

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 51 NUMBER 6 2007

The Florida Flying Scot TREND

Al Hersey and
Charlie Fowler

FLYING SCOTS AT THE RUDDER CLUB OF JACKSONVILLE

THE FLORIDA District Championship

2007 NEW ENGLAND DISTRICT REGATTA

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Attention Web Surfers / E-mail Users: The FSSA Flying Scot Website has the latest information.

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

The Email address for regatta notices and regatta results to be published in *Scots n' Water* is info@fssa.com. Visit the site frequently to view updated information! Please save all articles submitted for publication in ASCII Text, Word or WordPerfect format.

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COVER: Fred Strammer Jr. and Fred Strammer, who placed second at the 2006 Mid-Winters.

Photo by Dan Neff, who placed sixth with Christine Neff as crew. More images at www.danielneff.com.

*Denotes Executive Committee Members



From The President

by Barbara Griffin, FS 2259



Fellow sailors,

As I write this at the end of October, I am reflecting on our very special 2007 summer sailing season, highlighted by the 50th anniversary celebration of the Flying Scot. Some of us have since put our boats away for the winter, while others are still able to enjoy their time on the water. Go for it!

Your governing body has just reached a major decision in regard to the 2008 NAC regatta at Toms River, New Jersey. With no negative votes, the Executive Committee and the Board of Governors gave their approval for a trial format, the same as raced at the 2007 NACs.

After the very successful event at Fishing Bay Yacht Club (a record 102 entrants), we polled our competitors on all aspects of the regatta, including the truncated format. Two-thirds of the participants replied. A large majority of the responders indicated a definite preference for the three-day, six-race regatta, with participants being able to select either the Championship or Challenger Division. This is a compromise from the Bylaws requirement for a qualification series. This may allow people to participate who may not be able to attend for a full week.

This topic has been discussed many times over the years. Hopefully, we are listening to our members and are willing to offer this trial option. This seems like


the perfect time to make a change, having just come off a very successful three-day regatta. At the end of the 2008 NACs, we will again ask for your input, with an e-mail survey, discussion, and/or a straw vote at the event. And remember to vote carefully – we listen!

Another change: In a survey taken after the 2007 Midwinters, the racers very strongly requested more races. Accordingly, we will be offering up to ten races over the four-day regatta, March 23-27, 2008, in St. Petersburg, Florida. We are also adding something new, the "Top Gun School." Greg Fisher has agreed to run a clinic similar to the one documented in his book, *Sailboat Racing with Greg Fisher*. He is also planning to be on the water with a video camera to provide feedback for participants. Look for additional info in the Notice of Race and the FSSA Forum. Learn lots, and race until you drop!

Reminder: All boats participating in sanctioned events and future Flying Scot regattas will be required to be equipped with an inflatable bow bag and at least one 5-inch transom port, after Jan. 1, 2009.

On a personal note: On Oct. 14, we lost an excellent sailor, a good personal friend, and longtime supporter of FSSA. Jack Rudy (FS 4321 *Blast Off*) died of cancer. He served the Association in many capacities, including Ohio District Governor and as a representative to US

Sailing. He will be sorely missed.

Continue to love the class and support FSSA! We want to be the most active one-design class in the country! 

Notice from the Chief Measure

As pointed out in the President Letter the requirement for bow bags and transom ports was added to the Specification as a requirement by a vote of the FSSA Membership at the 07 NAC. This change will be mandatory for all boats effective on 1/1/2009. It is recommended that boats that intend to participate in the 2008 Midwinter Championship, the North American Championship and the Wife Husband Championship make a special effort to install these items. These venues are known to be windy and installation of these equipments will facilitate rescue and recovery in the event of a capsized. The kits for these items, including the appropriate hole saw, will be available from Flying Scot Inc. at these regattas to permit installation on site. Please note that the builder of the Flying Scots has installed these as standard equipment on new boats manufactured since 1992.

Bob Neff, Chief Measurer

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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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The Florida Flying Scot Trend

by Amy Smith Linton

There are dozens of good reasons for the Flying Scot to take off in Florida. It's been a fruitful topic of discussion at our frequent après-racing social events, though the definitive answer is yet to be discovered.

Some argue from the wallet – in sailboat racing, a \$5K all-up yacht is a bargain. Others suggest it's the question of economies of scale: two Melges-24s equals ten sailors minus spouses and children, which translates to roughly eight Flying Scots with families included. Those who see character as destiny believe the Florida Flying Scot trend came through influential early purchasers and charismatic leadership. Darwin-minded thinkers credit the kindly boat design. Fatalists say it's luck. And so forth.

However it happened, the Florida fleet has attracted a wide range of sailors--parents sailing with their kids, retired couples, young marrieds just getting established, parents getting away from the kids, old singles, young singles, people who race different boats, people who only race their Flying Scot. While I can't say what makes other people choose the Flying Scot, I can say what appeals to me.

First, my husband and I can sail as a couple. We are light but competitive. The boat is easy to set up and put away and tow. Second, the other sailors are friendly and competitive. It's not much fun to have terrific racing on the water, if you find you can't bear the class on shore. Not only can we make a few phone calls and get a decent fleet on the water at the drop of a hat at home, we've also met some wonderful people while traveling with the boat.

Actually, while trying to think of a third,

it occurs to me: what else does it take? A decent boat and good company. Oh, some breeze and azure water would be nice, and an exotic destination is a bonus, but in all honesty, what else is necessary?

The boat is a given. It offers a wealth of innate charm.

How might another district encourage good company? In our Tampa fleet, we have had excellent success with a fairly simple strategy that revolves around talk and food and a sort of pyramid marketing scheme. Our fleet captain, Andy Hayward, e-mails notices of upcoming events to the fleet and friends. After each race, he sends out a prompt and vivid description of the event, and he keeps us apprised of what else is going on with the gang, such as the latest accomplishments of young Fred Strammer or the birth of a new crew member.

Fleet social director Lisa Hayward organizes the after-racing affairs. In the

summer, the program begins with the ever-popular "wallowing in the pool with beverages," followed by a boisterous meal at one of the local eateries, where a table might have seven or more separate checks. Every couple of months, there's a potluck picnic after racing, with the fleet picking up the tab for the burgers and bevies. This gives us all the chance to discuss any given wind shift from every possible angle and generally form ourselves into a productive society.

As for the pyramid marketing scheme, nearly all of the skippers in our district test-drove a borrowed Flying Scot before joining. I think by trying out a boat for a day or a weekend, people find it easier to grasp the advantages of the Scot over other boats that are less available. Perhaps as a result, the new boat owners are in their turn willing to lend boats, which encourages additional new boat owners and puts youth sailors at the helm. And that's bound to grow a class. 🌊

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Flying Scots at the Rudder Club of Jacksonville

Jon Hamilton, FS 5502/5202, and Captain of Fleet 131

Longtime Scot sailors may recall the Rudder Club hosting the Sandy Douglass Regatta for many years. In addition to many events of local interest, the Rudder Club today hosts two annual events of particular interest for Flying Scot sailors.

The first weekend in December may be too cold for sailing up north (as in the Carolinas), but weather can be perfect for Scot sailing on the St. John's River. In truth, conditions for the Gator Bowl Regatta are unpredictable. In my 15 years of December regattas, it has been in the 80s and drifting, in the 50s and howling, and everything in between. At least, it's rarely as calm as the Red Lobster at Lake Monroe used to be.

It's both a stop on the Florida District circuit (Charlie Fowler's legacy) and the Gator Challenge. Close to twenty boats from Jacksonville and the rest of Florida District sail each year. The Gator Challenge adds a team trophy to the mix for Flying Scots. The Florida District takes on all comers. The Wally Gator trophy (a trophy that could only be from Florida—an alligator head mounted on wood) is awarded to the district with the top three boats for the regatta. Carolinas District sailors took the trophy home a few times, but it's recently stayed in Florida. Come down and challenge Florida sailors again—Fred Strammer has gone off to college, so we've lost our secret weapon.

The Mug Race is the world's longest river race, an annual event since 1954. The first Saturday in May sees over 150 boats sail from Palatka north for 38.5 nautical miles to just below the Rudder Club in Jacksonville. That's sailing downriver. A few years back, it became a pursuit race with a reverse handicap start. Boats start at times between 7:30 a.m. and 10:40 a.m.; Scots start about 8:15 a.m. Finishing times determine overall finish positions—no need to wait for results with corrected times. Most years, Scots compete in their own class.

Logistics for a one-way race require

Fred Strammer Jr. and Fred Strammer.



some planning. Most trailer boaters rig and launch the day before the race (Friday). Then it's a trip to the Rudder Club to leave the trailer on club grounds. The club arranges bus rides back and forth on Friday and Saturday, so you don't need road crew.

The record time for a Scot is thought to be five and one-half hours by Bill and Dave Naylor in *Great Scot* in the 1990s. That race had a consistent southwesterly breeze—the Naylor's flew the spinnaker all the way except for a lunch break. Other years have seen less favorable winds: a strong northerly made the whole race a beat one year;

other years see drifter conditions until the sea breeze comes in.

