

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

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REGATTA REPORTS

NACs: VIEW FROM THE FRONT

WOMEN'S NACs - 24 BOATS!

GOVERNOR'S CUP

GNV DISTRICTS



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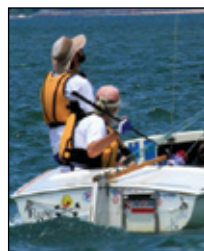
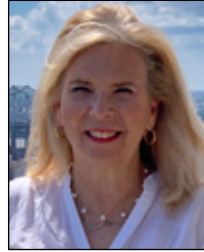
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Cover Photo: Action at the NACs. *Seaweed*, sailed by Kristian and Kristen Weeder, rounds the gate mark, with Tim and Linda Gordon in *Nokomis* close behind. Photo by Art Petrosemolo, nauticalphotography.us





Fifty years later...

Nancy Claypool, FS#5945, FSSA President



It is an honor and a privilege to serve as the President of the Flying Scot Sailing Association. My dad was the President of FSSA from 1965–1966, and it's hard to believe that, over fifty years later, I find myself following in his footsteps.

As you might guess, I grew up sailing Flying Scots. My family started out in 1958 with FS 105 which my parents bought based on a brochure they read. Sandy Douglass, the designer, delivered it to the Milwaukee Yacht Club (MYC), and it was bright red with a white waterline. It was the first fiberglass boat at the club, which created a lot of interest and excitement. You can see a photo of Sandy showing my father how to raise the mast and put the boat together.

To help promote the class, my father would sell our boat to someone else to get them involved in the fleet. He would then turn around and always buy a new boat from the Gordon K. Douglass Boat Company, with the hull and spinnaker colors picked out by my mother. It was always exciting when Sandy or Eric Ammann showed up at our house with the next new boat. Over the years, they also included FS 460, FS 1010, FS 1460 and FS 3445. Fast forwarding to today, my brother's family still has FS 1460; I keep FS 3445 in Ephraim, Wisconsin, and I now have FS 5945 in New Orleans.

As Fleet 25 at MYC grew, my parents started traveling to regattas. My favorite trips were going to the "Nationals". My parents turned these into family vacations where we'd sightsee on our way to and from the event.

When I was young, I took sailing lessons and then racing lessons. When I got to high school, my dad asked if I'd like to skipper the Scot in races. That started

several years of my parents crewing for me including in the 1970 North American Championship (NAC). You can see a photo of me at that NAC standing on our boat at MYC drying out the spinnaker. I took about an 18 year break from racing after college because of my career and then started racing again.

Why did I like sailing as a kid? I was very small and thin when I was young, and this was not the profile for being selected for the volleyball and softball teams. However, sailing was something I could do because there were blocks and winches that made it easier to trim the sails. And, if you didn't have enough weight on the boat, you could add more people. Why did I like the Flying Scot? It didn't require big guys for crew or all kinds of adjusting and tuning that I saw on other boats at MYC. Plus, I could do everything on the Scot except raise the mast.

Sailing and racing Flying Scots has been character building. After I got my driver's license, and if my Dad was on a business trip, he would get me to drive the boat to regattas with my sister Sandra and meet us there. You can imagine the looks we got on the highway with an 80 pound sixteen-year-old and her fourteen-year-old sister towing a Flying Scot. I am grateful to this day that my father gave me so much responsibility.

So, here we are in 2021. I still enjoy sailing



and racing a Flying Scot. It's a great boat for everyone from the beginner to the advanced sailor, and it has stood the test of time. Maintaining the strict one-design nature of the boat has allowed so many of our older boats to remain relevant today, which is a great benefit to the owners. As I write this, just a little over a week ago, I raced my 43 year old boat competitively in the Midwest District Championship. Besides the boat, there are wonderful people in the class – including so many who will help you with your boat and offer racing tips.

My dad worked incredibly hard to build the Scot Class, and for the FSSA. I am a big fan of the Flying Scot, and I'd like to see our class continue to grow and diversify. Please feel free to contact me if you have any suggestions. ▲

Debbie Cycotte Named FSSA Historian Emeritus

By Diane Kampf, FS#6130, FSSA Web Editor

The FSSA outgoing president, Bill Dunham, would like to recognize an outstanding ambassador for the Flying Scot class. She has been an active FSSA member for many years and has served as Class Historian, contributing a story to each issue of *Scots n' Water*. She also worked tirelessly to submit nominations for Flying Scot designer Sandy Douglass to the Sailing Hall of Fame. Her efforts succeeded, and he was inducted on June 23, 2020. For being a tireless cheerleader for all of us, we bestow the title of FSSA Historian Emeritus on Debbie Cycotte. Thank you so very much Debbie. Well deserved! 🚤



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Photo Credit: John Cole



The NACs at Cedar Point

By Diane Kampf, FS#6130, FSSA Web Editor, New England District

I was so excited when I found out the Cedar Point Yacht Club in Westport, CT was hosting the 2020 NAC, with help from the nearby Sprite Island and Candlewood clubs. Of course, COVID-19 made us all wait a year, but I knew it would be worth the wait, and we were more than ready to go for the 2021 NAC. Regatta chair, John Cooke, and his trusty partner, Robin Hoffman, were certainly ready for us.

