same item twice. The keeper trophies for the top 10 division winners were sextants in engraved wooden cases. Individual race winners got items with 2013 NAC artwork, such as ice buckets and coasters, embroidered gym bags, engraved cheeseboards, and sets of etched glasses. Perpetual trophy winners were given engraved weather stations. So there are some ideas for those of you who might be looking for trophies for your local regattas. And let's not forget the sponsors—North Sails, David Rothschild Company, Flying Scot, Inc., Mad Sails, Dieball Sails, Annapolis Performance Sailing, Rick's Custom Marine Canvas and Sail Repair (who were on site with a sewing machine, repairing covers,

including ours), Computers Made Easy, Sailor's Tailor, Gus Sails, West Marine, and Bob New—who made contributions that helped make our event possible and who continue to support the Flying Scot class and help keep us strong.

Championship winners, also presented with the Gordon K. Douglass award, were Jeff and Amy Linton from Davis Island Yacht Club in Tampa, Florida. Challenger winners, also presented with the Max and Mary Doolittle trophy, were Greg and Diane Kampf from Massapoag Yacht Club in Sharon, Massachusetts. As is the custom, several of the winners congratulated the other winners and thanked their crews, the yacht club, and the race committee. Harry Carpenter, sailing with Courtney Dunham, noted that he remembered babysitting when she

was an infant while her mother, Melanie Dunham, sailed in the Women's NAC, and how great it was having her on the boat sailing with him as crew now.

Once again, thanks to Carol Claypool and the Lake Norman Yacht Club for a fabulous event—another successful Flying Scot North American Championship on the books. As we drove the 800+ miles home, camping overnight at another Walmart FOR FREE, we were feeling pretty good about the whole vacation and thankful once again for so many good friends in the Flying Scot class.

Per the request of several members, we are publishing the full results of the 2013 NAC, as well as the winners of the perpetual trophies. These can also be found on the Web site at www.FSSA.com under Regatta Results. ▲



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\$4,000.00, Scott Jarden, Stone Harbor, NJ, , scott@bulleonline.com

3207 – Douglass, 1978: \$4,000.00, Randall Barnett, Abilene, TX, 325-669-8963, fransbclev@gmail.com

3397 – Custon Flex, 1979:
\$4,000.00, Victor, Columbus, OH, 614-746-4515, Ljochem@columbus.rr.com

4060 – Douglass, 1984: \$3,400.00, Bruno Morasutti, Haddam, CT, bmorasutti@brmlawfirm.com

4478 – Douglass, 1988: \$7,000.00, Gary Nackman, Princeton, NJ, 609-921-1733, gn4478@comcast.net

4849 – Flying Scot, Inc., 1992:
\$7,500.00, Mike Mossberg, Island Park, (South Shore L.I.), 516-851-3632, mikeyp41@optonline.net

4903 – Flying Scot, Inc., 1993:
\$8,000.00, Charlie Arnold, Austin, TX, arnoldhc@gmail.com

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

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

5415 – Flying Scot, Inc., 2001: \$11,000.00, Dan Via, Williamsburg, VA, viasudan@aol.com

5489 – Flying Scot, Inc., 2003:
\$12,000.00, Peter Quigley, Duxbury, MA, peterquigley01@yahoo.com

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

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

5595 – Flying Scot, Inc., 2003:
\$12,000.00, Dan Warnick, Oakland, MD, 970-531-4241, danwarnick@gmail.com

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

5774 – Flying Scot, Inc., 2007:
\$14,500.00, Ray Carpenter, Cody, WY, 307-527-4989, rayc074@earthlink.net

5785 – Flying Scot, Inc., 2007:
\$17,000.00, Kerri Alford, Oklahoma City, OK, 405-596-2526, Kerrialford@gmail.com

5796 – Flying Scot, Inc., 2008:
\$16,000.00, Jim Denneen, Duxbury, MA, 781-934-6417, jfx-dinneen@yahoo.com

5808 – Flying Scot, Inc., 2007:
\$14,880.00, Bob Walrath, Chapin, SC, 803-932-0706, rwalrath1@sc.rr.com

5823 – Flying Scot, Inc., 2008:
\$16,000.00, Carmine Frumiento, Auburn, ME, 207-753-0374, maplehill123@yahoo.com

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

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