

# SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 59 | NUMBER 2 | 2015



**NORTH  
AMERICAN  
CHAMPIONSHIPS:  
JUNE 20-26**

2014 North  
Americans  
1,2\*,3,4,5,7,8!

# Let the fun begin!



Photos: George Washington Regatta  
1st place Jeff and Amy Linton and 2nd  
place Zeke and Jay Horowitz.

Photos courtesy John Cole

The North Flying Scot team is ready for fun as we set sail into the 2015 sailing season. Zeke and Brian are scheduled to be at both the Midwinters and North Americans and have several clinics scheduled throughout the country. Call or e-mail to find or schedule a clinic in your area and let the fun (and winning) begin!!

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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](mailto:info@fssa.com). Please feel free to submit any and all stories and photographs to be printed in *Scots n' Water*. All articles should be submitted in ASCII Text or Microsoft Word. Photos should be in .jpg format, and at least 1mb in size.

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**Cover Photo:** Exciting racing in the afternoon seabreeze at Bay Waveland Yacht Club, host of this year's NACs. Photo: Richard Heausler



## Fleet Captains: the Lifeblood that Keeps Us Healthy

Frank Gerry, FS #6060, Midwest District



**A**s I start thinking about springtime and the beginning of another great sailing season for the Flying Scot brethren, I have been appreciating how critical Fleet Captains are to the vitality of our class, especially at the all-important local level.

The Fleet Captain is the sparkplug, the motivator, the organizer of the local fleet. This is the person(s) who takes the initiative to make things happen, who organizes events at your particular location, and communicates important information in a timely and effective way. However it's done, when done right, it creates the buzz that people enjoy and helps maximize the pleasure we get out of sailing in the Scot community.

I read this a number of years ago – but here is a traditional list of the fleet captain responsibilities that make sense today as well:

- Conduct periodic fleet meetings to plan/communicate activities, class rules, yacht club programs and club racing.
- Promote fleet participation at local, district and national regattas.
- Engage closely with your Yacht Club or Sailing Association to represent Flying Scot interests.
- Hold periodic meetings to ensure everyone gets a chance to lead or help organize events.
- Hold elections as appropriate. Keep the fleet leadership fresh.
- Conduct events to promote Flying Scot growth from outside and inside your Club or Association.

- Offer educational events for your fleet i.e.; learn to sail, tuning, racing, day sailing etc.
- Promote non racing social events – especially in the off season.
- Keep the team together, growing, and enthusiastic!!

Success takes many forms, but the best fleet captains are the ones that communicate frequently and thoroughly. They likely have access to all the communication media available to us today and use it in an inspiring way such that you might think *“Hey, if I don't go to this event, I might be missing something.”* Whether it be via letters, phone calls, faxes, telegrams, emails, Facebook, tweets, websites, blogs or even Instagram, when used right, fleet growth and success is right around the corner.

Use of weekly email newsletters, a live fleet webpage, and constant communications even during the off season (even a night out at your local pub!) are rock-solid ways to keep it going. Conversely, if the Fleet Captain's communication efforts start to slip for any number of reasons, you may see the excitement wane, participation drop or any number of other problems emerge. If your fleet captain shows signs of overload or flagging energy, step up and offer your help. You have as much to gain or lose as anyone!!!!

You may not know this but we have about 95 fleets in our great class. They are distributed throughout our 14 districts in the US and connect through our 14 important District Governors. When we (FSSA) review nominations for Fleet

of the Year, we look very closely for signs of a healthy, engaged and growing fleet. The best ones are the ones led by the sparkplug fleet captains who reach out to Class members, Scot owners, and candidate Scot sailors to draw them into our community.

We are all in this together and I submit that our Fleet Captains and their support teams are truly our FSSA most valuable players ... errr, sailors! ▲



### 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 \$30.00 plus \$8.00 S&H. To order call FSSA at (800) 445-8629**



## We interrupt your reading pleasure...

Deb Aronson FS#5897, Midwest District, *Scots n' Water* Editor

...for a couple announcements. The first is, in an effort to make sure *Scots n' Water* stories are fairly timely we are trying a slightly new format. Instead of featuring a given district each issue — by running several stories about that particular district — we are going to instead run a short profile of a featured district and the rest of the issue will be devoted to stories of upcoming national events, regatta reports, and other tales of sailing adventure from around the country. For example, this issue, we have a report written by Dave Batchelor about the Carolina District that provides a kind of overview

of the various regattas held throughout the district, but not a collection of stories specific to the Carolina District. Let us know what you think of this latest adjustment!

**We will be selling raffle tickets, at \$100 each for the prize of a brand new Flying Scot. We thank our builder, Harry Carpenter, for supporting us in this effort!**

Secondly, we are announcing two new initiatives in this issue. The first is a raffle. We will be selling raffle tickets, at \$100 each for the prize of a brand new Flying Scot. We thank our builder, Harry Carpenter, for supporting us in this effort! And secondly, in an effort to build membership, Bill Vogler has proposed a membership regatta (or other event), hosted by each fleet or district. You can learn some details about each of those projects in this magazine and more information will be posted on the website.

Okay, back to our regularly scheduled program. 🚤

Picture yourself in Sunny Florida!

## Wife-Husband Coming Up in October

Pack your sunscreen and your spouse, because the 2015 Wife-Husband Championships will be held October 24-25 at Davis Island Yacht Club. Camping and housing options available. Contact race organizer Trista Snook at [UF571@aol.com](mailto:UF571@aol.com).