The Palatka Yacht Club provides race support on Friday and for the start Saturday morning. Support boats follow the racers down the river. After the race, the Rudder Club is the scene for the big party and even bigger sea stories. On Sunday morning, breakfast is followed by the trophy presentation. As a Scot sailor, I am proud that a Scot has yet to win the Corinthian Trophy for the last boat to finish before the 8:15 p.m. deadline. Let's keep that tradition alive! ▲

The Florida District Championship

by Dave Thinel, FS 812 *Pig Pen* and Florida District Governor

For as many years as most of us remember, the Florida District Championship has been a multi-event format with each fleet hosting one weekend regatta. Over the years the number of events has varied slightly, sometimes due to hurricane fallout or fleet status. For the 2007–2008 season we have six regattas scheduled, as follows:

Miami – October 20 & 21, 2007

Sarasota – November 10 & 11, 2007

Jacksonville – December 1 & 2, 2007

Stuart/Melbourne – Jan. 12 & 13, 2008

Eustis – February 16 & 17, 2008

Tampa – March 22 & 23, 2008

To determine the season standings, we use a boat's four best results and convert them to a weighted score based on the number of boats in attendance. The format provides some flexibility for a skipper to miss one or two regattas and remain "in the hunt" for the championship. Results and regatta reports can be found on the district Web site www.fssa.com/flidist. Further ramblings, along with reader comments, are available by visiting my blog at www.sailrace.blogspot.com.

The district champion for the last four consecutive years has been young Fred Strammer. Fred's winning streak will likely end this year, only because he has headed off to college at Brown University—that is, unless he successfully convinces his dad to fly him back to Florida four times or so.

Scot owners from the "North" are always welcome to join us at any of these regattas. We have had several out-of-state sailors join us, and they all seemed glad they did. What better way to schedule a winter trip to Florida than on a weekend of a regatta? Feel free to contact me or any of the fleet captains for information; we would be happy to help, including finding a loaner boat if you need one.

Last, but definitely not least, I would like to thank Nancy and Charlie Fowler for all they have done to benefit the Florida District. You may have heard they are presently moving from Miami to the North—Georgia, that is. Charlie assured me that he has ideas for some Scot action in the state of Georgia, so stay tuned for something new. ▲

Al Hersey – Whipcracker for Fleet 36

by Jeff Penfield, FS 5318

During the past ten years, Fleet 36 on Sarasota Bay has grown from two boats in 1997 to forty boats today. From September through April - the active sailing months - ten to fifteen Scots are on the starting line Sunday afternoons. In addition, Sarasota hosts three district championships that draw 30 Scots from all over Florida, as well as from other states.

This astounding growth is largely due to the persuasive powers of Fleet Captain Al Hersey, along with the cooperation of his successor, Ron Pletsch, who has built his own repair shop for ailing Scots.

On Thursday or Friday in every fleet member's home, the phone would ring. It was Al with his no-nonsense question: "How are you fixed for the weekend?" If you were lacking a crew, Al would say,

"We'll fix that. How about calling so-and-so? Here's the number. Let me know if you have any trouble."

One time I offered to help Al with his 20 to 30 weekly phone calls. "No way," he said. "That's MY job."

As a result of a complex foot and ankle fracture three years ago, Al has been

unable to continue racing. However, he attends regattas whenever he can and is always greeted by scores of sailing friends from around the country.

On the home front today, Al Hersey is back on the phone regularly, making sure the members of Fleet 36 are shaping up. No fleet could ask for a better leader. ▲



Team Racing in Flying Scots

by Bob New, FS 5143 *Blue Blazer*

You could say that ice hockey is like golf... you hit a small round object with a long stick. You could also say that team racing is like fleet racing ... you go around the buoys in a sailboat.

Fleet racing is a lot like a golf tournament. It pits an individual against the rest of the field, and the winner is usually whoever makes the fewest mistakes and manages to stay out of trouble. There is etiquette and a quiet elegance involved in both tournament golf and fleet racing.

Team racing, on the other hand, is more

World Champion in 2-on-2 team racing and head coach of the sailing team at SUNY Maritime College. He held a two-hour "chalk talk" on Friday night to acquaint us with the strategies, tactics, and rules of team racing.

Here are the basics. The short course is "N" shaped--upwind to a weather mark with an offset (starboard roundings)... downwind to a leeward mark and offset (port roundings)...and then upwind to a finish line. Four boats (two teams) are competing to be the best finishing combination. Winning combinations are 1&2, 1&3, and

you have a formula for heart-pounding action and great fun.

The races were sailed in a rotation, so we had a different partner or teammate in each race. This usually meant that your new partner was the boat you'd just slam-dunked in the last race! There was very little downtime, as races were started as soon as the four competitors were in the starting area. We were fortunate to have perfect, steady, 10- to 12-knot breezes on two warm and sunny days on Sarasota Bay.

Not only was it fun, but there was a lot of skill-building going on. You must know your boat and how to maneuver and accelerate, as well as how to slow down. You quickly become very aware of the rules for crossing, overtaking, and sailing while overlapped. The image of a two-boat-length circle at the mark is etched on your brain. There is a premium on timing and positioning at the start. Instinctive crew work is a must, as there is no time for polite direction.

When the spray settled, the winner (on the winning team most often) was Mike Douglas of Tampa in FS 4305, *Stealth*. Lainie and Marsh Pardey in FS 400, *Patchwork Princess*, were second. Ron Pletsch was third in FS 2068, *Sidewalk Express*, after losing a tiebreaker to Lainie.

Here are some of the printable quotes:

"Your heart doesn't beat like that in fleet racing!" ... John Domagala.

"Great fun... I learned a lot." ... Chuck Koch.

"You guys are way too nice to each other!" ... Danny Pletsch.

"I see why this is a college sport" ... several of the older sailors.

We all say thanks to Ron for organizing the event and to Danny for his expertise and tireless energy in running the event. Look for more of these in the future, possibly becoming a basis for interfleet competition. Maybe Ben-Gay will sponsor it. Bring it on! 🌊

A 2-on-2 team racing event was held at the Sarasota Sailing Squadron on two beautiful days last winter. Nine Scots and their crews of normally sedate fleet racers were coached and cajoled into becoming fierce competitors for a total of 36 short races.

like ice hockey, with a premium on speed and action, checking your opponent with close encounters and generally mixing it up at every opportunity. There is lots of yelling, as teammates try to help each other and confound their opponents. Bend the rules until you are called on it. Elegance and form don't count; aggression and intimidation do. You find yourself charging into situations that you would normally strive to avoid in a fleet race.

A 2-on-2 team racing event was held at the Sarasota Sailing Squadron on two beautiful days last winter. Nine Scots and their crews of normally sedate fleet racers were coached and cajoled into becoming fierce competitors for a total of 36 short races. Each race was less than 15 minutes long and involved two 2-boat teams.

Our coach and race committee was Danny Pletsch, son of Sarasota Scot sailor Ron Pletsch. Danny was the 2006 ISAF

2&3; the team with a 4th loses the race.

Tactics are similar to the match racing you have seen in the America's Cup, as you circle during the 3-minute start sequence,



Danny Pletsch (front left) at ISAF World Sailing Games 2006 Medal Ceremony

trying to control one of your two opponents. Then after the start – instead of avoiding close encounters, as we generally do in fleet racing – you seek opportunities to slow your opponent or force them to foul (penalty for Rule 2 violations is a 360° turn), putting your team in a winning combination. Throw in the unfamiliar tactics involved in starboard roundings at the top marks and

Charlie Fowler – The Pride of the Florida District

by Jeff Penfield, FS 5318

You could count on him to arrive at a regatta thirty to sixty minutes before the starting signal. He and Nancy, his devoted wife and lifetime crew, would rig and launch Two Bears 'n a Boat, but before leaving the dock, Charlie would be very likely to stop and help another skipper. So...when the five-minute Scot flag was raised, our esteemed governor would be spotted a few hundred yards away, racing for the line, often with spinnaker flying.

Charlie relished fair competition but got as big a bang from hailing his friends on the course. After the races, he was loaded with stories and constantly encouraged younger sailors. He would often ask Saturday's winning skipper to put on an impromptu seminar on rigging, crew work, or tactics.

Several local sailors would compete to have Charlie and Nancy as their overnight guests, and the pre-race highlight on Sunday morning was Charlie's communion celebration, serving mimosas out of the back of his van. As sails were going up, an imposing figure would be seen striding down the dock, handing out mimosas, each one guaranteed to give skipper and crew a winning edge on the racecourse. On such days, he usually arrived at the starting line in time to sail with his buddies.

Fowler Sails, Inc., has moved from Miami to the Atlanta area, where Charlie has invited us to join him for "grits and red-eye gravy." You can count on a big-hearted welcome. His email address is fowlsail@gate.net.

P.S. The new FSSA Florida District Governor is Dave Thinel, out of Davis Island. He and Kim are worthy successors to Charlie and Nancy. 🚢



Memorable Moments by Nancy Fowler

As Charlie and I have sailed together over the last thirty years, there have been many memorable times, most of them related to moments of intense competition. On one occasion at the Rudder Club in Jacksonville around 1978, we experienced great satisfaction and frustration in the same moment. It was the Sandy Douglass Regatta, and Sandy himself was there, along with many of the other notables of the day. The winds had been light and, as relatively new Scot sailors, we had been mid-fleet or further back all day. In the last race, the breeze dropped off to a drifter, so, not being smokers, we pulled out some punk and began to steer by the smoke. Gradually we worked our way up through the fleet, passing first one and then another of our competitors, including Sandy Douglass. We were continuing to increase our lead, about twenty feet from the finish line, when a horn went off signaling that time had run out. So near and yet so far.

Another such was in the July 4 Regatta at Upper Keys Sailing Club in 1992, where we were preparing to enter our first NACs. It was the last race of the series, the last leg of the race. Dick and Sharon Slosar were directly across from us, flying across the smooth waters. Charlie was at the helm, completely concentrated on the task at hand, while Nancy was hiked out as much as a Scot will allow, almost dragging her hair in the water. It was nip and tuck - first an inch ahead, then an inch behind. As we reached the last two or three feet from the line, we put some extra oomph into the hiking and squeezed out enough speed to cross the line a nose ahead of the Slosars, who were notoriously hard to beat.

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March 23-27, 2008

Host: St. Petersburg Yacht Club • 11 Central Avenue • St. Petersburg, FL 33701, USA

Organizing Authority: Flying Scot Sailing Association ("FSSA") in conjunction with the St. Petersburg Yacht Club ("SPYC")

NOTICE OF RACE

- Rules:** The regatta will be governed by the current rules as defined in The Racing Rules of Sailing (RRS).
- Eligibility:** The regatta is open to Active, Life, Junior, Club, and Family Members. The FSSA Constitution defines each category. Entrants may select either the Championship or Challenger Division, except that any past North American or Midwinter Championship Division or Challenger Division winner shall sail in the Championship Division.
- Registration:** Eligible boats may enter by mail using the form available on www.spyc.org, or at the regatta site beginning Sunday at 1600. Registration, including selecting either the Championship or Challenger Division, must be completed by Monday at 1200. Sailing Instructions will be available at registration.
- Measurement:** Sails may be selectively measured and all boats may be checked for required safety equipment. Other measurements may be made at the discretion of the Measurement Committee.
- Bow Bags and Transom Ports:** The FSSA and the SPYC strongly recommend that boats participating in this event be equipped with bow bags and transom ports. The FSSA Class Rules have been changed to require bow bags and transom ports for all boats, effective on 1/1/2009.
- VHF Policy:** The FSSA rules permit carrying a VHF radio aboard at all times. Competitors may monitor the Race Committee working channel. However, VHF radios shall not be used while racing, except in an emergency.
- Fees:** The entry fee is \$220 per boat. This includes: the Sunday "Cheeseburgers in Paradise" party (hosted by FSSA), dinners for two people on Tuesday and Thursday, all racing, trophies and the Florida sales tax. Current US SAILING members may deduct \$25 from the entry fee (include your US SAILING membership number on the entry form). Entries received and paid by March 9 may deduct \$20 from the entry fee. Thus the early entry fee for a US SAILING member is \$175.
- Schedule:** The SPYC is closed on Monday. "SPSC" is the St. Petersburg Sailing Center.

SUNDAY

- | | |
|-----------|--|
| 1500-1700 | FSSA Executive Committee meeting at SPYC Men's Card Room (2nd floor) |
| 1600-1930 | Registration at SPYC Waterfront Room (2nd floor) |
| 1800-1930 | Cheeseburgers in Paradise Party at SPYC Tiki Hut and Waterfront Room (2nd floor) |

MONDAY

- | | |
|-----------|---|
| 0800-0930 | FSSA Board of Governors at SPYC Regatta Room (1st floor, NE corner) |
|-----------|---|

- | | |
|-----------|--|
| 0900-1200 | Registration at SPSC (2nd floor) |
| 1000-1200 | Top Gun School @ SPSC classrooms (1st floor) |
| 1300 | Competitors' Meeting at SPSC |
| 1430 | Warning signal for first race |

TUESDAY

- | | |
|------|-------------------------------------|
| 1100 | First Warning signal |
| TBD | Top Gun Session @ SPYC Regatta Room |
| 1830 | Reception at SPYC Ballroom |
| 1930 | Buffet dinner at SPYC Ballroom |

WEDNESDAY

- | | |
|------|-------------------------------------|
| 1100 | First Warning signal |
| TBD | Top Gun Session @ SPYC Regatta Room |

Thursday

- | | |
|------|--|
| 1100 | First Warning signal |
| 1500 | No warning signal after this time |
| TBD | Top Gun School Wrap-up @ SPSC classrooms (1st floor) |
| 1830 | Reception at SPYC Ballroom |
| 1930 | Awards Banquet at SPYC Ballroom |

FRIDAY

- | | |
|------|--------------------|
| 0800 | SPSC gate unlocked |
|------|--------------------|

Up to three races may be run each day, to a maximum of ten races.

- Venue:** Launching and hauling will be at the SPSC on Demens Landing, one block SE of the SPYC. No vehicle parking is permitted at the SPSC. Racing will be in Tampa Bay, East of the St. Petersburg Municipal Pier.
- Courses:** Courses are illustrated on pages 117-119 of the US SAILING RRS.
- Scoring:** Up to ten (10) races are scheduled. All races will be scored. One race is required to be completed to constitute a Championship.
- Trophies:** Trophies will be awarded to the skippers and crew of the first seven boats in the Championship division and the first three boats in the Challenger division. Additional trophies provided by FSSA include:
 Championship Division 1st: Mary Meno Perpetual Trophy
 Challenger Division 1st: Brenda Pollack Perpetual Trophy
 Sportsmanship (voted on by the sailors): Allan M. Douglas Trophy
- Disclaimer of Liability:** Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. Neither the organizing authority nor the host organization will accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

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My Scot Experience With The Tillmans

by Chuck Tanner, Fleet 36, Sarasota

A few years ago, Sarasota sailor Al Hersey took an interest in the Flying Scot and the state series. He hooked up with Miami's Nancy and Charlie Fowler, and in a short time the Flying Scot became one of Florida's premier one-design classes. At a recent Melbourne Spring regatta, Linda and Dick Tillman walked over to the rigging-up Scot sailors and asked if one of us might like to crew with them at an upcoming annual US Sailing Championship of Champions regatta, to be held in Scots. They had not yet sailed a Scot and felt they could use some team-spirited input. It took me a quarter-second to sign on. (I just knew ma and daughter would give dad the ok.) The regatta was scheduled for the Fall, at Lake Norman, with Harry and family to maintain a competitive fleet of hulls and Greg Fisher to build all new sails for a fleet that would involve current and multiple national class champions, and even world and Olympic gold medalists.

A month after our meeting, Dick was diagnosed with a health concern that,

without timely surgery and follow-up treatment, would take his life. Dick and Linda courteously gave me the unexpected update and asked me if I was, as they were, still on track for Lake Norman. I said I certainly was.

The Tillman family weighed all the options for the best possible outcome, and I looked forward to Lake Norman. Dick had successful surgery and, with Linda, went about completing their health program.

A few days before the US Sailing event, the Tillmans set out for Lake Norman, but down the road found themselves at a hospital emergency room, with unexpected postoperative complications to figure out. They quickly called my home, so that I might not be inconvenienced, to inform me that they regretted they would not be able to make the event after all. My wife told them I'd hit the road the day before, so that I was already somewhere in North Carolina. Dick and Linda promised, then, to head for Lake Norman to give me the news.

At Lake Norman we met and decided to give the new boat's "tune-up afternoon"

racing a try. Even with the need to round-robin on the water into one or two new boats between each of two dozen races, Linda and Dick were transformed, due to the Flying Scot's layout, from knowing they physically could not do the event, to really believing they should give it a try.

The results are history. In a fleet of great people and racing sailors, we newcomers finished behind only the reigning Flying Scot and Thistle North American champs for the regatta, taking an unexpected US Sailing bronze. Only Linda and I knew that Dick had had one arm and one leg tied behind his back, almost literally. A short time later Dick mentioned to me one point further, by saying the very gear the hospital's emergency room had fitted him with--which he and Linda initially had believed would, in addition to everything else, exclude him from being able to race--had actually enabled him to complete the event.

That experience knocked me over, and it taught me some life lessons that I continue to figure out. The boat itself--our Flying Scot--made it all possible. ▲

Sailing With Mike

by Paul Newton

I met Mike at the Sturgeon Bay Yacht Club (SBYC) in the summer of 1985 or 1986. He was a college student at UW Madison with a summer job as head sailing coach at the club. At SBYC's Wednesday night Portsmouth races, Mike's Laser regularly beat Flying Scots, Thistles, Lightnings, J24s, and even a Flying Dutchman, not just on handicap, but boat-for-boat. Once when it was blowing, Mike rounded the weather mark just behind a Thistle that popped her

chute and took off planing. The Thistle skipper said later that he thought for sure he had Mike that time, only to look around at the jibe mark to find Mike right there. Mike had set up on the Thistle's quarter wave and had surfed it the whole leg.

Mike's whole life was sailing. The youngsters in the sailing program at SBYC hung on his every word; I remember several times after class seeing Mike sitting on the dinghy rack with a crowd of small fry at his feet, each of them obviously enthralled

with his racing stories. Mike's sailing didn't stop with the beginning of UW's classes in the Fall; he was one of the better skippers on the UW Madison intercollegiate sailing team. They would drive all over the country for weekend collegiate races during the school year. Mike always said that, at these intercollegiate regattas, it was as important to win the party as to win the regatta.

Soon, Mike and I started sailing together on my Flying Scot. From the beginning, we

Continued On Page 27

*Close finish between Jay & Leila McNeff
and Dave Rousseau & Dan Abram.*



2007 Flying Scot New England District Regatta

by Diane Kampf, FS 5157, New England District Governor

The 2007 New England District Regatta was hosted by Massapoag Yacht Club in Sharon, Massachusetts, on July 21 – 22, 2007. We were extremely fortunate to get a big hand from our Day Sailer and Laser fleets, headed up by Bob Gaffney as PRO. We also were joined by our judge, Brad Churchill, coach of the Boston University Sailing Team. We had four out-of-town boats, including New York Lakes District Governor Ann Seidman with her husband and skipper, Peter. We had three groups of campers, and some guests were hosted by local Sharon sailors.

Boats are ready to go.

On Friday night, Margy Davidson and her crew hosted a great welcoming and registration party, with some super hors d'oeuvres and a barbecue. It was just right, after many of us spent the day at the yacht club getting ready for the weekend!

On Saturday, Nora Cavanagh hosted a wonderful breakfast catered by Roche Brothers before we headed out to race. With 15 boats in Fleet A and 4 boats in Fleet B, we had a nice starting line, with northeast winds about 8 to 10 knots, and a warm, partly sunny day to boot. The race committee managed to get in two good races before we headed in for a lunch hosted by Jan Rubinstein and also catered by Roche Brothers. We had a B Fleet boat skippered by Don Bennett leading much of the first race and a good mix of skippers, with the lead changing over and over and no one walking away with his finish position. After a break for lunch, we went back out for another good race, once again mixing it up out there. Lake sailing is never predictable, and the shifts are not easy to call, even for some of the best sailors.

After racing, Kate Sharp and her crew hosted a wonderful cocktail party, with so much yummy food, beer, and wine that we hardly had room for the dinner we knew was coming. But that didn't stop us from devouring as much as we could. We had a fun raffle, with everyone entered-skippers, crews, race committee, and



*Winners Jay & Leila McNeff & Vice
Commodore Dave Rousseau & NE District
Governor Diane Kampf.*

guests. The first ticket picked by a young man was his mother's name, and another young man picked his brother's name. We had prizes ranging from sponges to life jackets to weather radios, and people walked away winning something, even if they weren't winning the races! All this was followed by our now-famous lobster feast, with chicken and ribs for those non-lobster-eaters in the group, all served by Creative Catering with food prepared by Roche Brothers. We topped it off with our usual make-your-own-sundae bar,

always a favorite at our regattas.

On Sunday we had another sunny day, this time with north winds 10 to 12, with the places changing and most of us not knowing exactly where we placed overall.

As with many of the regattas we host or attend, Flying Scot racing among families was evident. There were husband and wife Jay and Leila McNeff; the whole family of Chris, Linda, Lee, and Roger Danilek; Roger Sharp and his daughter Laura; brothers Scott and Randy Rubinstein; husband and

Continued On Next Page

wife Greg and Diane Kampf; father and son Gary and Ryan Werden; husband and wife Peter and Ann Seidman; father and son Tim and Peter Hill; husband and wife Ed and Marne Wojtaszek, with their son Eric in his own Scot; and father and son Don and Eames Bennett. We do, of course, also appreciate the many Scot skippers and crew who are not related but just love to race together, and the competition among all of us continues to be lots of fun. When we are together, it is one big family sharing years of stories and so many great times.

The winners of the regatta, with 21 points in the A Fleet, were Jay and Leila McNeff, who also received the New England District Championship perpetual trophy as well as the Southern Massachusetts Yacht Racing Association perpetual trophy for the best Massachusetts boat in the regatta.



Dave Ryan and Chris Danilek enjoy the lobster dinner.

Jim Cavanagh and John Housle were a close second with 23 points, and the Danilek family were right behind with 23 points. In the B Fleet, Don and Eames Bennett took five first places in their first regatta together. We hope to see them continue this as a family tradition!

After thanking all the MYC regatta support system—for which we are so blessed—and all our participants and guests, I felt fortunate to have had such a wonderful weekend with such great weather and such great friends. We are hoping we can continue to increase the number of participants in our district regattas and try to encourage many more to travel. Come on to New England and sail with us. And you New England sailors, come on and join us wherever we are, even if you don't usually travel. You'll have a great time. 🌊

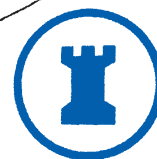
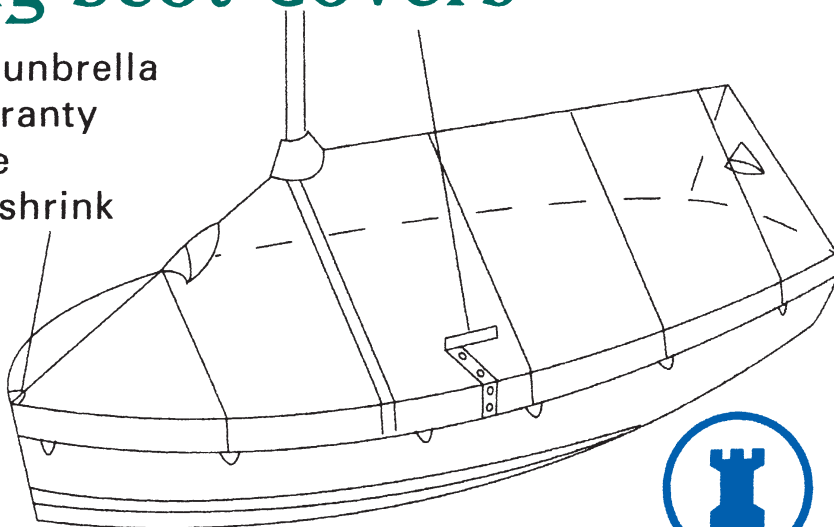
FLEET A										
SAIL	BOAT NAME	SKIPPER	CREW	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	TOTAL	PLACE
1261	<i>Bad To The Bone</i>	Jay McNeff	Leila McNeff	3	2	5	6	5	21	1
4949	N/A	Jim Cavanagh	John Housle	2	4	1	4	11	22	2
5626	<i>Hot Wheels</i>	Chris Danilek	Linda, Lee, Roger Danilek	5	1	15	1	1	23	3
4895	<i>Contraption</i>	Dave Ryan	Sam Koval	7	7	2	3	6	25	4
4373	N/A	Roger Sharp	Laura Sharp	9	5	3	2	12	31	5
4654	N/A	Randy Rubinstein	Scott Rubinstein	11	3	10	10	3	37	6
5157	<i>Brother Bill</i>	Greg Kampf	Diane Kampf	8	9	4	12	4	37	7
5521	<i>Up Over</i>	Rob Tikoft	Brandon Dickerman	10	8	7	5	7	37	8
3465	N/A	Dave Rousseau	Hein Smit Sibinga/Dan Abram	12	12	8	7	2	41	9
4619	<i>Blue Eyes II</i>	Gary Werden	Ryan Werden	1	6	9	13	14	43	10
4254	<i>Espresso</i>	Peter Seidman	Ann K. Seidman	6	14	6	11	8	45	11
2983	<i>Evie</i>	Tim Hill	Peter Hill	4	10	12	9	13	48	12
4224	<i>Coping Skills</i>	Eric Wojtaszek	Brian Campinel	13	13	11	14	9	60	13
5725	<i>Gagey Bee</i>	Ed Wojtaszek	Marne Wojtaszek	15	15	15	8	10	63	14
1635	<i>Crazy Horse</i>	Doug Funsch	Kristin Funsch	14	11	13	15	15	68	15
FLEET B										
4756	N/A	Don Bennett	Eames Bennett	1	1	1	1	1	5	1
416	<i>Windcatcher</i>	Harvey Davidson	Morey Waltuck	2	3	2	2	2	11	2
3681	<i>Wind Chime</i>	Harold Levin	Myrna Levin/Mike Goldstein	3	2	3	4	4	16	3
4949	N/A	Dave Depree	Evan Locke	4	4	4	3	3	18	4

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Sailing Saratoga's 21st Annual Regatta and NERD

by Diane Kampf, FS 5157, New England District Governor

The Massapoag Yacht Club has a fleet of Flying Scots that love to race and love to travel for a good time and some challenging racing. So it does not surprise me that once again MYC's Fleet 76 sent eight boats to Saratoga Lake Sailing Club, second only to Saratoga's own twelve boats, for Fleet 161's 21st Annual Flying Scot Invitational Regatta on August 10–12, 2007. This year, the regatta included the 2007 Northeast Regional Districts (NERD). There were 44--yes, I really said 44--Flying Scots on hand for this best-of-breed Flying Scot regatta. With the division being chosen by the skippers at registration, the fleet was split into 27 boats in the Championship Division and 17 boats in the Challenger Division.

The accommodations are great. While some people stayed at local hotels and several were hosted at local Saratoga members' homes, many were housed right at the clubhouse. And I counted three campers, including ours, parked on the roadsides and 24 tents on the lawn. It was a sight to behold, and though I've seen it now for the last 13 years, I am still amazed every year when I see all the tents. And there was racing at the Saratoga Race Track, which some of us attended on Friday, with a few of us coming away with enough winnings to pay for dinner.

Back at the regatta, at stake were trophies for 1st through 5th places in the Championship and Challenger Divisions, as well as the John Pridmore Memorial Trophy to be awarded to the best finishing skipper who is a member of FSSA and from one of the NERD districts – New York Lakes, Greater New York, Capitol, and New England. Ann and Peter Seidman were kind enough to share their 35th wedding anniversary with us in order to host this event. The festivities started on Friday with a welcoming party and continued with French toast and pancake breakfasts on Saturday and Sunday, with lunches provided both days, and a cock-



tail party and catered dinner on Saturday, and lots of fun in between. And, yes, we did some sailboat racing as well!

Our FSSA First Vice President, Charles Buffington, sailed with his wife, Sarah, and four FSSA district governors were on hand. There was New York Lakes District Governor Ann Seidman, sailing with her skipper and husband, Peter Seidman; Greater New York District Governor John Cooke with crew Robyn Hoffman; Midwestern District Governor Ryan Malmgren with crew Taylor Smith; and myself, New England District Governor Diane Kampf, sailing with my skipper and husband, Greg



came in 24th. In the Challenger Division, Emma Davidson and Jonathon Davidson crewed for their father, Harvey Davidson, and they came in 7th, borrowing a boom from local Saratoga member Jim Benson when their boom was rendered useless before the races started. Other Massapoag boats included Sam Koval and Brandon Dickerman, who placed 17th in the Championship Division, borrowing a boat from local Saratoga fleet member John Kimball; Jim Cavanagh and crew Stacey Rieu, who came in 21st in the Championship Division; and Marty Newman, sailing with John Kimball from Saratoga, who finished 17th in the Challenger Division.

From other fleets, families in the top 10 of the Championship Division included Chris Danilek from New England, who took 2nd place, sailing with his wife, Linda, and sons, Lee and Roger. John Gallagher and sons from Saratoga's Fleet 161 placed 6th, Rob Cohen and his daughter Catelyn from Fleet 177 in Greater New York placed 8th, and Bob and Michael Rich from Fleet 46 in Greater New York placed 9th. And families were evident among the rest of the boats in the Championship Division, including Joe and Jan Saleet Van Denberg, Doug and Josh Tucker, Charles and Sarah Buffington, Peter and Ann Seidman, Dave and Dave Jacobsen. And in the Challenger Division, families included Skip Parry and his family sailing in their first regatta and taking 1st place, as well as Chas and Charlie Kite, Jack and Jack Hurley, Warren Wulff and family, and Al and Judy Bernstein.

Of course, there were lots of other super Flying Scot skippers and crews in the mix, with Saratoga's members doing well, with two boats in the top 10 Championship and three boats in the top 5 in the Challenger Division. And there were boats from five districts--Greater New York, New York Lakes, Ohio, Midwestern, and New England. The competition was stiff, and the lead changed lots of times during each of the races. Ryan Malmgren, who drove from Wisconsin for this event and had Taylor Smith from New England as crew, won the regatta.

On Day 1, as is usually the case with lake sailing, the race committee had its hands full with winds shifting and disappearing sometimes too fast to set a course and run a race. But after some time and patience, there was some decent wind at

CHAMPIONSHIP DIVISION								
Skipper	Crew	Sail	1	2	3	4	Total	Place
Ryan Malmgren	Taylor Smith	5622	1	5	4	1	11	1
Chris Danilek	Linda, Lee & Roger Danilek	5626	9	8	1	3	21	2
Gary Werden	Ryan Werden	4619	5	4	6	9	24	3
Dan Vought	David Watts	5688	6	3	15	7	31	4
Rob Tikoft	Nathaniel Corwin	5521	10	19	3	14	46	5
John Gallagher	Colin & Brian Gallagher	4231	28	2	5	12	47	6
Greg Kampf	Diane Kampf	5157	17	18	2	13	50	7
Rob Cohen	Catelyn Cohen	5102	7	16	7	21	51	8
Bob Rich	Michael Rich	5139	13	14	25	2	54	9
Mark Riefenhauser	Warren Schutt	5516	18	9	17	10	54	10
Joe Van Denberg	Jan Saleet Van Denberg	5565	12	15	10	17	54	11
Ted Gutman	Mark Connely	5641	24	1	9	20	54	12
Paul Waterfield	Allan Miller	3857	22	11	18	4	55	13
Jim Ryan	Bill Donaldson	4402	20	17	13	6	56	14
Ed Summerfield	Herb Lindsay	4736	8	28	11	11	58	15
Randy Rubinstein	Zach Rubinstein	4654	15	6	22	16	59	16
Sam Koval	Brandon Dickerman	74619	16	12	21	15	64	17
Doug Tucker	Josh Tucker	5089	21	28	12	8	69	18
Charles Buffington	Sarah Buffington	5347	3	28	20	19	70	19
Jim Cavanagh	Stacey Rieu	4949	2	13	28	28	71	21
Bernie Zabek	Bill Metz	2919	19	28	19	5	71	20
Peter Seidman	Ann K. Seidman	4254	26	10	14	22	72	22
Dave Jacobsen	Dave Jacobsen	4937	14	28	8	23	73	23
Ed Wojtaszek	Marnie Wojtaszek	5725	11	28	24	18	81	24
Bob Hamlin	Craig Bruening	3211	25	7	23	28	83	25
Peter Colman	Andy Zangle	5338	23	20	16	24	83	26
John Cooke	Robyn Hoffman	5535	4	28	28	28	88	27
CHALLENGER DIVISION								
Skip Parry	Nick & Cameron Parry	718	1	5	n/a	n/a	6	1
Harry Redgrave	Ira Cohen	5849	7	1	n/a	n/a	8	4
Glenn Miner	Mike Flanigan	5583	6	2	n/a	n/a	8	3
Chris Rotunno	Jim	3991	4	4	n/a	n/a	8	2
David Osler	Kim Barnett	5217	2	7	n/a	n/a	9	5
Chas Kite	Charlie Kite	5462	11	3	n/a	n/a	14	6
Harvey Davidson	Emma, Jonathon Davidson	416	8	6	n/a	n/a	14	7
Jack Hurley	Jack Hurley	5227	5	14	n/a	n/a	19	8
Warren Wulff	Susan & Maxwell Wulff	5349	12	8	n/a	n/a	20	9
Edward Anderson	Andy, Richie, Peter Zangle	3839	3	18	n/a	n/a	21	10
Mary Kate McCarty	Emmett McCarthy	5569	10	11	n/a	n/a	21	11
Rob Hayes	John Miller	1878	9	13	n/a	n/a	22	12
Andy Fox	Peter Freeman	3063	14	9	n/a	n/a	23	13
David Blum	Carole Meyers	4662	13	10	n/a	n/a	23	14
Clark Cooper	Jim Benson	4407	18	12	n/a	n/a	30	15
Al Bernstein	Judy Bernstein	1504	16	15	n/a	n/a	31	16
Marty Newman	John Kimball	295	15	16	n/a	n/a	31	17

5 to 10 knots for Race 1. With the race committee setting an Olympic course, the Championship Division was off and sailing, with the Challenger Division starting about 10 minutes behind. Both divisions finished the race with the wind dying down a bit, but we got the race in. Race 2 was a different story. Hoping that the wind would not die down completely, the race committee set a W2 course, and the

Championship Division started the race. Then the wind died, and the Challenger Division never started Race 2. The course was shortened for the Championship Division and about half the boats finished before the time limit, while the rest of the boats were given their positions.

Day 2 looked a little more promising, with a W2 course set for Race 3 for

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2007 Women Skippers Regatta

by Diane Kampf, FS 5157, New England District Governor

On Sunday, July 1, 2007, seven women skippers from Massapoag Yacht Club in Sharon, Massachusetts, tried their hand at the tiller in our 6th Almost-Annual Women Skippers Regatta. We had four Flying Scots and three Lasers in the race. It was mostly sunny and in the 70s, with the wind blowing 15 knots and gusting to near 20. There was a bit of trepidation as we headed out – at least in our boat! If not for the courage of the fearless crew, I think I would have gone back in!

On the race committee boat we had Ed Wojtaszek and Mark Wise doing a great job of setting courses and getting the races off. On rescue support we had Bob Kozeil and Noah Siegel taking care of a few boats when they capsized and taking pictures of us out on the water. Our thanks to all those who supported us in this event.

On the line we had three skippers soloing on Lasers: Carrie Oneil-Smith, Lily Fayerweather, and Sherrie Wong. We also had four skippers and their crews in Flying Scots: Margy and Harvey Davidson, Myrna and Harold Levin with Dennis Dubuc,

Ellen and Rich Hirsch with Dave Levy, and Diane and Greg Kampf. We had two windward-leeward courses, one W1 and one W2, with a northwest wind shifting now and then.

We had refreshments after the races as Ed Wojtaszek and I announced the results to the participants. Baskets of goodies were given to 1st, 2nd, and 3rd place, with water bottles filled with candy for the other participants and their crew. The results were: Sherrie 7th; Lily 6th; Carrie 5th; Myrna, Harold, and Dennis 4th; a tie for 2nd that—with the tiebreaker—ended with Ellen,

SKIPPER	CREW 1	CREW 2	1	2	TOTAL	PLACE
Diane Kampf	Greg Kampf	n/a	1	1	2	1
Margy Davidson	Harvey Davidson	n/a	4	2	6	2
Ellen Hirsch	Rich Hirsch	David Levy	3	3	6	3
Myrna Levin	Harold Levin	Dennis Dubuc	2	DNC	9	4
Carrie Oneil-Smith	n/a	n/a	5	4	9	5
Lily Fayerweather	n/a	n/a	7	5	12	6
Sherrie Wong	n/a	n/a	6	6	12	7




Rich, and Dave 3rd and Margy and Harvey 2nd; while Diane and Greg ended up 1st. A Good Sport Award was given to Carrie Oneil-Smith after she capsized on the starting line in the first race and got back up

and continued sailing to finish both races. Please see below for the detailed results. Let's see if we can get more boats out there next year and split it into two fleets, for big boats and small boats! ▲



2007 Michigan-Ontario District Regatta



Steve Last with his two nieces in an evening race on Crystal Lake in Michigan. Photo by Betty White.

by Steve Last, FS 4979 and Captain, Fleet 41

This year, the Michigan-Ontario District Regatta was hosted by the members of FS Fleet 41 at Crystal Sailing Club on beautiful Crystal Lake near the “Middle of the Mitten” on September 8 and 9, 2007. The Lower Peninsula of Michigan is shaped like a mitten, so most Michiganders use their right hand and pointer finger to describe locations of cities and towns within the

state. The village of Crystal is located near the center, or “palm,” of the right hand. Crystal Sailing Club is a small but enthusiastic club comprised of about 40 family and single memberships. Our club Web site is located at www.sailcsc.org.

The district rotates between the active fleets of Michigan and Ontario, and we were very pleased and eager to host a successful regatta this year. In off years, our annual regatta is known as the Crystal Ball. As active and traveling racing sailors (four NACs and one Midwinter), my crew, Steve Rajkovich, and I decided to sit this district championship out to serve as PRO

and host. Since we are both Steves, we are referred to as Steve R. (for Rajkovich) and Steve L. (for Last).

Steve R. spent most of the summer refurbishing our boats, motors, and signaling devices so they would be ready for the “professional like” race management that our racers expect. Our Boston Whaler never looked better. In preparation for the districts, many of our members organized and participated in work bees, assisted in food preparation, helped run the race committee, and offered plenty of warm hospitality for our guests. Their names are worth mentioning: Beth

Crystal Lake.

Gov. Jim Davis presenting Forest Rogers and Mike Wesner with the championship trophy.

Female Skippers flexing their muscles (left to right) Suzanne Moore, Freyja Davis, and Ela Sliwerska.



Place	Sail	Skipper	Crew
1	5235	Forest Rogers	Mike Wesner
2	1726	Freyja Davis	Jon Davis
3	5193	Bill Pfund	Olivia/John Pfund
4	3854	Jack White	Bruce Bongiorno
5	5326	Keith Hudson	Marv Toler
6	4336	Ela Sliverska	Michael Ehns
7	784	Jim Davis	Marie Davis
8	5488	Kent Davis	Jim Horak
9	2397	Suzanne Moore	Todd Moore
10	2385	Bruce Korstange	Jeff Herschleb
11	3158	Cliff Stevens	Earl Stevens
12	4351	Bob Johnson	Tina Johnson
13	1764	Mark Meyer	Inger Meyer
14	530	Dan Bridgeman	Logan Perkins

Korstange, Richard Sherman, Al Friend, Bonnie Walthorn, Tim Little, Ron and Susan Cook, and many others. Special thanks to Steve R. for running a highly proficient race committee.

Along with all our volunteer members, the weather was in full cooperation to make this year's regatta a picture-perfect event. The winds were northeast in the wake of a cold front that passed through the state the previous day. Huge headers and lifts frustrated and rewarded many of the sailors on either side of the course. The winds averaged about 10 mph and smooth, flat water conditions allowed the boats to really get up and move.

Forest Rogers and crew Mike Wesner used their experience to win all three of the races held on Saturday. Local sailor Freyja Davis and son Jon were second by

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First-Ever Glow II A Huge Success

by Deb Aronson, FS 3683 *Suzie Q* and Captain of Fleet 135

Although Clinton Lake is a cooling pond for the Clinton, Illinois, nuclear power plant, the only thing glowing the weekend of September 29 and 30 were sailors' faces, which were glowing with happiness whether they were relaxing in front of the bonfire or enjoying the outstanding sailing during the inaugural GLOW II regatta. The new regatta was sponsored by Flying Scot Fleet 135 and the Clinton Lake Sailing Association.

The weekend got off to a rousing start with a potluck cookout Friday night. Visitors brought everything from brats and beer to potato salad and brownies to share all around. Boats came from Delavan and Madison, Wisconsin; Medicine Lake, Minnesota; and Carlyle, Illinois. Many people camped in the spacious fields surrounding the sailing club. Some "youngsters," mostly volunteers from the University of Illinois Sailing Club, stayed up most of the night keeping the bonfire going, while some of the more "mature"

sailors woke up with the sun to the smell of fresh-brewed coffee.

After donuts and coffee Saturday morning, a homemade cannon was fired as the committee boat left the harbor, and we headed out to the lake to begin the races. Sailing conditions could not have been better. The weather was mild and bright all weekend, with winds on Saturday at about 10 mph with gusts to about 15. Members of the University of Illinois Sailing Club, who were on hand to help run the regatta, were snatched up for crew as the wind grew.

The race committee ran three races Saturday, and on Sunday the fleet squeezed in two final races (for a regatta total of five) as the wind built steadily. By the end of Sunday's second race, winds were up to 15 mph with gusts to more than 20 mph. As the Scots pulled out their boats, local windsurfers took to the lake.

Dinner Saturday night was catered by Fleet 135 and held at the club pavilion in beautiful Indian summer weather and was

followed by another bonfire. At the end of the regatta, each competitor (there were 14 boats in all) received a one-of-a-kind photograph of their boat in action.

The competition was tough, with some of the best Scot sailors in the Midwest attending. Final standings were: first place, Ryan and Evan Malmgren; second place, Tim DeVries and Deb Torgerson; third place, Frank Gerry, Joanie Lewis, and Ben Valentine; fourth place, Jack McLurkin, Ted Spaubauer, and Bill Vokac; and fifth place, Larry Klick and Kurt Holmquist. I should mention that if Larry Klick had not fallen out of his boat about 10 feet from the finish line in the last race and lost about six places, he would have been even higher in the standings!

Scot sailors might remember the Glow in the Dark regatta that was held at Clinton Lake until 1999. While the GLOW II is a new regatta, we also recognize the Glow in the Dark, which came before us. Stay tuned for details about the second annual GLOW II! (more photos on next page) 🛥



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Saratoga

Continued From Page 19

Championship and Race 2 for Challenger and the wind holding at 5 to 8 knots through most of the race. It began to look good for Race 4, but once again the wind died and the race turned into a one-leg race for the Championship Division, with boats finishing at the first upwind mark. No race was started for the Challenger Division. We all headed back in, and, of course, the wind picked up as we reached the docks. It was good luck for the local boats sailing at Saratoga's afternoon races.

Ann and Peter thanked the many peo-

ple who helped with the regatta, from the kitchen help, to the people who hosted guests at their homes, the race committee, the tractor and hoist operators, other clubs' members who pitched in to help, the local members who loaned boats, and everyone who participated in the regatta. There were gifts for Massapoag's Fleet 76, because we always bring the most out-of-town boats. And there were gifts presented to people who registered early, to emphasize how much easier it is to plan if the hosts know you are coming. And then came the trophies—red- white-and-blue lighthouse lamps, which Peter and Ann presented to the top five skippers and crews in each division. And last, but not least, Margaret Pridmore Jacobsen proud-

ly presented the John Pridmore Memorial Trophy to the highest-placing FSSA member from the Northeast, Chris Danilek and his family. The trophy depicts a model of John's boat, FS 4619. (The actual boat was sailed in this regatta by its current owner from our Fleet 76, Gary Werden, and his son Ryan, who placed 3rd, just short of winning this trophy themselves!)

We are already thinking of next year, and we hope that Ann and Peter will do it again! As Chris Danilek said to the crowd, "Come back, and bring your friends." It would be great to see more than 50 boats next time. Join the travelers from Massapoag--ask any of us and we will tell you we will be back again and again. We hope you do the same. 🚤

2007 Flying Scot Masters National Championship Series

by Ryan Gaskin, FS 5673

Lake Murray Sailing Club of Chapin, South Carolina, was privileged to host this year's annual Flying Scot Masters National Championship regatta held the weekend of October 6th and 7th. This is an FSSA nationally sanctioned event for skippers aged 60 or older with a combined skipper/crew age not less than 120. It is an exciting event at which "seasoned" sailors demonstrate the competitive value of experience over agility and frenetic energy!

This year's event involved a total of eight boats, four out-of-area and four from LMSC. Six boats competed in the Championship division and two vied for Challenger honors.

We had great wind, 8 to 12 knots on both days, with enough predictability in oscillations to reward alert sailors. Competition was close enough to keep things exciting over a five-race series. With a single start, Challengers were frequently mixing it up with the Championship group and, based on their post-race dialog, enjoyed the racing much more as a result. The PRO, race committee, and judges were top notch. The entire field of competitors and race officials stayed after our BBQ dinner to socialize and enjoy live musical entertainment. One advantage of the small turnout appears to be that everyone was able to meet and get to know each other. On day two, we weren't racing against strangers, we were all racing against friends. 🚢

2007 Masters Award Winners.



COMPETITOR POSITIONS AFTER FIVE RACES, LISTING SKIPPER AND CREW FOLLOWED BY SAIL NUMBER

Challenger Division:

- 1) Mike and Brenda Noone - 5468
- 2) Gary Wulf & Clay Shelton - 5628

Championship Division:

- | | |
|--|---|
| 1) Dick Gregory & Harry Carpenter - 2589 | 3) Allan and Janie Gowans - 5642 |
| 2) Ryan and Sherry Gaskin - 5673 | 4) Eric Ashaffenburg & Peter Kahle - 5784 |
| | 5) Bob Walrath and Tommy Weaver - 5808 |
| | 6) Jack Griffin & Willis Gaines - 880 |

Mich/Ont Regatta

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the end of the day, finishing right behind Forest. Gull Lake's Bill Pfund, daughter Olivia, and son John picked up a first on Sunday along with Jack White and crew Bruce Bongiorno of Portage Lake. Forest Rogers never slipped below second place and handily won the distinction of being

Michigan-Ontario District Champion for 2007.

When I was a youngster growing up on Crystal Lake, my grandmother told me that only Crystal Lake shines and shimmers like crystal in the sun. It is truly a special place for me and my 33 years of sailing in a Scot. For many years, among Flying Scot sailors both near and far, Crystal Sailing Club has had a reputation for being a warm and friendly club, which

is the perfect complement to a national class boat with the same reputation. With our rural setting and a clean, natural, beautiful inland lake, Crystal Lake is a great escape and well-kept secret. We hope you will consider our annual Crystal Ball Flying Scot Invitational as a destination for a pleasant and memorable regatta regardless of how you finish. We look forward to welcoming both newcomers and old friends in the coming years. 🚢

NEW MEMBERS

Capitol District #4

FS 111/Fleet: 0

Bruno Bertucci
101 East Mason Ave
Alexandria, VA 22301

FS 5773/Fleet: 0

Thomas Braun
400 Legendary Lane
Mars, PA 16046

Carolinas District #8

FS 5787/Fleet: 48

Richard Krumdieck
142 Vernon Dr
Davidson, NC 28036

FS 2559/Fleet: 193

Doug French
311 Slosingwood Lane
Spartanburg, SC 29301

FS 5132/Fleet: 193

Neil Lovering
3 Halyard Way
Salem, SC 29676-4233

FS 5553/Fleet: 193

Ray Tobias
5 Glenwood Circle
Adren, NC 28704

Florida District #43

FS 2007/Fleet: 0

Nate Vilardebo
907 Sago Palm Way
Apollo Beach, FL 33572

FS 3550/Fleet: 131

George Catalano
1412 Sunningdale Lane
Ormond Beach, FL 32174

Greater NY District #12

FS C1669/Fleet: 0

Adam Blum
8525 68th Road
Rego Park, NY 11374

FS 5758/Fleet: 0

Paul W. Chartier
239 Todd Road
Wolcott, CT 06716

FS 5755/Fleet: 0

Ralph Hendrickson
47 Hinkle Drive
Bordentown, NJ 08505

FS 4329/Fleet: 192

Samuel Thomas
115 Gill Rd
Haddenfield, NJ 08033

Michigan-Ont. District #20

FS 4578/Fleet: 0

Mark Truax
3676 E US 136
Crawfordsville, IN 47933

Midwestern District #24

FS C4520/Fleet: 0

Howard Harris
1076 Cottonwood Ave
Greenville, IL 62246

FS 2296/Fleet: 0

Terry Henert
138 E. Church
Mendon, IL 62351

New England District #28

FS 4767/Fleet: 0

Michael H. Cloutier
156 Gardin Circle
Auburn, ME 04210

FS 4756/Fleet: 76

Don Bennett
2 Chickadee Lane
North Easton, MA 02356

FS 652/Fleet: 76

Robert Kowalewski
151 Monroe Rd
Quincy, MA 02169

FS 4365/Fleet: 76

David Rousseau
2 Hillview St.
Canton, MA 02021

FS 4670/Fleet: 124

Christian Leland
471 Point Rd
Mariner, MA 02738

Ohio District #32

FS 1105/Fleet: 19

Vance Simpkinson
12212 Sunset Dr
Cleveland, OH 44125

Pacific District #36

FS C4368/Fleet: 0

Mike Marley
112 W 28th Ave
Kennewick, WA 99337

FS 4307/Fleet: 0

Jim Russell
217 Port Cardiff Place
Newport Beach, CA 92660

Prairie District #40

FS 4800/Fleet: 191

Scott Law
4326 NW 63rd St
Oklahoma City, OK 73116

Sailing With Mike

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had difficulties after rounding the weather mark. Mike would be looking around for puffs and yelling at me to head up or down to get into that next puff coming down, and I would be yelling at him to watch the chute. It was obvious this wasn't going to work. So we started taking advantage of that Flying Scot rule that permits the skipper to relinquish the tiller when handling the spinnaker. Until then, I thought I had been going "up in the lulls, and down in the puffs"; Mike went "UP, UP, UP in the lulls, and DOWN, DOWN, DOWN in the puffs," putting my tiny course changes to shame.

In one of the races of the '87 Midwest Districts at Wilmette, on Lake Michigan near Chicago, the first reach was parallel to the shore with a heavy, gusty wind coming off the shore (the shore being at least a mile away, though!). We rounded the weather mark with a three-boat-length lead over the next boat, popped the chute, and swapped places. I couldn't believe it. Our course changes must have been 40 or more degrees. We'd get in a lull and Mike would head up 20 degrees above the mark. When we got to the puff, we'd take off planing, heading down 20 degrees below the mark. I'd never seen anything like it, and

you can imagine what I was having to do to keep the spinnaker flying! It worked like a charm; the second boat was nowhere to be seen when we got to the jibe mark. I became a believer. Truly, this was Laser sailing on a Flying Scot.

Since then, Mike and I have sailed together a lot--mostly club races at Ephraim, but also several Midwest Districts and a few Nationals, including Lake Ontario, Lake Carlyle, and Pensacola. We really meshed on the boat. It was all business, both of us very focused on boat handling, speed, and tactics. Sometimes Mike was the skipper; sometimes I was. Mike skippered on the Ontario NACs (and maybe Carlyle and Pensacola; I don't even remember). But, at any rate, it's been a real partnership. Mike's a much better sailor than I am, and probably the only reason he lets me skipper occasionally is that I own the boat.

I remember when we first learned of the "dangle jibe" technique from Greg Fisher. Mike and I went out one day and practiced for 4 to 5 hours, dangle-jibing for a couple of miles, then roll-tacking back, over and over again, swapping skipper and crew positions till we both had it down. It became a choreographed dance, the spinnaker rolling the boat under us as we jibed, and our movements keeping time with the roll. I understand that this jibing technique is out of favor today, but it sure was a blast!

Swapping back and forth between skippering and crewing really contributed to our fun and success. Mike and I swapped regularly, in all conditions, and for whole regattas, and I think it helped us to take teamwork to a higher lever. In a tight situation, such as jibing in a crowd when it's windy, each of us instinctively knew what was going on in the other's head. Not only did the skipper know the hassles the crew was going through--say, resetting the pole--but also the crew instinctively knew that when he could hear the bow wave of a boat to windward after a tight start, he must not bother the skipper, as the skipper would be focusing on steering and boat speed to keep from getting rolled by that windward boat. Knowing what the other was thinking enabled each of us to independently work on whatever was most important at the moment. And if we needed to communicate (well,...yell!), we were more likely to yell only that which was important to the situation at hand.

Yep, we had some great times, Mike and I. Now--since Mike moved to Chicago, and I later moved to Seattle, and I'm traveling so much--we're not sailing together. I doubt we'll ever be able to go home again, but I've got a lot of memories of great times and great races. And it wouldn't have been the same, or even possible, without Mike Faugust. Thanks, Mike. ▲

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FS 5 - Douglas built in 1957. Went back to factory, was restored. Certificate of Measurement & Registration for the FSSA. Have sails, trailer, ready to sail. **\$6500** Located in Chandler, AZ. Contact: Michael Ybarra, 602-619-7117, ybarra18@aol.com

FS 89 - Douglass built in 1959. In restorable condition with mast, ok sails, Non-FS Trailer. **\$850** Located in Oakland, MD. Contact: Ernest Berger, 251-626-6609 ernestberger@bellsouth.net

FS 341 - Douglas built in 1962. Just refurbished, painted with algrip type paint; 1 North Main, 1 North Jib, 1 Guss Jib, 1 brand-new Guss Chute; Tapered aluminum spinnaker pole; Under deck tapered spinnaker sheets; Bow bag; Trailer; Finished 4th in 2007 NAC's. **\$7000** Located in Sarasota, FL. Contact: Ron Pletsch, 941-358-3101 regattafam@aol.com

FS 600 - Douglass built in 1964. Re-cored hull. Updated rigging. 1st S.S.S. 2007 Labor Day. 3rd 2006 JAX **\$3395**. Also avail. 1 year old set North Snug Rig Sails (all upgrades) m/j/s. **\$1200** Sarasota, FL. Contact: Jim Egan, 941-544-8654, jimaegan@comcast.net

FS 733 - Douglass built in 1964. Rig upgrade, bow bag. **\$1400** with old sterling trailer; **\$2200** with aluminum trailer. Located in Deep Creek Lake, MD. Contact: Ted Rissell, 301-387-4497, tedriss@earthlink.net

FS 782 - Lofland built in 1965. Hull re-cored with Baltek and West System. epoxy Interlux two part urathane finish. North mainsail & Schurr jib & spinnaker. No spinnaker pole. New mahogany stanchion, walnut centerboard cap, trailer, Sailor's

Tailor mooring cover, swim ladder and motor mount. Pix at <http://members.cox.net/kanzan/> **\$7600** Located in Oklahoma City, OK. Contact: Kirk Auston, 405-923-5369, kanzan@cox.net

FS 941 - Douglass built in 1966. Boat hull and rigging in good condition. **\$500** Located in Island Park, NY. Contact: Robert Rich, 516-763-1792, renich@e-jmw.com

FS 1653 - Douglass built in 1970. Older faded hull and decks but updated standing/running rigging, blocks, topping lift, newer cruising sails w/reef point. Trailer winch, axil, tires, wheels, bearings, lights all updated. CB removed and epoxied, new CB gasket & CB cable. Dry sailed most of her life so, not pretty, she is in sound shape. **\$2350** Located in Dunstable, MA. Contact: Joseph VLcek, 978-649-0423, Joseph_VLcek@yahoo.com

FS 2045 - Douglass built in 1972. White deck, light blue hull with yellow stripe. Hull is in good condition. Deck is "ok" condition. Running/standing rigging updated; new tiller, blocks and lines. Comes w/top and bottom cover, main, jib, spinnaker, misc. sail bags and lines. **\$4500** Located in Lake of the Woods, VA. Contact: Hans Noordanus, 540-846-1605, hans.noordanus@lowsc.org

FS 2181 - Douglass built in 1972. White deck, light blue hull w/ dark blue stripe. Hull in excellent cond. New tiller, blocks & lines. Comes w/ Sailor's Tailor cover, removable trailer light system - attaches to transom, main, jib, spinnaker, misc. sail bags & lines. **\$5000** Located in Mansfield, MA. Contact: David Simpson, 508-339-5917 sumo44@verizon.net

FS 2262 - Douglass built in 1972. Excellent condition - "Good" North Sails - New rigging-under deck spinnaker rigging, topping lift under deck, jib blocks in seat, new Halyard winch & many more additions. Galvanized trailer less than 10 years old. **\$5500** Located in Greensboro, NC. Contact: Cary Wren, 336-333-9420

FS 2335 - Douglass built in 1973. Hull in excellent condition, white w/ red stripe. Trailer. Day & Winter covers. **\$3500** New Fairfield, CT Contact: Don Christesen, 203-312-8189, etc126@charter.net

FS 2453 - Douglass built in 1974. North sails like new, Fisher spinnaker, boom tent/cover 1 yr old; many extras incl. Harken rigging carbon hiking stick with golf grip; extra set of sails; trailer. Race Ready! **\$3500** Located in Columbus, OH. Contact: Greg White, 740-973-5337, imreuben@yahoo.com

FS 3151 - Douglass built in 1978. Hull/rigging in good cond. 3 sets of sails, inc. brand new Gus set, never flown. Galvanized Sterling trailer. Mooring cover. Removable engine bracket. Spinnaker & pole. Spare boom. **\$5000** Columbus, OH. Contact: Kim Rieck, 614-933-0426, kriek@insight.rr.com

FS 4273 - Douglass built in 1986. Boat/trailer in good cond. Sails good for cruising, need replaced for serious racing. Mooring cover & trailering/storage cover in very good cond. Many accessories incl. 2.7 hp motor & bracket, anchor, new complete spinnaker hardware, paddle, boat pole, 6 vests. **\$6200** Rawlings, MD. Contact: Joseph DeGiovanni, 301-729-0519, acclockwks@atlanticbb.net

FS 4480 - Douglass built in 1988. In excellent cond. /seldom used. Rigged w/ all racing features & several new, high-end sails, spinnakers, new Honda engine etc. Complete/ready to use. Trailer incl. Call for price. Located in Georgetown, Ontario. Contact: Carmen Braund 905-873-9858.

FS 4672 - Flying Scot built in 1990. Trailer, all sails & 5hp motor. Good cond. **\$5500** Located in Loveladies, NJ. Contact: Sybille Zeldin, 609-494-0515, sybille215@aol.com

FS 4930 - Flying Scot built in 1993. Ready to rock & roll. New Quantum MJS-North cover, lifting up rudder, competitive boat, Galvanized trailer **\$8000** Chapin, SC. Contact: Allan Gowans, 803-240-4333, dorie105@yahoo.com

FS 5104 - Flying Scot built in 1996. Trailex Aluminum trailer w/ spare tire. Good set of north racing sails - boat is ready to race cond. /has a full cover/full racing package and spare Main & Jib for cruising. **\$9295** Lake Eustis Sailing Club, north of Orlando, FL. Contact: Ray Laguna, 407-257-0992, raylaguna5@aol.com

FS 5239 - Flying Scot built in 1999. 7th at 2006-07 Florida District Championship Series. North snug rig sails bought in fall of 2006, another set for cruising; Light air spinnaker, another for heavy air, TacTik racing compass; 2007 Sailor's Tailor cover; Light anchor and rope; Trailer with spare tire; VHF radio; **\$9800** Located in Sanford, FL. Contact: Robert Newland, 407-416-7511, robert@bluespringpartners.com

STARTING LINE Calendar Of Monthly Events

Flying Scot Gulf District Championship and 2007 Allstate Sugar Bowl Regatta

Southern Yacht Club

December 29 and 30, 2007

For more information contact

Larry Taggart at taggline@usa.net

Mid Winter Regatta

St. Petersburg Yacht Club

St. Petersburg, FL

March 23 - 27, 2008

See www.fssa.com for more details.

North American Championship

Toms River Yacht Club

Toms River, NJ

July 20 - 23, 2008

See www.fssa.com for more details.

Flying Scot Eastern Women's Regatta

Deep Creek Lake

Deep Creek, MD

August 9 and 10, 2008

Ladies, come one, come All to the Women's

Regatta at Deep Creek Lake, MD.

A Woman's Place is at the Helm! This would be a great time to spend a week sailing at Deep Creek Lake after our Invitational. Hope to see all of you ladies at our Women's Regatta. Contact Geri Meehan at gmeehan@earthlink.net or call 301-387-3469 starting May 15, 2008.

Master's Championship

Fort Walton Beach, FL

October 18 and 19, 2008

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