What was left of Hurricane Elsa delayed our plans to leave home, but once the major storm had passed we headed to Connecticut. Our turnpike was a parking lot, so our GPS brought us through lots of back roads to get to Interstate 84. We really weren't delayed too much by going this route, but we think the bottom of our car and trailer were totally clean after all the huge puddles we drove through. When we got to Cedar Point, we were greeted by Mark Riefenhauser who was in charge of measurement. It was great to see Mark after almost 2 years! As the afternoon went on, we ran into lots of old friends and we eventually made it to the clubhouse to check in – and check-in was a breeze, thanks to John and Robin. We got there too late to be measured on Friday, but on Saturday, measurement was nice and easy - the teams were ready for us. And Chief Measurer Roger Sharp was on hand to help wherever needed. David Ames, representing Mad Sails, gave a chalk talk on boat rigging and sail trim, and people got some great tips from him.

The welcome party on Sunday was fun with munchies, plenty of libations, and even better - plenty of great conversations with friends old and new. We then joined

friends at a restaurant in Norwalk for a great feast and lots more great catching up and great food!

The weather and racing was great for the qualifiers on Monday – 40 boats racing, and the winds on the lighter side. PRO Dick Thackaberry and the RC got in all 3 qualifying races and we really enjoyed the day. But... we didn't make the cut for the Championship Division; we were right on the edge. We vowed to sail our best in the finals and have a good time doing it!

Monday evening was the FSSA annual meeting where we all take care of business so we can keep the organization strong for another year. Outgoing President, Bill Dunham, got through all the normal business of presenting the slate of officers for the coming year and Nancy Claypool was elected our next President. Bill also presented Debbi Cycotte with a plaque commemorating her years of service as our Class Historian and named her FSSA Class Historian Emeritus. A big round of applause was given to Debbie as all appreciate the hard work she has done making sure our history is not forgotten.

We met up with Past President, Dave Jacobsen, and his wife Margaret, and what a treat it was catching up with them. They had brought us the NERD Trophy to present at the NERD regatta later this year. And we enjoyed the pizza truck with really yummy, fresh-made pizza and gelato for dessert. What a great way to load up on carbs for the next day's racing – and we were going to need it!

Before going out on Tuesday, we had a chalk talk with Brian Hayes and Zeke Horowitz from North sails, discussing what went right and wrong on Monday

and what to expect for Tuesday. They told us to expect lots of wind and chop since the wind was mostly from the east. The best way I can describe the conditions on Tuesday was “holy crap”, with big wind, 15-18, sometimes gusting over 20, and big waves and shifts and gusts. I can honestly say that I have never been that wet in my entire sailing life. I spent half the day hiking and the other half bailing and flying the chute. And about that – when it came time for the final jibe on each downwind, we decided to just take it down and get to the gate without the chute. Most of the Challenger Division did not even fly a chute. After 2 races, winds were gusting to 25 so the RC called it a day. We had a 2nd and a 3rd and were pretty happy we did so well in those conditions! I had been trying to post interim reports after each race on FSSA.COM and Facebook, but my fingers were so wet, they did not even register on my phone! I did notice many texts and Facebook Messages on my phone screen that I could not even open, asking where the updates were! Sorry guys - believe me I tried!

After getting into some dry clothes, we were treated to a lobster and clam dinner with corn on the cob and boiled potatoes (with some options for meat eaters and vegans), The lobster was so good, and I was so stuffed when I left there, I felt like I should go to the gym! But after that day's workout, I just had nothing left for the gym.

At the next morning's chalk talk, Brian Hayes congratulated everyone for even going out the day before, and talked about what worked and what didn't. But then he said, whatever worked Tuesday would not work today. Wednesday could not have

been more different! The wind was light from the north and there was some question on whether we could even sail. It eventually picked up so we went out and spent most of the day hiking to leeward and trying to keep the boat moving. We crossed the finish line 3rd, but our number wasn't called. Scores were posted and we were scored OCS. Now we knew we were not OCS because we started below another boat that was not OCS, so we filed for redress. However, by the time of the hearing, we were scored UFD, U Flag Disqualification, which does not allow for a hearing. We really felt we had not violated the U Flag, which was up after the Championship Division had a general recall. They gave us a hearing anyway, but we were not given redress. So we went from 1st to 8th place, a bit disappointed, but we knew we were sailing really well and felt great about that. After a nice dinner at O'Neil's restaurant in Norwalk with our friends from our club and some others, we went back to our hotel knowing we would do our best the next day.

Well, Thursday was another light wind day and some boats were even towed out to the race course so that when the wind was ready, we would be ready too. We did manage to get in a race, but it was really hot and really sunny and hard to keep going. But we did and we WON the race. So we were feeling pretty darn good about our performance at this regatta.

At the awards, Bill Dunham presented CPYC and the regatta chair with plaques from FSSA to thank them for hosting the event. In Nancy Claypool's stead, I presented a plaque to Bill Dunham with a model of his boat and thanked him for the countless hours he spent guiding our class through the last 2 years, particularly through the previous COVID-19 year. Bill did a great job as our president and we owe him a great deal for his service.

Finally, we got to the awards. The top 5 in the Championship Division were David Ames and PJ Buhler, Jeff and Amy Linton, Zeke and Jay Horowitz, Roger and Kate Sharp and Brian Hayes and Monica Morgan. The top 5 in the Challenger Division were Phil Scheetz and Richard Baucom, Ted Gutman and David Blum, Kristian and Kristen Weeder, Tim

and Linda Gordon, and Greg and Diane Kampf. What? Yup, we managed a fifth place even with the UFD in the 3rd race. That 1st place in the last race moved us into 5th, which earned us a trophy. So we had the large NERD trophy and the 2 large Wife-Husband Trophies to take back to Massapoag for those events, and they took up much of the room in our car. We joked we had no room for anything else, but we managed to find a space for our 5th place awards. And our friends from our club, Roger and Kate Sharp, took 4th in the Championship Division, so not a bad showing for our little club. The Fleet 1 award went to Sarasota Sailing Squadron with the best finish by 3 boats from the same club. You can see the full results on FSSA.COM, and you can see who won all the other special awards there as well.

Thanks so much again to Fleet 177, 142 and 24 for putting on another great event. We hope they'll do it again. We would certainly come back! ▲



Diane Kampf and outgoing FSSA President, Bill Dunham. Photo by Greg Kampf.



Challenger Division winners, Richard Baucom and Phil Scheetz with regatta chair, John Cook (second from left), and Bill Dunham. Photo credit: Diane Kampf.



Championship Division winners, David Ames and PJ Buhler, with Bill Dunham and John Cook. Photo credit: Diane Kampf.

Awards Presented at the 2021 NAC at Cedar Point in Westport, CT

By Diane Kampf, FS#6130, FSSA Web Editor

FSSA has several perpetual trophies that have been donated over the years and given out at the North American Championships. These awards come with lots of history and hold a special place in the hearts of those who donated them, as well as in the hearts of our members. It is a special privilege to receive one of these awards, and the recipients have to sign for them, get them engraved with their names, take very good care of them, and get them back for the next year's event. Here is the list of awards and this year's winners. 🏆

2021 Flying Scot North American Championship - Cedar Point Yacht Club, Westport, CT - Trophy Winners		
Best Sailed Club-Owned Boat	Detroit Yacht Club Cup – Awarded to the best sailed club-owned boat.	Not awarded in 2021
Best Sailed Challenger Boat with Woman on Board	Nancy Roman Trophy – Awarded to the highest finisher with a woman on board, either skipper or crew, in the Challenger Division.	Kristen Weeder, Yacht Club of Stone Harbor, Stone Harbor, NJ
Best Sailed Boat with Woman Skipper	Huron-Portage Yacht Club Fleet 20 Trophy – Awarded to Highest Placing Woman Skipper.	Laurie Delbene, Cedar Point Yacht Club, Westport, CT
Best Sailed Boat with only Wife/Husband on Board	Ted and Florence Glass Trophy – to honor the best sailed Scot with only a wife and husband on board.	Jeff and Amy Linton, Davis Island Yacht Club, Tampa, FL
Best Sailed Father-Son Boat	Father/Son Trophy – Awarded to the best sailed boat with a father and son on board, with one as a skipper.	Zeke and Jay Horowitz, Sarasota Sailing Squadron, Sarasota, FL and Annapolis Yacht Club
Best Family Sailed Boat	Mary Douglas Trophy – Awarded to the best family sailed boat with at least one woman on board.	Roger and Kate Sharp, Massapoag Yacht Club, Sharon, MA
Best Fleet in NAC	Fleet 1 Trophy – Awarded to the best fleet in the NAC.	Sarasota Sailing Squadron
Furthest Distance Travelled	Travelers trophy	Fred Soward and Oliver Byington, LCYC
Best Finishing Skipper – Age 55 and Over	Master Trophy	Jeff and Amy Linton, Davis Island Yacht Club, Tampa, FL
Senior Championship – Skipper and crew both Age 60 or Over	Silver Piper Bowl	1st - Roger and Kate Sharp, 2nd - Jody Smith and Annette Johnson, 3rd - Dan Walsh and Randy Swartley
Women's NAC Champion	Joan Burnside Trophy - Awarded to the highest placing skipper in the Women's NAC	Was awarded at the Women's NAC to Greta Mittman