# Our Name, Emblem and Early Promotion of the Flying Scot (Third in a Series)

Debbie Cycotte, FS #4603, Capital District, Class Historian

Sandy's most difficult problem in designing the Flying Scot was choosing a good name and creating a suitable emblem. With over 600 classes already on record his choices for a name became limited. Wanting a name to go with Douglass, Thistle and Highlander - he decided Flying Scot was a good choice. "Flying Scot" is also the name of the famous London, England, to Edinburgh, Scotland, express train; plus, a famous yacht in the 1890s was named that as well. After select-

ing the name of this new boat, and being a man with a small ego, Sandy named the new company the Gordon Douglass Boat Company, Inc.

The emblem presented an even more challenging problem as there were even fewer choices available. Sandy wanted to come up with something Scottish but not too intricate for the sailmaker, such as bagpipes would be. He finally decided to use two letters, F and S. Other classes have used two letters but Sandy didn't think they made a good emblem. After more experimenting he designed and added the squiggle, which now made the two letters into a good emblem and one with recognition value. The squiggle is actually a very stylized word, "lying" which, with the letter F, gives the *FlyingS*.

As Sandy went around the country delivering his boats to new owners, he would make every effort to promote the Flying Scot by taking out interested sail-

EBC's first three scots sail against the last of the Club Cats they replaced starting in 1958.



ors on demonstration sails. The Detroit River Yachting Association (DRYA) searched for several years to find the right boat to replace their aging twenty-two foot wooden Interlake catboats. They tested all the boats, including the Thistle and Highlander, they thought might be of interest to them without finding one suitable. They had many requirements for this new boat to meet: from teaching beginners to sail to men's senior racing, stability, roominess for day sailing, speed, handling, and the durability to stand up well to the hard usage of club ownership with a minimum of maintenance. The DRYA selection committee heard about the new Flying Scot and asked if they could test sail her. They liked her so much the Edison Yacht Club (member of the DRYA) led the way with ordering three Scots for delivery in 1958. This was the sort of break Sandy hoped for and was very proud they adopted the Flying



The Flying Scot squiggle, showing its origin and reason.

Scot as their new official club boat for the Detroit River Yachting Association. Five years later, the seventeen clubs of the Gulf Yachting Association also picked the Flying Scot to be their official club boat, replacing the 50-year-old wooden Fish Class. Sandy was elated. These are

# Downwind Tactics

by Bill Draheim, FS#5167, Southwest District

**S**adly, downwind tactics are often overlooked setting the foundation for a poor finish. The operative term for sound downwind tactics is “delayed gratification”. Across the globe, tests have been run on children that show the discipline for delayed gratification are almost always the ones that succeed later in life. The test is simple, candy is put in front of the child. If the child waits a few minutes without eating the candy, he will get more candy. If the child eats the candy during the wait time, no more candy!

Similarly, success downwind is typically not realized until the end of the leg, after being disciplined and patient. Downwind when you get a puff, your boat accelerates forwards towards the boat in front of you. That boat has yet to get the puff and is not yet going as fast as you. The temptation is to try and reach up and over that boat. Resist that temptation!! Those who don't resist that temptation end up sailing above the rhumb line, losing tremendous ground on the

fleet later in the leg, as they try to get back down to the Leeward mark.

When you get a puff, turn down so you stay in the puff longer. If there is a boat in front of you, sail to the leeward of the boat, allowing him to get the puff and accelerate as you have. The boat in front is not going to let you reach over him, so don't try! If you are on the starboard gybe approaching the leeward mark, sailing to the leeward of the boat in front of you could get you an inside overlap at the three boat length circle. If you are on port gybe, do not try to reach above the boat in front of you for the overlap. They will not let you get it!! Sail into leeward of that boat and execute an early spinnaker take down. There is a good chance that you could round between that boat and the mark if they are not as prepared as you are for the rounding.

Early downwind leg success depends on your ability to recognize what the wind is doing as you approach the weather mark. If you are in a big starboard lift at that mark, set the spinnaker on the offset leg and gybe immediately at the offset

mark, then sail the rhumb line. Don't worry about getting the pole up, the Scot spinnaker flies fine without the pole. If you are in a big port lift approaching the weather mark, simply do a bare away set at the offset mark and sail the rhumb line to the leeward mark. If the wind is headed directly to the leeward mark from the offset mark, do not gybe for the first fifteen (15) boat lengths. There is too much dirty air from the upwind and offset leg boats.

Successful downwind sailing is all about being patient and disciplined. If you sail the rhumb line to the leeward mark on the gybe that has the apparent wind forward of the dead aft, you will be doing what all of the top boats do. In doing that, the fruits of your delayed gratification will be realized! ▲

*Bill Draheim is a two-time winner of the Flying Scot North American Championship. He currently operates Gus Sail based in Rockwall, Texas.*

Continued From Page 6 **FSSA HISTORY**

the only two associations in the country that are both based on the same premise of club ownership and they both independently chose the Flying Scot as the best boat they could find. Sandy expected club ownership would greatly add to the Scot's popularity in those areas — the Detroit River and the Gulf Coast from

New Orleans to St. Petersburg — but actually club ownership backfired, very nearly killing private ownership. Sandy believed people found it easier to join a club so they could have free use of the boats than to buy their own boats. He stated that if he had the option to do over again he wouldn't consider having the

Scot as club boats in yachting associations. But now many years later, between these two yachting associations, the Scot has gained valuable exposure to hundreds of members at more than fifty clubs.

*Next article will be about moving to Oakland, Maryland and more early days of Flying Scots.* ▲

# Registration is Open for North Americans at Bay Waveland

**T**hey are ready for us down at Bay Waveland Yacht Club! The folks at Bay Waveland are getting all hepped up about the upcoming NACs, June 20-26, at their club in Bay St. