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OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

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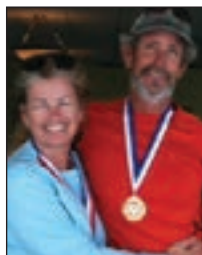
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Attention Web Surfers / E-mail Users:
The FSSA Flying Scot Website has the latest information.

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

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



The FSSA is on Facebook and 460 people have joined so far. Visit Facebook and search "Flying Scot Sailing" and join the group for the latest sailing news.

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From the President

Frank Gerry, FS 5015



Greetings to all... this is my first chance to contribute to this column. Firstly I want to thank the membership for electing me President of the Flying Scot Class. This is a real privilege and I will try to do my best to help the Class. Secondly, I want to thank Diane Kampf for her tireless efforts as Class President over the last two years. While much of this goes unnoticed, one of the major improvements we are now enjoying is the upgrade of the FSSA website. Diane, along with Eric Wojtaszek, Glenn Wesley and Phil Scheetz as the Web Team, have really made some major enhancements. Many hours have been spent on this job – and please recognize this is all volunteer!! A big thank you to all.

Looking forward – I want to reflect on the Flying Scot sailboat, what it is and what it does for us whether we enjoy day sailing, cruising or racing around the buoys.. There is probably no better way to gain a perspective than to look at us from an external view. I had the recent opportunity to crew on a 35 footer in the Chicago NOOD regatta. This was different and fun as a crew but it was a stark realization of all the things that the keel boat owner skipper has to manage just to prepare a yacht to be competitive and participate in a regatta.

Fundamentally a keelboat of that size is pretty similar to our Flying Scots but that's where the similarities stop.

Cost: A new jib costs more than a complete set of Flying Scot sails, Yes and by a considerable amount ! Most keelboats are

wet sailed so the costs of moorings, slips, bottom paint etc. can easily exceed the cost of a good used Flying Scot. And this is annual – so you can do this year after year ! Then the question becomes- does the skipper buy food, drinks and event shirts for the whole crew? (Note: I am not even bringing up cost of the boat!!)

Crew: We are fortunate to be able to sail with two crew total and sometimes three as needed. This is a phenomenal convenience we take for granted. We all learn to do a variety of tasks whether we are intimately involved in the strategic and tactical process that happens on a boat in a race or just to engage in the pure fun of a pleasure cruise. I have seen first-hand the frantic process of finding a sixth or seventh crew at the last minute before a regatta. This gets really difficult when one starts to think about team coordination, on-board assignments, and team chemistry needed to be competitive or at least functional.

Flexibility: For me this is the most amazing part. We as Scot owners can easily trailer our boats a long way if we choose to attend a National or District level regatta. While it does take some preparation, it is not difficult or particularly expensive. When one visits a yacht club with large boats docked or moored, most of these boats don't ever go on road trip and are quite limited on how far they can be sailed to participate in a regatta. In comparison, the freedom we have is truly enormous.

Skills Development: Again, this we may take for granted. If you are a racer,

the skipper is involved in tactics, strategy, steering, mainsail trim, centerboard, vang etc. The crew trims the jib, spinnaker, handles the pole duties and makes numerous other adjustments and is typically involved in numerous tactical and strategic decisions. All of these tasks might be split among 6-7 crew who may not know each other as well on a keelboat. If you are a cruiser, the team of two or three might at any time be running anything on the boat and participating in boat handling, navigation, anchoring or any other task. Seems to me that the bottom line for our kind of sailboat is: more opportunities to learn and ultimately more skills are learned, and skill specialization is largely avoided.

I do recognize that a keelboat is best suited for long races such as the Chicago to Mackinaw or the Transpac and can handle much more breeze on big, open water but the Flying Scot is a very seaworthy craft and many of our top sailors can handle big offshore breezes and waves along the coasts of the US.

In closing, it seems like we take a lot of things for granted that truly are enormous advantages for outstanding centerboard boats like the Flying Scot. Looking forward, please think about all the great things the Flying Scot allows you to do in your sailing endeavors and when you meet a potentially interested sailor, please share all these positives.

We will be focusing on membership growth and value to the membership in the coming months – stay tuned!!!

Happy sailing! 🌊

From the Editor

Kay Summerfield



Thank you all for contributing articles to your *Scots n' Water* Magazine. The *Scots n' Water* Editor awards were given to the following:

Best Non-Professional Photo

Best Picture: Richard Obst, Fleet 186, Pacific District

Most Contributions – Individual

Diane Kampf, New England District

Most Contributions – Fleet

Fleet 27, Alan Backus, Fleet Captain, Carolinas

Presented To The District Governor For All The Help And Support They Have Given Or Drafted From Their District

District Carolinas – Dave

“Sailordave” Batchelor, District Governor

Special Award To A Special Person. She Has Been Very Important To Me As A Proofreader

Marti Worthern, Fleet 158. Lake Norman Yacht Club

FLORIDA DISTRICT

CHYC Hosts Flying Scot Florida District Regatta

Bob Knowles, FS 5104

Our marina was abuzz on Saturday morning, January 12th, with all sorts of activity as 21 crews prepared their Flying Scot sailboats for the fourth stop of the 2012-2013 Florida District Championship series. Charlotte Harbor Yacht Club (CHYC), in cooperation with our local Scot fleet, Fleet 198, was the organizing authority and welcomed visiting sailors from all parts of Florida, as well as travelers from North Carolina, Virginia, and Wisconsin. Sailing conditions were perfect, with an easterly breeze of 6 to 10 knots, as they passed in single file out the channel for an 1130 hours warning signal for the first race.