2021 Flying Scot North American Championship Trophy Winners (continued)

Junior NAC Champion	Fleet 76 Trophy - Awarded to the highest placing skipper in the Junior NAC	Not sailed in 2021
Fleet of the Year	FSSA - Awarded to the Most Active Fleet	No fleet submitted a nomination due to lack of activity during COVID-19
CHALLENGER DIVISION	5th Place	Greg and Diane Kampf, Massapoag Yacht Club, Sharon, MA
	4th Place	Tim and Linda Gordon, Sprite Island Yacht Club, Norwalk, CT
	3rd Place - Terry Schroeder Trophy	Kristian and Kristen Weeder, Yacht Club of Stone Harbor, NJ
	2nd Place - Sam Tellschow Memorial Trophy	Ted Gutman and David Blum, Hampstead Bay Sailing Club, Island Park, NY
	1st Place - Max and Mary Doolittle Trophy	Phil Scheetz and Richard Baucom, Nockamixon Sail Club, Telford, PA
CHAMPIONSHIP DIVISION	5th Place	Brian Hayes and Monica Morgan, Housatonic Bot Club, Stratford, CT
	4th Place - Ratsey & Laphom Trophy	Roger and Kate Sharp, Massapoag Yacht Club, Sharon, MA
	3rd Place - GL Foster Trophy	Zeke and Jay Horowitz, Sarasota Sailing Squadron, Sarasota, FL and Annapolis Yacht Club
	2nd Place - Tea Party Trophy	Jeff and Amy Linton, Davis Island Yacht Club, Tampa, FL
	1st Place - Gordon K. Douglass Trophy	David Ames and PJ Buhler, Sarasota Sailing Squadron, Sarasota, FL

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The Best Yet: Women's NAC at Deep Creek

By Deb Aronson, FS#6144, Midwest District



Twenty four teams at the Woman's NAC! Photo by Harry Carpenter.

This year the Women's NAC was held at Deep Creek Lake, with Harry Carpenter serving as PRO.

The sailors were so happy to see one another, after missing most of 2020 to COVID. For many of us it was the first national event we'd been to for more than a year and there was much hugging, grinning and catching up.

The Women's event (WNAC) is one of the Flying Scot Sailing Association's biggest achievements of the past five years. While several national events are struggling for attendance, the WNAC has taken off. I remember there was a lot of skepticism around the idea of holding a separate event for women. I often heard the explanation that, when the master's event was held separately it just didn't have the draw and finally the event was retired.

Until 2017, the WNAC was a one-day race series tacked on the day before the week-long NAC. It was a struggle to get participants because women (at least the smart ones!) didn't want to be tired coming into the NAC. And sometimes if the women were game, their skippers (in boats where



The author and her crew, Angie Hunt. Photo by Rebecca Rodak.

men skipper and women crew) didn't want their crew tired out prior to the qualifying races of the NAC.

I sailed in a few of those events and it was exhausting, whether there was little wind and a lot of heat (Carlyle), or a crazy amount of wind and an hour-long sail to the course (Newport). It became harder and harder to find enough boats to even have an event, which requires a minimum of five competitors.

Then, in 2017, when the NAC was held at Sandusky, the wind for the women's NAC was above class guidelines and so they cancelled the event (another problem with a one-day event, there is no wiggle room if the weather doesn't cooperate). Later in the season, Corinthian Sailing Association in Dallas, offered to host a 2-day, stand-alone women's NAC as a replacement. That year 10 women's teams signed up —double what we could get

when we held the event with the NAC — and proved that there was interest in a stand-alone event. The next year the event was held in Chattanooga and 14 boats participated. This event is trending!

With 24 boats signed up for the Deep Creek event, this was the largest WNAC since it spun off from the NAC in 2017. Thanks to the big numbers, organizers made a championship and a challengers fleet, which encouraged relatively inexperienced skippers (like me) to sign up.

PRO Harry Carpenter did not mess around. With five hour-long races, this was absolutely a national-caliber event. And, while there was lots of hugging and smiling on shore, the competition was fierce! Texas teams dominated, with Greta Mittman and Heidi Gough taking home first place in the championship division and Tracy Crothers and Jennifer Judkins doing the same in the challenger division. But races were close, with just two points separating first and second place in both divisions, and many other boats finishing in the top three

throughout the two-day event.

Bottom line? It was so much fun!!!

My goal was to support the class by participating, have fun, sail to the best of my ability, and perhaps even learn some new things. Having fun was the easy part, the weather was gorgeous, the general spirit of the event was relaxed and friendly (though very competitive on the water!) and the hospitality of the two clubs was perfect. My crew, Angie Hunt, and I sailed at the Chattanooga WNAC and we always have fun together.

We sailed as well as we knew how. Our boat handling around the marks and at the starts was strong. Overall, we did a good job on the course. Angie was outstanding at getting the spinnaker down fast, not getting pinched by the vang when I occasionally had an accidental gybe, and getting the jib cleated at the leeward mark in preparation for the upwind leg.

We also learned a bunch. While I struggled to play the main (I should have had a 3:1 for more mechanical advantage in the

puffs), I felt confident handling the boat in tight quarters with other boats. After each race we talked about what we did well and what we needed to work on and often were able to improve those weak spots in the next race.

One of the things that I enjoy is the level of enthusiasm from male sailors who come to support the women. There are often several spectator boats, and there are always guys around to help put a boat in the water, catch a boat at the dock or, after the racing, chat about the day's races.

I'm very proud of the Flying Scot Sailing Association for having the vision to create this stand-alone event, and I think the growing participation makes it clear it is an idea whose time has come. While there are opportunities for women sailors at the college and professional level, in my admittedly cursory survey of amateur dinghy sailing, there are not many other classes that offer such an event.

Next year the event is in the Southwest District, so start practicing and I'll see you there! 🚤



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They Came from All Over!

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Hearty crew from LNYC – Dave Safirstein, FS#6139.



Jeff & Amy Linton, experts at work in FS#6133, *The Scuppernong!*



Gun Smoke (David Rousseau, FS#6195) in a downwind dual with Chris Cookson.



Breezing Up!



Gray ghosts.



Peter Feick chasing Tim & Linda Gordon in light air



Salty sailors!



Hey, make room for me!



Kate & Roger Sharp followed by Fred Soward in their magnificent Scots.

Trimmed for hard driving



Dan Walsh & crew surfing in FS#5931.



Governor's Cup Report

By Charlie Buckner, FS#5971, Carolinas District. Photos by Steve Backus.

As the premier one-design regatta of North Carolina, the 64th annual Governor's Cup drew 84 boats in ten fleets, includ-

ing eight Flying Scots. In near perfect weather on Saturday, PRO Bill Jarvis, and the capable race committee, kicked off six fleet starts per race, with three races over the day. Many of the sailors celebrated

the Father's Day weekend by sailing with their sons or daughters, including Flying Scot sailor Charlie Buckner with his son Silas. Sunday racing was cancelled with a tropical storm passing through.

Charlie and Silas Buckner in *Mojo*.



Sean O'Donnell and Carol Sandke.



Family boats: the Howards to windward of the Swensens.



A beautiful day on Kerr Lake.



Lake Norman Yacht Club sailors David Rink and Joel Blade continued their winning streak, now three in a row, after finishing first in the Great 48, Grits'n

Haggis, and Governor's Cup regattas. The Governor's Cup also served as the Carolinas District Championship this year. The previous District Champion,

Sean O'Donnell, was so confident of the Rink/Blade team that he presented the perpetual trophy to them already engraved with their names! ▲

Flying Scots among some of the 7 other one-design fleets.



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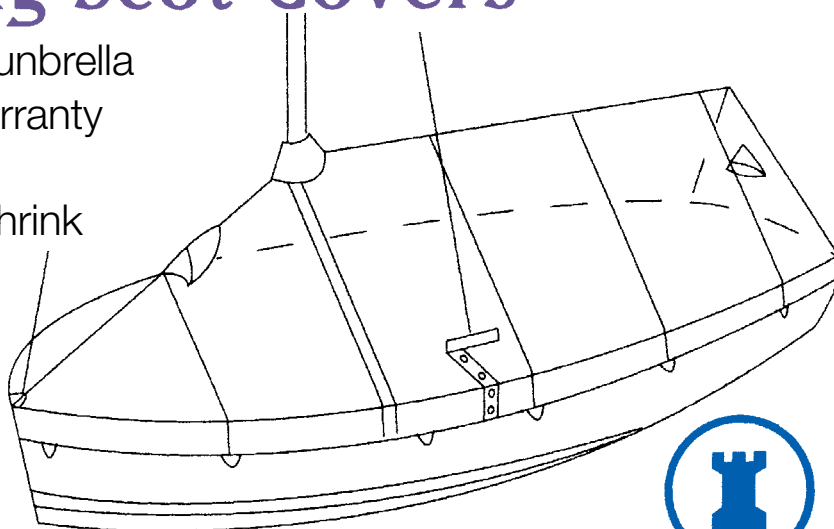
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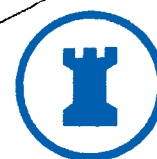


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Greater New York Districts

By Regina Soto, FS#3805, Greater New York District

Breeze on! Photo by Gayle Sheridan.



On July 31st, Moriches Yacht Club and the Westhampton Yacht Squadron held the Greater New York Regional Districts. All week the forecast was calling for northeast winds at five to eight miles per hour, and a significant shift was called for around noon. Due to the forecasted change in the wind that was scheduled, the race committee decided to postpone the start of the race until noon. Twenty boats were registered and eager to get out on the water and start the competition. As the hour passed an unexpected turn of events occurred. WIND! A forecast predicted to be five to eight miles per hour had kicked up to a solid eighteen with gusts to twenty-five miles per hour. The race was deemed safe

to start because of the number of safety boats provided by both Westhampton Yacht Squadron and Moriches Yacht Club. The sailors were ready to race and headed out to the racecourse with enthusiasm. The conditions were not exactly ideal, as the committee boat set anchor and began the first sequence. Amazingly all the starts went off without a hitch: no general recalls, and relatively smooth starts. Due to the wind conditions, the courses were windward, leeward, twice around with an offset mark at the windward mark, and a gate at the leeward mark. With the conditions at hand, the gate sure came in handy and allowed for clean mark roundings. Some of the spinnaker legs seemed to last forever with some “green water” coming

over the bow (“Back! Back! Back!” We have all been there. If you have not, you will know someday!). If anyone has ever sailed on Moriches Bay, these conditions rarely ever happen, but this was Districts - sailors, and committee ready to go!

Once out on the water, the winds picked up to howling conditions. At the one-minute pre-start horn, all one could hear was the luffing of twenty boats on the line, fighting for the optimal starting position. Five, four, three, two, one, and start - every boat striving for clean air and fighting to keep the boat in a semi-flat position with all crew members hiking out to maximum capacity. One highlight of the day was the steadfast conviction that Flying Scot sailors are resilient, compassionate to others (helping each other with

breakdowns), and still are highly competitive. No matter what was thrown at this Flying Scot family, like a team we could communicate and solve problems. The best part of the day was knowing that all of us were sharing the same conditions. We all knew that if we had to, we could lean on each other. We knew that we were not alone, but part of something bigger than a race – part of a team.

It was an honor and pleasure to be part of the team that hosted the Greater New York Flying Scot districts. Moriches Yacht Club Squadron formally thanks Westhampton Yacht Club for helping make the 2021 GNY Districts a great success. All the sailors, committee, and volunteers showed strength, flexibility, and grit. Sailing into a marina that holds about ten boats was interesting with such high winds. However, surprisingly, the sailors and volunteers made it work! What a day! Back on shore, we had a great time listening and learning about all the sailors and their unique experiences out on the water. It was great to talk to each other and truly understand each other's experiences. I would not have missed this for the world. Thank you, Flying Scot!

Congratulations to our top finishers: 1st Place: Charlie & Molly Clifton, Dave Kisla, 2nd Place: Kiley Castellano, Delaney Barnford, Becca Reed, 3rd Place: Dan Walsh & Randy Swartley. 🚤



Left: Kiley Castellano, Delaney Barnford and Becca Reed, winners of the Jack Orr Trophy. Photo by Linda Davis.

Below: A colorful parade on Moriches Bay. Photo by Gayle Sheridan



Above: Many teams went "three up." Photo by Gayle Sheridan.

Left: Tony DiResta and Devon Reilly crossing the author and her crew. Photo by Gayle Sheridan.

Right: Regatta winners, Charlie and Molly Clifton and Dave Kisla. Photo by Linda Davis



The View from the Front: 2021 North American Championship Regatta

By David Ames, FS#5350, Florida District

My crew, PJ Buhler, and I arrived at Cedar Point Yacht Club on Saturday morning, set up the boat, and then quickly measured in without any problems. I measured in 2 jibs, one main, and one spinnaker for the regatta. We then checked into our hotel, and PJ took a nap. I headed back to the CPYC to help a few fellow competitors' setup their boats, and to share with them a few pointers that I have been working on over the last year.

Most of the boats that I checked out had the mast rake and tension close to where the sailmakers recommend setting up (28'-5½") on rake and between 90-130 lbs on the headstay). The main corrections that I suggested had to do with the positioning of the jib track blocks (max in and forward), main halyard and jib halyard tension (not too tight) and removing heavy gear from the bow of the boat (moved carried gear to the stern). Everyone that I met while rigging was super nice, and I think that getting to know your fellow competitors is important and it enhances the experience of attending Flying Scot regattas.

The Qualifiers – Course Location

Race 1: The wind was forecast to be out of the East at 8-12 knots on Monday, and it was hardly shifting. The key advantage on the water seemed to be staying in better pressure. For the first race, we were in the second start, so we were able to get a good look at what side was favored by watching the boats in the first race. After checking our land sights for lifts, we observed that the pin end of the starting line was about five to seven boat lengths favored, and the

left side of the first beat also had the favored pressure. The incoming current was about a knot with a direction straight down the course from the weather mark. The interesting thing about playing the current with more pressure is that to the other boats it looks like you are getting a lift, but the slower boats in less wind are just falling into you because the current is dragging them down. With less than a minute to go, we approached the pin end on port tack and noticed that no boats were pushing the pin end so we lee bowed the most pin end starboard boat to win the start. As we observed before the sequence, the left side was favored, and we were able to punch out with Charlie Clifton rounding the weather mark one-two, with the rest of the boats about one hundred yards behind. Downwind the left side continued to have better pressure, so we did a straight set. We then sailed about five degrees higher than normal to be the first boat to get to the better pressure and then we rode it almost to the leeward gate.



Braveheart, skippered by the author, leads the fleet off the starting line. Photo by Art Petrosemolo, nauticalphotography.us

At the gate, we chose the left to play the same pressure that was there on the first weather leg. Unfortunately, the second lap of the course became a one-dimensional

strategy with almost no passing opportunities. Race one was won by winning the start, and then primarily defending the pressure on the left. Once you get in front on a one-dimensional racecourse it becomes easy to keep the lead. However, if you are in a trailing position, it is best to just follow and hopefully the other boats in front of you will make mistakes. Brian Hayes sailed an excellent qualifier with a 2,1,1 and we ended up losing the tie breaker with four points each.

The Finals

I am going to cover races one and four of the finals. Race two was a copy of race one and race three became variable on the last leg, and it had an element of luck that does not give the readers insightful information that they can use going forward.

Race 1 Course Area at CPYC

The finals began on Tuesday with the wind blowing 16-18 knots out of the ENE, and the sea state produced 2-4 ft. waves coming down Long Island Sound. Before we left the dock, we knew that it would be necessary to depower the sails, while still leaving enough power in the jib to drive through the steep chop. I set up the rig at the typical 28' 5 1/2" mast rake, but I increased the headstay rig tension to 130 lbs. to flatten the jib. On the way out we tightened our jib halyard until all the luff wrinkles disappeared. When we were testing the favored side of the course, we felt a little overpowered with the vang all the way on, so we eased the mail halyard four clicks on the winch. Then we added the same amount of cunningham so that the luff of the main had the same profile as when the main was all the way up. Easing off on the main halyard does a couple of positive things to the Flying Scot rig in 15+ knots, namely, lowering the halyard in windy conditions acts like a mini reef to the mainsail and reduces the sail area just enough to depower. With a depowered main it is easier to keep the boom inside the corner of the boat, reducing the amount of inversion in the luff of the main. Without main inversion the boat will sail faster and point higher in the big breeze. We tested the rig a second time and it felt just right for the conditions.

Race one of the finals was incredibly physical. We had to hike as hard as we could to keep the boat moving through the 2-4-foot steep chop. We had to foot in every steep wave to re-accelerate to top speed. We were playing the weather sheet and only putting it on in the flat spots to increase our pointing for a couple of boat lengths. Tactically, the left side of the course had smaller waves, so it was easier to keep the boat moving the further left you went. The top of the left side of the course being favored, the race committee decided to make the pin end of the start favored. We knew that we had to go for the pin end and try and to win the start. At about 1:15 to go in the starting sequence we chose a hole three boats up from the pin end and parked the boat heeling slightly to weather. We kept the sails engaged but not trimmed to keep the boat in the same spot as the sequence counted down. At fifteen seconds we sheeted in and went. The two boats under us accelerated too early and were not able to clear the pin end of the start. After winning the pin, we headed over to the left to get out of the waves and the strategy worked well. We were in the lead with the top five boats close behind when we came back on port. The bear away at the weather mark required both skipper and crew to ease, hike, and get back as far as possible to turn the boat downwind safely for the set. Downwind everyone was in survival mode. Catching the biggest waves was not desirable, and we almost bow-plowed a few times. At the leeward mark we chose the right gate to avoid having to do an extra jibe, and then we immediately tacked to starboard to head back out of the waves on the left side. The second beat was mostly about covering the closest boats and continuing to re-accelerate after every wave. Tyler Andrews was coming on strong and rounded only five boat lengths behind us at the second weather mark. The final downwind leg was more survival wave surfing, and we ended up winning the first race by about ten boat lengths. I will give away a few of our heavy air downwind secrets. We have a hand pump aboard and right after we set, I have PJ grab the hand pump and we are able to bail the boat dry much quicker than using the hand bailer.

Additionally, in heavy winds we raise the centerboard two to three inches more than normal, and we raise our spinnaker pole higher to lift the bow out of the water. Raising the pole changes the center of effort in the spinnaker and prevents the Flying Scot from bow plowing.

Race 4 Course Area at CPYC

The last race was supposed to be a W5 but was shortened to a W3 because of the dying wind. The wind conditions were 2-4 knots out of the SE shifting to the SSE and slowly dropping to zero by the finish. At the start of the race the wind was very consistent across the course, so the overall wind shift strategy was to protect the middle right in anticipation of the southerly shift. Going far right to the layline early would be a mistake because the current was coming in from the East, which meant that on starboard tack the current was pushing the fleet to weather, and on port tack the current was coming from dead astern and the chances of overlaying the weather mark made the right layline too risky. Pre-start we checked the line and found that the pin end was favored by enough that we had to start near the pin but immediately make our way over to the right side of the course. We also had to keep in touch with both Zeke Horowitz and Jeff Linton, who were in second and third overall for the regatta. At the start, the pin end was pretty bottled up and we had a second row start, but we left ourselves a good lane to tack to port, so we were one of the first boats to get over to port and get our boat up to speed. Trying to win the pin would have been a pyrrhic victory that would have committed us to the left side of the course, contrary to our overall strategy. The start worked out well. By the time we were halfway up the first leg we were middle right and in a top 4 position with many tactical options at our disposal. On the last quarter of the first windward leg, we noticed that there was a little better pressure on the right, so we shorted the layline by a few boat lengths. The current lifted us right up to the mark and we ended up rounding in second behind Roger Sharp with Jeff Linton a close third.

Continued On Page 22

Fear Conquered in the Waves

By Marilyn Archibald, FS#4804, New England District

“Big wave big wave BIG WAVE!”



It was our second day of sailing in the Flying Scot North American Championships in Westport, Connecticut. I had been told that the worst problem with sailing in Long Island Sound during July is usually a lack of wind. Instead we had stormy

grey skies, 18 knot winds with gusts to 25, and 4-foot seas.