Jeff and Amy Linton, representing Davis Island Yacht Club in Tampa, won the first race, along with two more of the five total races of the weekend, to take first place in the regatta with a strong score of 9 points overall. Zeke and Jay Horowitz finished second with 14 points, with Sarasota's Jim Egan and Rich Elsishans following in third place at 21 points. Six of our own CHYC Fleet 198 boats participated. Although our fleet boats did not contend for the top positions, all had a great time and continued to learn how to make these Scots go!

Of special note was Jeff Ellis, who had as crew Kayla McCullough and Hassen Williams, two students from our

Charlotte Harbor Youth Sailing program. They had to be thrilled to be out competing at such a high level at such an early point in their sailing life.

Martin Holland, Fleet 198 Fleet Captain, welcomed everyone to CHYC at the Sunday afternoon awards ceremony. Comments heard over beverages in the Wheel Room went something like “great regatta,” “beautiful spot,” “friendly people,” and “we will be back.” These accolades are passed on to all our club members who helped with registering the competitors, launching and hauling boats, running the races out on the water, and providing food and beverage service at the parties. Hope you all had as much fun as we racers enjoyed. 🌊

Flying Scot Fleet 90

Larry Whipple, FS 5399, Fleet Captain #90

Fleet 90 is based at the Coconut Grove Sailing Club (CGSC) in Miami, Florida, and sails on beautiful Biscayne Bay. The fleet races monthly in the

One Design fleet with the Biscayne Bay Yacht Racing Association, which is made up of the five clubs on the bay. The CGSC also sponsors a monthly Sunday Fun Race series, which is a pursuit race for all club members; the annual Commodore's Cup; and single-handed and double-handed races for CGSC members.

Fleet 90 currently has ten Scots racing, with over 30 owners & crew in the fleet. Current Fleet champion is Henry Bernstein on *Lady Hope* (5321), the oldest boat is Ryan Alexander's *Bella Flor* (75), and the best-looking spinnaker is on Larry Whipple's *Margaritaville* (5399) (see picture, right).

Biscayne Bay, located in southeast Florida between the mainland and barrier islands, is about five by fifteen miles, has great weather year-round, and is sailed by many different classes in local and long-distance races. Our busiest season is from November through April, when sailors from all over the world come to race. As an example, the Orange Bowl Youth Regatta in January annually has about 700 youngsters racing in Opti's, Lasers, 420s, etc.

Come on down! 



The Egyptian Cup Regatta

Mike Pitzer, FS 5300

In these times, Egypt is a tumultuous place in the midst of chaos, strikes, and confrontation. Its ancient mystery is just a memory. But in southern Illinois an event still exists that lures sailors to that ancient name. If you Google the Egyptian Cup, you will learn that it's a famous trophy in the football league of that country. But you would miss the fact that an Egyptian Cup Regatta of sailing fame is now hosted annually by Flying Scot Fleet 83 on Carlyle Lake in Hazlet State Park (site of the 2012 NAC) in Carlyle, Illinois. This 50-year-old regatta has a storied past. It was begun by the Crab Orchard Lake Sailing Club on Crab Orchard Lake near Carbondale, Illinois. But why the name?

The area south of St. Louis in southern Illinois is bordered on three sides by the Mississippi, the Ohio, and the Wabash rivers. This area became known as "Egypt" or "Little Egypt." Some have attributed the origin to pioneer families familiar with their Bibles who drew comparisons to the book of Genesis when famine struck Canaan and all the families had to go to Egypt to buy food. During the winter of the Deep Snow in 1830, grain, feed, and crop seed were destroyed. Yet wagon trains of pioneers traveled to the breadbasket of southern Illinois like ancient caravans of Israelites traveling to Egypt to buy grain. A common greeting on the road became, "We are the sons of Jacob, going into Egypt to buy corn." Southern Illinois became known as the granary of the state, and the identity with Egypt was accepted proudly.

Another story attributes the moniker to a biblical reference in 1799 by a Baptist missionary who, while traveling along the bluffs of the Mississippi, called the fertile bottom lands the "Land of Goshen," which was the best land in Egypt given by the Pharaoh to Joseph's family when they came to Egypt. Other similarities between the Mississippi River valley and the Nile were drawn from large ancient Indian burial mounds somewhat like the pyramids, the largest of which is in Cahokia, Illinois.

The Egyptian identity was memorialized in the names of many Illinois towns named after places in Egypt, such as Cairo (located near the junction of the Mississippi and the Ohio), Thebes, Karnak, and Dongola. Today many businesses still use the reference in their identity. Even the mascot of Southern Illinois University was named after the Egyptian dog "Saluki." So what is the connection to the regatta?

Crab Orchard Lake is four miles east of Carbondale, Illinois. It is a 7,000-acre lake built in 1936 and is now part of the Crab Orchard National Wildlife Refuge in southern Illinois. In 1958 the Crab Orchard Lake Sailing Club (COLSC) was formed, with a 25-year lease from the Refuge. Most of its members came from the town of Carbondale. It was the most active club in the lower Midwest, and it grew to 171 members at its zenith. Since it was located in "Little Egypt," it was natural to borrow from that identity. Its burgee, shown above, was modeled after the Egyptian flag.

The Egyptian Cup Regatta was the



The burgee, shown above, was modeled after the Egyptian flag.



The Cup was donated by COLSC member James "Pops" Brigham

idea of Dr. Wilson R. Scott, who was the club commodore and one-time president of the International Lightning Class Association. Originally the Egyptian

Continued On Page 11

Florida Flying Scot Circuit 2012-2013

Mark Taylor, FS 4321

While most of the Scot world is taking a winter break, Florida is gearing up for "The Circuit". Starting in October and finishing up just before the Midwinters, the Florida Flying Scot Circuit includes six events around the state. Circuit locations: Miami, Sarasota, Jacksonville, Port Charlotte, Eustis and Tampa.

The Florida District Championships was held during the Flying Scot Warm-up regatta at Davis Island Yacht Club March 9-10. Twenty-two boats registered for the regatta, with nineteen showing up on the line.

The race committee ran five races on Tampa Bay. Saturday's light to moderate breeze allowed for three races, while Sunday gave the racers a real warm-up for the Midwinters as conditions built to the high teens.



Local sailors Jeff and Amy Linton won the gold medals, while Sarasota-based Marshall Pardey and Marc Jacoby came in close behind in silver. District

Governor Mark Taylor took bronze, sailing with his eldest son Stewart, age 16. Congratulations to all. 🚢

Pl	Sail	Crew	From	Miami	SSS	Jax	PortCh	Eustis	Tampa	Total	Throw	Net Tot
1	5982	Jeff Linton & Amy Smith Linton	DIYC	0	98	96	100	100	100	494	96	398
2	4321	Mark Taylor & Stew/Drew Taylor	DIYC	0	96	85	90	66	96	433	66	367
3	812	David Ames & Larry Ames	CGSC	0	88	0	84	88	90	350	0	350
4	77	Tom McNally & Tom Norton	LESC	0	76	75	82	86	92	411	75	336
5	2925	Dave Thinel & Kim Thinel	DIYC	0	90	79	86	66	0	321	0	321
6	5502	Donna Mohr & Jon Hamilton	RC	0	62	73	0	69	70	274	0	274



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Fleet 36 at Sarasota Sailing Squadron

Robert Twinem, FS 5141, Fleet Captain #36



Fleet 36 had a great sailing season on Sarasota Bay. We kicked things off last fall, hosting the second district regatta on the Florida circuit.

The regatta hosted at Sarasota Sailing Squadron is named the Jeff Penfield Memorial Regatta to honor the memory of Jeff, who was a long-time Scot sailor and one of the founding members of Fleet 36. Knowing that we had the Midwinter

Championship coming up in the spring, we were able to use this regatta as a tune-up. We had 24 Scots racing in beautiful (maybe a little on the light side) conditions. The squadron is a beautiful spot for camping/RVing, and many of the sailors in the Florida District know how to camp in style. Friday night saw teams sharing oysters on the half shell by the fire pit, under the moonlight on beautiful Sarasota Bay. Saturday after the racing

we had a nice catered meal, bringing everyone together for a feast under the pavilion. If you were there, I'm sure you had a good time. If you were not there, plan on this event for next year. Top three were Morgan, Linton, and Taylor kicking it from Davis Island Yacht Club. The district regatta kicked our season into high gear and, as our snowbird friends returned, we had a stellar season with a growing fleet.

We are stressing a few areas to create growth, and they seem to be working. After every race date, we bring food to share and we gather to rehydrate, eat, and tell stories. Food is becoming a driving force in our fleet. These get-togethers are a quick way to put everyone on an equal footing, and they really have helped the camaraderie in our fleet. We have also started a Challenger division within our fleet. All boats are automatically in our Championship division, but we also score separately a division of new boats as well as boats that have not placed recently in our series standings. Daily as well as season awards are given in both divisions. Another change we have made over the past couple of years is that we rotate the race committee duties throughout the entire fleet, so that everyone has an iron in the fire and ownership in the success of our fleet.

Last year we had two Flying Scot racing clinics. The clinics were in the fall as a lead-up to the busy racing season.

The clinics were geared towards the new fleet members, as well as members who can use a helping hand. Due to inclement weather, our first clinic was limited to shoreside activities. We went from boat to boat and helped tune boats, giving hands-on instruction. Suggestions were passed on rigging ideas to improve boat handling. This was followed by a great question-and-answer session on all things Scot related. Our second clinic placed our experienced sailors in the boats of our less experienced sailors. This was successful on two fronts. First, the learning curve was advanced for the newer sailors, and second—but probably more importantly—the social side of our fleet strengthened as we got to know each other better. The volunteer efforts of the experienced sailors to help raise the skill level in our fleet were greatly appreciated. Again, this gives everyone a vested interest in the success of our fleet.

Although we sail year-round, our winter season culminated in hosting the

Flying Scot Midwinter Championship. We had a fun time hosting the regatta, and hosting really helped bring our fleet together, as everyone had a volunteer role and was counted on to make the regatta a success. Hosting a regatta of this size creates a lot of volunteer opportunities and gets everyone pulling together in the same direction. Weather was a bit iffy at times, as the isobars got a little too close together for comfortable sailing. The rest of the days the weather was what you come to Florida for, and of course the fellowship in the group was lots of fun. Congratulations to Championship Division winners Paul Abdullah and Alex Krumdieck and Challenger Division winners Harry Bernstein and crew. The Allen M. Douglas Memorial Trophy for sportsmanship was awarded to Mark Taylor. Full results are on the Flying Scot Sailing Association Web site.

We are active, and we eat well. If any of you all are looking for somewhere to race in the winter months, come on down. 🌴

Continued From Page 7 FLORIDA DISTRICT

Cup was a multi-class regatta and, in the '70s, nationally ranked competitors came from all over Middle America. In 1966, 79 boats were registered and 15 were Scots. The classes included the Rebel, Flying Scot, C Scow, Lightning, Y-Flyer, and Sunfish. An early Scot sailor, Paul McRoy, actually broadcast the regatta on the local radio station, WCIL. Harry Carpenter remembers his first Cup at COLSC (he stayed with Paul McRoy), when Eric Ammann (then president of Gordon Douglass Boat Co.) sailed as his crew. He beat Jerry Hartman by half a boat length to win the regatta! The very first commercially delivered Flying Scot participated for over 40 years in the Egyptian Cup. It was boat #4 (1957), purchased by Jack and Lois Brown of Benton, Illinois. Clark Ashby of Carbondale, Illinois, became its owner, and last year he donated it to the Oakland Transportation Museum near the Scot factory in Deer Park, Maryland.

The Cup shown here is still in use and was donated by COLSC member James

“Pops” Brigham, Sr., who was an old-time A Scow sailor from Lake Geneva, Wisconsin. Ralph Darling won the first trophy in 1959. Paul Moore later added a new base for more names. Early and significant names on the trophy include Sandy Douglass (Harry reports it was one of Sandy’s favorite regattas), Buddy Melges, Jerry and Mike Hartman, Dale Vogel, and Ken Tempelmeyer.

Unfortunately management of the Crab Orchard Refuge became increasingly restrictive and the club lease was not renewed. Club facilities were turned over to a mismanaged private marina in 1985, and club activity slowed to almost nothing in the late '80s. Fleets at the COLSC dwindled until there were only the Flying Scot and Hobie fleets. The club continued regional regattas for those classes. By 1991 all COLSC activity ceased. When the lights of Flying Scot Fleet 30 dimmed, Scot sailor Clark Ashby turned to the Carlyle Sailing Association (CSA) and Scot Fleet 83 in 1993 to continue the Egyptian Cup. The

trophy was transferred to Fleet 83 and the Egyptian Cup Regatta was revived.

The Cup is alive and well today. Each year, Scot Fleet 83 hosts the Egyptian Cup at Carlyle Lake in Carlyle, Illinois. It's not unusual to find Harry Carpenter at this regatta, and the competitors have included some of the top sailors in the Midwest, such as Ted & Florence Glass, Bernie Knight, Ryan Malmgren & Carrie Carpenter, Bill Vogler & Jill Rendleman, Jim Harris & Betty Struckhoff, Frank Gerry & Marianne Gerry, Ben Williams & Deb Aronson, and others. Past winners include Gordon Douglass, Harry Carpenter, Tom Pinkel, Paul Moore, Bill Vogler, Larry Klick, Susie Stombaugh, and Ryan Malmgren.

This year the regatta will be held on August 31 through September 1, 2013 (Labor Day weekend). Come out and be part of a wonderful tradition and add your name to a long list of distinguished winners. Check out the registration form under the “Fleets” button and then click Flying Scot at www.csa-sailing.org. 🌴

The Gator Challenge - December 7-8, 2013

Jon Hamilton, Fleet Captain #131 and Donna Mohr

Charlie Fowler (who, sadly, passed away in April) served many years as the Florida District Governor. Charlie also started the Florida District Championship as a series, with each fleet hosting an event during the season, because he believed that traveling to out-of-town events was an essential part of improving one's racing skills.

In 1992, we bought a used Flying Scot from the factory and started racing in Portsmouth events at the Rudder Club on the St. Johns River in Jacksonville, Florida. Soon other Scots were racing in club events. Charlie contacted us and asked the Rudder Club to host a District regatta in [year]. During that event, he ran a clinic on boat speed and boat tuning. (Charlie was always there to lend a hand and offer encouragement to new Scot sailors and racers.) For Jacksonville Scot sailors, it was our introduction to one-design racing and an eye-opener on boat speed. Fleet 131 soon earned reinstatement in FSSA and hosted a District event each year. Soon, with Charlie's support, the Rudder Club hosted the 1997 Wife-Husband Championship.

The late 1990s saw the end of Lake

Monroe's long-running Red Lobster Regatta (in central Florida), which had been popular with some Scot sailors from the Carolinas. Charlie suggested that the Rudder Club use an existing December regatta as a replacement. He invented the Gator Challenge—the Florida District against all other Districts—with scoring based on the top three boats from each district. And Charlie made a unique perpetual trophy—an alligator head mounted on a wood display with plaques for each year's winners—named “Wallygator.” The regatta is the Rudder Club's leg of the Florida District Championship, which guarantees a core of sailors for the event. In recent years, sailors from the Carolinas, Virginia, Maryland, and Wisconsin have sought to take Wallygator home for the year, but he's been able to continue to spend the warm winter in Florida.

Do you have local racing in December at your home club with over 20 Flying Scots? How many top Scot racers can you sail against that weekend? So please come down to Jacksonville the first week-



end in December for a great event, with racing Saturday afternoon and Sunday morning, dinner at the club on Saturday, and mimosas before Sunday racing (a Charlie Fowler creation). You might even get to haul Wallygator north for the year!

Don't ask what the weather will be; we've had dead calms to strong wind, and air temperatures in the 50s and in the 80s. Do be sure to ask about the current—we may sail on the river that runs north, but it turns around twice a day! If we ever figure out the best strategy in the current, we'll let you know.

For further information about this year's regatta, contact Jon Hamilton at jon.hamilton@cox.net. ▲



THE FSSA CLASS FLAG

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

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

The Flying Scot Florida District Circuit

Amy Smith Linton, FS 5982, aboard *The Speckled Butterbean*

When most of the rest of the Flying Scot nation is wrapping up their boats, the Florida season is just starting. Once October rolls around, the afternoon thunderstorms recede and the temperatures drop back into the high 70s, and Scot teams start planning their tour around the state.

Although it wasn't part of our circuit, the Wife-Husband Championship in Alabama early in October 2012 felt like one of "our" regattas...perhaps because we fielded five teams and a spare husband to this wonderful event.

The first official stop of the 2012-2013 Florida circuit was beautiful Biscayne Bay in mid-**October**. The waters off Miami are typically beautiful, with a nice, tropical sea breeze to stir up a pleasant chop. And the Chris Young Memorial is a fun, multi-class regatta in honor of a fallen sailor. This year, however, we took a knee; after studying the weather predictions, we left *The Speckled Butterbean*, FS 5682, in her cozy spot at the club. It seemed others were of a like mind.

In **November**, however, we weren't going to be discouraged. Sarasota Sailing Squadron, which hosts the Midwinters every other year, has a special spot in our hearts. For my husband, Jeff, there's a nearly-30-year history of racing on the aqua waters of Sarasota Bay. And for the rest of the team—the little dog and the *Winnie* (our camper) and me—the location simply feels like heaven. There's bright white sand, clear water, a long open bay, good fishing off the seawall, and plenty of sidewalks for walking. And, of course, it's the Jeff Penfield Regatta, honoring a

sailor we admired and miss. Regardless of the weather, this one makes our calendar.

The club manager, Craig, saved us a spot to plug in the *Winnie*, and we usually start the weekend early, showing up in time for lunch on Friday. This year, the camping contingent included Kim and Dave Thinel in their camper, Team Lisa and Andy Hayward (making it a kind of tenting honeymoon), District Jefe Mark Taylor and his son Drew also on site in a tent, and Leslie Fisher and Paul Silvernail in their pop-up (or was it another tent?). It happens sometimes with this crowd that they end up sitting around late, telling tall tales about one another's mishaps and adventures. A bottle of champagne was swigged. Paulie told the one about *Froglegs* in Key West Race Week back in the day. Pinecones and dew rained down on the party, but it didn't discourage us much. The Bloody Marys that Susan Domagala prepared the next morning were not just tasty but medically helpful.

In **December**, we were delighted to return to the Jacksonville Rudder Club for the Gator Challenge. This place, over-



Winnie and The Speckled Butterbean ready to travel.



looking the wide St. John's River, offers some serious hospitality.

The commodore of the club graciously cedes his parking spot so that we can put the campers next to the power. It was great to have John Kreidler and Ryan Malmgren, along with Rob Wittemore and Bill Wiggins, as well as speedy Paul Abdullah and Alex

Continued On Next Page

Krumdieck among the 16-boat fleet.

We went to our usual Friday-night dinner party for 15 or so souls at Trent's. It's become a habit—we share appetizers and annex the outside bar to make our table big enough to include everyone. The waitresses work hard to keep up with our many, many refills, but we all get plenty.

The weekend often turns out to be about food. The Rudder Club puts on a bounteous and scrumptious dinner that continues well into the next day. Before everyone hits the road on Sunday, they get a solid lunch as well.

The traveling circus turned south to the Charlotte Harbor Yacht Club in **January**. Evidently we had such a wonderful time last year that we were asked to park our dang campers elsewhere this time. So instead of having us clutter up the club parking lot, Martin Holland opened his side yard and electrical outlets and became camp host deluxe.

Location is no excuse. The usual suspects included the Johns; Teams Hayward, Taylor, Linton, and Thinel; with a special guest appearance from Steve Shaw from North Carolina, sailing with Henry Picco. In addition, we were pleased to welcome young Zeke Horowitz sailing with his dad on their newly acquired Scot. Zeke will be a serious player, as we know from his college and Lightning history.

Charlotte Harbor was lovely on Saturday—Chamber of Commerce sailing weather, perfect for photo ops of the 21 boats, as well as those idealized

memories of why we love sailboat racing. Sunday? Not quite so much. Can't argue with Mama Nature when she stops making the wind go.

The 43rd Annual George Washington's Birthday Regatta took us inland in **February**, where, despite our showing up extra, extra early on Thursday, three campers were already in place at the Lake Eustis Sailing Center. Room was made, we snagged an electrical connection, and we headed immediately to the Oyster Troff. It's not the most elegant place to find fresh oysters, what with the neon beer signs and the pool tables and the way they spell "trough," but still.... We've been researching this for years, and the Troff has some of the best oysters in the state of Florida—fat, fresh, and opened at a blinding speed by the same shuckers year in and year out. Did we end up going three times or just two? I can't remember (it's all a blur), since we walk there and back again from the Sailing Center, and the Troff has plenty of ice-cold beer.

Lake Eustis, being a lake in the middle of Florida, does have some good potential wildlife sightings: bald eagles, alligators, vipers, turtles. And since it's a smallish lake, the conditions vary considerably from day to day. Still, even if there's just one day of racing, it's usually challenging and entertaining.

This year, it was Arctic. We put the boat on a mooring Friday (with even this small crowd of 30 boats, the big dock runs out of room quickly), and, though the skipper had ambitions to go out in the

teeth of the incoming front on Saturday, cooler heads prevailed and we waited until Sunday to race. I am happy to report that Hard Mountain Sports makes a fleece-lined sport pant that stood up to the low-40-degree temperatures. I'll be all set should we decide to ski next year.

Our season wrapped up in **March** at the bi-annual Midwinter Warm-up regatta at our home club, Davis Island Yacht Club in Tampa. Twenty-one boats shared the waters of Tampa Bay with some Fireballs and Sunfish and so forth.

Team Butterbean didn't camp (our house is a mile from the club), but we found spots aboard boats and with various local sailors for out-of-towners hoping to avoid a hotel for the weekend. It warmed the cockles of my heart, as they say, to see our Scottie friends making themselves at home.

Rumor has it that next year's Circuit might include a stop in the Keys. Now that will be a new excellent camping adventure!

Scot sailing continues in Florida year-round, but now that summer has thundered in, we tend to make it a close-to-home affair. Sarasota hosts a couple of afternoons a month in the afternoon sea breeze, while in Tampa we schedule once-a-month social and practice days. If there's breeze, a volunteer sets us a course and gives us a half-dozen starts, or we run drills. If it's sultry and airless, we water-buffalo in the pool. Either way, we finish with a cookout or a group foray to the local pizza joint. 🍕

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Flying Scot Fleet 198 Ends Season with Championship Regatta

Martin Holland, FS 5104, Fleet Captain #198

Our fourth sailing season came to a highly contested end on Sunday, April 14, with the Championship Regatta, and most of the Fleet 198 members have, since then, headed north for the summer.

A brisk southwesterly breeze built as the first race went off in the harbor out in front of the club. A good start and a favorable wind shift enabled Bob Knowles & Martin Holland to hold off the boats skippered by Jim Faugust and Ed Werner and take the race. Three more races followed, each of which saw Doug Shore & Don Gasgarth demonstrate how to start ahead and stay ahead. Doug & Don performed admirably, finishing first in races 2, 3, and 4, with good margins over the following fleet. The final Championship standings are below.

The competitors and friends enjoyed a cookout on the deck after the racing, completing a wonderful day of fun on the water. A special thanks to race committee members Paul Alessandrone, Hank Bauman, and Woody Woodward, who came out to run the races.

The Fleet also enjoyed a midweek racing program through the winter

months. With 1-P.M. starts every other Wednesday, a total of 25 races were completed over the months of January through April. Charlotte Harbor Yacht Club (CHYC) new member Dave Strawbridge sailed his Flying Scot 3167 to enough first-place finishes to quite handily take the Midweek Series title.

Through the dedicated efforts of Ed Werner and Paul Willsey, a special perpetual trophy was established this year to recognize the annual winners of both the Midweek Series and the Championship Regatta. Look for the Fleet 198 award to be displayed in a place of prominence at the club.

It was just four years ago—after some extended discussions as to what boat should be selected for our fledgling small-sailboat thrust—that Jack MacDonald purchased the first Flying Scot and aptly named it *Mad Dog*. For **over fifty years**, the Flying Scot has been a perfect design for single-handed fun, family trips, and racing. With over 6,000 boats made—and with many of those still sailing in over 100 active fleets—the Scot remains a good investment. The Florida District of the Flying Scot Sailing Association carries out a District Championship Series each



year, with six destinations throughout Florida, including the January date right here at CHYC on Charlotte Harbor. At least five new CHYC members have joined the club because of the opportunity to locate their boat right here at our basin, with such fabulous access to the harbor.

Thinking about giving small-boat sailing a try? Get in touch with our Fleet Captain, Martin Holland, and we can get you going. Join the fun! 🚢

Boat	Race 1	Race 2	Race 3	Race 4	Total
Shore/Gasgarth	5	1	1	1	8
Knowles/Holland	1	3	2	4	10
Werner	3	2	4	2	11
Faugust	2	4	3	3	12
Willsey	6	5	5	5	21
Strawbridge	4	6	6	6	22



Deep Creek's Hospitality at the Wife Husband Championships, June 29-30, 2013

Diane Kampf, FS 5857, Commodore

View of Deep Creek Lake from the deck at Turkey Neck.

While we have enjoyed the Wife-Husband Championships year after year, Greg and I looked forward to this year's regatta at Deep Creek Lake in Maryland. After being there twice to pick up new Flying Scots in 1997 and 2009, we had never actually sailed on Deep Creek Lake. We were lucky enough to stay with Don and Barbara Griffin on one of our trips and we took a

nice motorboat ride around the lake, but that was not the same as bring there in a sailboat. We looked forward to getting there, launching the boat and getting out on the lake to race.

After our long ride from Massachusetts to western Maryland, we had a nice dinner at Deep Creek Yacht Club at Turkey Neck, not to be mistaken for Deep Creek Yacht Club at Deerhaven. We met up with Roger and Kate Sharp and John and Connie Eckart, our fellow Fleet 76

members from Massapoag Yacht Club in Sharon, MA. Having dinner overlooking the lake is really relaxing and makes you want to stay forever. The view of the lake from the club and the sunset over the lake is really enjoyable with the mountains and hills in the background. After dinner, we were once again treated to Barbara and Don's hospitality along with Mark and Maria Benner, who also stayed with the Griffins at their 5-star bed and breakfast. Lots of other Deep



Mark and Maria Benner.

Creek hosts provided lodging for several of the participants in the regatta, some folks stayed at the local inns and some were camping at Deerhaven.

As of race time Saturday, there were 42 wife-husband teams registered from 11 different states including Illinois, Massachusetts, Maryland, Michigan, North Carolina, New Jersey, New York, Ohio, Pennsylvania, Virginia and West Virginia, with 28 Championship boats and 14 Challenger boats. We started racing at 12:00 noon and had two fairly long races. We had mostly sunny conditions in the seventies, with a southwest wind and very shifty conditions. There were lots of boats hugging the shore to get the best of the winds, and lots of tacking duels going on. You found yourself ahead of a boat, then behind them, then ahead of them again, and never knew where you might end up. The spinnaker legs had boats doing the same thing and two boats side by side had totally different wind. We finished one race, went in for lunch at that was ready and waiting for us at Turkey Neck and then went back out for Race 2 with conditions about the

same as Race 1.

At the end of the day's racing, we were treated to a great meal at the Deerhaven clubhouse, prepared by Bob Vance and his wife Karen - what a treat! And we sang happy birthday to Bill Ross, who is here working as a judge along with pals Larry Taggart and Forest Rogers. We were also lucky enough to see Don and Charlotte Hott, a real institution in the Flying Scot class, now 94 years young, but still enjoying the goings on at the lake. There were 5 past FSSA Presidents and the current FSSA President along with 3 District Governors at this event and 5 of us were racing.

On Sunday, we were hoping to start



Two of our Judges, Bill Ross and Larry Taggart.

racing at 11:00 AM, but there was little to no wind, so we started with a postpone. Around noon we went out and the RC set the course 3 times with the winds shifting southeast to east and sometimes no wind at all. For the Championship Division, the place to start was at the pin end, with everyone at the boat end get-

Continued On Next Page

ting the short end of the stick. Most of the Championship Division were able to finish a W2 in about an hour to an hour and a half, and the Challenger Division had their course shortened when the wind died down quite a bit.

After racing, we all went back to Turkey Neck for lunch and awards, and of course, packing up for the trip home. We had a little extra baggage on the way home this year – not because we won anything, though. Some Flying Scot sailors from upstate NY were sailing for their first time in 2013 on Lake Champlain and dropped their centerboard to the bottom of the lake. They were not able to get a new board, but with help from FSSA.COM, Phil Scheetz and Harry carpenter, they were able to snag a used board - but how do you get it to NY? Well, the owner's aunt lives in Groton, MA, and our daughter lives right next door in Littleton, MA, so we will make the exchange there and the aunt will bring it to NY when she visits very soon. Timing is everything! And it goes to show you how helpful Flying Scot sailors can be.

At the awards ceremony, Bob Vance thanked everyone who was involved in the success of the regatta and Barbara Griffin thanked Bob, then the 3 of us handed out the awards. John and Lisa Meredith from Deep Creek, participating in their first Wife-Husbands, won the Championship Division along with the Ted and Florence Glass perpetual trophy. Glenn and Dorothy Wesley from Nockamixon won the Challenger Division along with the Cal and Anita Hudson perpetual trophy. At the awards ceremony, Dorothy shared that this was Glenn's birthday! The winner of the Century trophy for the highest place for any couple with combined ages of 100+ went to John and Sharon Wake. Congratulations to all the participants and winners and thanks to Deep Creek Yacht Club for hosting a wonderful regatta!! You can see full results on fssa.com.

It was hard to think about leaving because it was so much fun, and we would miss the friends that we saw, but we were left with memories of another wonderful FSSA event. During the 10 hour ride home, which got us home at 2:30 AM on Monday, we reflected on time with

so many good friends and meeting so many new friends. We thought about how special the Wife-Husband Regatta is, and how lucky we are to have our builder and his wife participating with us in this regatta, this time at his home club. As

Deb Aronson writes an article for *Sailing World* magazine about the Flying Scots and our Wife-Husband Championships, we appreciate how unique this regatta is to the Flying Scot Class and how great it is to be a part of it all! 🚢



Deep Creek Yacht Club – Deerhaven



Challenger Trophy Winners



Championship Trophy Winners

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



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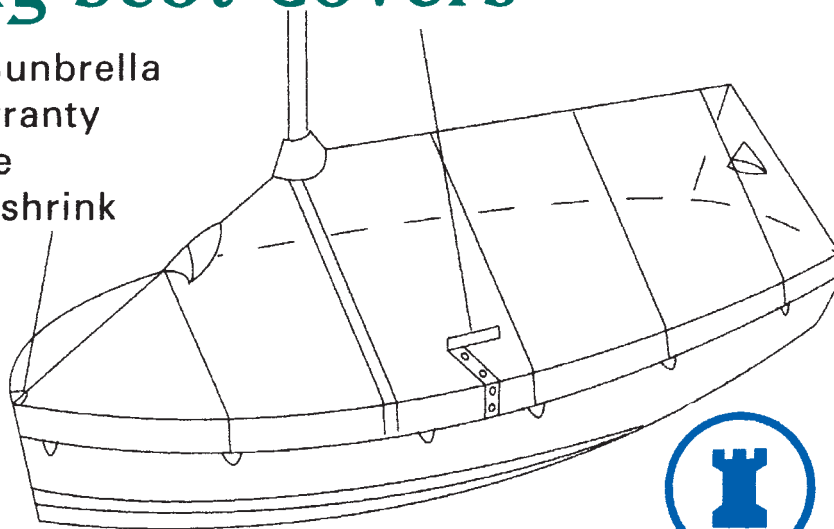
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STARTING LINE Calendar Of Monthly Events (FROM AUGUST 2013 – MARCH 2014)

Grand River Sailing Club

08/23/13 - 08/25/13

Fairport Harbor, Ohio

2013 Greater New York

District Regatta

8/24/13

Remsenburg, New York
Contact: fs2601@AOL.COM

2013 YCSH Annual

Commodore's Regatta

8/24/13

Stone Harbor, New Jersey
Contact: fs2601@AOL.COM

Egyptian Cup Regatta

08/31/13 - 09/01/13

Carlyle, Illinois

Massapoag Yacht Club

64th Annual Regatta

09/07/13 - 09/08/13

Sharon, Massachusetts
Contact: dianekampf@charter.net

Scots on the Rocks - Lake Murray

Sailing Club

09/07/13 - 09/08/13

Chapin, South Carolina
Contact: jkrue@mindspring.com

Harvest Moon

09/07/13 - 09/08/13

Dellroy, Ohio

1st Annual Scot-a-Hoochee

Regatta, Lake Lanier, Georgia

09/14/13 - 09/15/13

Flowery Branch, Georgia

Contact: scott3438@charter.net

2013 Atlantic Coast Championship

09/14/13 - 09/15/13

Toms River, New Jersey

Contact: fs2601@AOL.COM

Sail for the Grail

09/20/13 - 09/21/13

Pittsburgh, Pennsylvania

2013 Michigan Hot Scot Regatta

09/21/13 - 09/22/13

Pinckney, Michigan

Contact:

hawkins.brian@sbcglobal.net

2013 Fleet 80 Sail for the Grail

09/21/13 - 09/22/13

Portersville, Pennsylvania

Contact: prowlan@r2jtech.com

Seventh Annual

Glow in the Dark Regatta

09/27/13 - 09/29/13

Clinton, Illinois

Contact: debaronson@nasw.org

2013 Wadewitz Regatta – Fairhope

Yacht Club, Alabama

09/28/13 - 09/29/13

Fairhope, Alabama

Contact: taggline@usa.net

Thistle & Flying Scot Fall Classic & Fontelieu Invitational Regatta

09/28/13 - 09/29/13

Westport, Connecticut

Contact: fs2601@AOL.COM

Grand Annual Regatta

Cave Run Lake, KY

10/04/13 - 10/06/13

Morehead, Kentucky

Contact: Davidd2047@aol.com

2013 Punzi Memorial Regatta

10/5/13

New Fairfield, Connecticut

Contact: fs2601@AOL.COM

Great Scot Regatta

10/05/13 - 10/06/13

Vincent, Alabama

Contact: hackneydr@att.net

Lake Townsend HOT Regatta

10/25/13 - 10/27/13

Brown Summit, North Carolina

Contact: bobh9447@aol.com

2013 Hospitality Regatta - Jackson

Yacht Club, Mississippi

10/26/13 - 10/27/13

Jackson, Mississippi

Contact: taggline@usa.net

Wurstfest

Canyon Lake, Texas

11/01/13 - 11/03/13

Contact:

powers_christopher@hotmail.com

2013 Cajun Country Championship, Lake Arthur Yacht Club, Louisiana

11/23/13 - 11/24/13

Lake Arthur, Louisiana

Contact: taggline@usa.net

2013 Sugar Bowl Regatta, New Orleans Yacht Club

12/14/13 - 12/15/13

New Orleans, Louisiana

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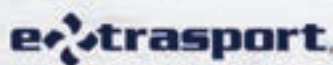
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2570 – Custon Flex – 1974 –
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3040 – Douglass – 1977 –
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3397 – Custon Flex – 1979 –
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4060 – Douglass – 1984 –
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4108 – Douglass – 1984
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4120 – Douglass – 1985 –
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4849 – Flying Scot, Inc. –
1992 – **\$7,500.00** : Mike
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4903 – Flying Scot, Inc. –
1993 – **\$8,000.00** : Charlie
Arnold, Austin, TX, arnoldhc@gmail.com

4969 – Flying Scot, Inc. – 1994 –
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1995 – **call** : , Stone Harbor,
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5245 – Flying Scot, Inc. – 1999
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5415 – Flying Scot, Inc. –
2001 – **\$11,000.00** : Dan Via,
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5702 – Flying Scot, Inc. – 2006
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