These conditions were unlike anything I had ever encountered. Heading straight into the waves, our Flying Scot, *Talk like a Pirate*, rose and fell with stomach-churn-

Continued On Page 22

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A three dog day at the Sandy Douglass Memorial Regatta.
Photo by Charles Buffington.



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ing slams. Going sideways to them heeled us over dangerously. In either direction bucketloads of water drenched us to the skin almost continuously.

Heading out of the harbor, things hadn't seemed so bad, but the minute we hit open water the real conditions became apparent. Any mistake could result in immediate capsize, a broken boom, collision with another boat, or one of us being flung out of the cockpit into the water.

"I don't know if I can do this!" I shouted to my husband David, gripping the jib and shroud lines like grim death.

"Try it! Just one race! You can do this!" he shouted back.

"Nooo," I moaned, sobbing slightly. Then I gave myself a mental shake. The truth was, I wasn't afraid. I trusted my skipper. And if I didn't do my job as crew to the absolute best of my ability, using everything I had learned over the last ten years of sailing, I would put us both in real danger. My husband needed me, I needed him, and together we could do this.

So I hung on, moving from one side of the boat to the other as we tacked, yelling back when the waves in front of looked like something out of *The Perfect Storm*. And while sailing upwind was absolutely savage, sailing downwind, while seeming less scary, was actually more dangerous. The waves can push the boat faster than



The Archibalds to leeward of Aniseh and James Siewart. Photo by Art Petrosemolo.

the actual wind speed and cause the front, or bow, of the boat, to be pushed under the water, causing the rudder to come up and control to be lost.

"Get back, get back!" David shouted as we surfed down one enormous wave after another, and water cascaded over the front of the boat. I scrambled aft and the bow came back up. We finished the race and wave by wave, made it back to the harbor like a rocket ship, soaked, battered, and for me at least, utterly exhilarated.

The two days of sailing that followed could not have been more different—nearly flat seas, and so little wind that most

boats were towed in and out of the race course like baby ducks in a line. But these light wind conditions, which require the extreme patience that Skipper David has in abundance, favored our skills. We won second place out of more than 20 boats in our division on both days.

I'm a better sailor today than I was a week ago. I'm unlikely to see those extreme conditions again soon, but now I know I can handle them. Doing scary things is hard, but it's how we grow stronger, as sailors, and as people.

This story was previously published in The Daily News of Newburyport. 🏆

The downwind leg of the course was all about keeping the spinnaker flying in a dying breeze and not getting caught up in bad air coming back into the gate at the leeward marks. At every Flying Scot regatta, we always try and learn something new from our competition. The boats behind us all dropped their jibs, and we left our jib up at the offset mark. The wind was about 4 knots, and we did not think that leaving the jib up would affect the slot between the spinnaker and the mainsail, but we were wrong and the boats behind us were able to keep their spinnakers flying better. Additionally, they were able to head slightly lower with the same speed. Lesson learned: in under 4 knots drop the jib for

the run! By the leeward mark we dropped back to fourth place, with Jeff & Amy leading the race about 50 yards in front of us.

The final leg of the race was like the first leg. However, as the wind dropped the current became more important to our tactics. Working the remaining pressure in the right middle was the key in reeling in Jeff's lead, and we tried to minimize the number of tacks that we were making. In race three we noticed that as the wind died out starboard tack lifted in the final moments of the race, meaning the wind looked like it was going to do a repeat performance. Coming into the finish line we shorted the layline by about twenty-five yards, which was about half of Jeff's

lead. Sure enough as the wind quit we started to get wound up into the finish. At the finish we were able to just make the pin end of the line and Jeff ended up beating us by about a boat length.

I would like to thank Cedar Point Yacht Club for putting on an excellent regatta. The camaraderie and social events after the sailing made the event well worth the drive up from Florida. I would like to give a shout out to Mad Sails for making some very fast sails. Finally, I would like to thank all the competitors who traveled to the regatta. They are the ones that make the Flying Scot Class one of the best boats to sail and compete in. I hope to see everyone next year. 🏆

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Meet Dave Safirstein

Dave Safirstein is the new District 8, Carolinas District Governor

Safirstein regularly sails and volunteers at Lake Norman Community Sailing. He served on the board of LNYC as a flag officer and Past Commodore up until December of 2020.

Dave has been very active in racing, traveling to national and regional events. He has three adult children who grew up in LNYC's Jr program, and a very tolerant wife who encourages and supports his passion of sailing and racing Scots.

"My goal as District Governor is to get more participation locally, and to get more folks to travel. Part of getting better is sailing against people better than you. That generally happens at bigger regattas. If you want folks to travel to your events, it's a good idea to travel to their events. I'm very passionate about growing participation. Growing sailing in Scots can be difficult, but ultimately it's up to each of us to make it happen." 🚤

A photograph of several sailboats racing on the water. The boats are white with red accents. The water is blue and splashing. The sky is clear. The photo is framed with a black and white checkered border.

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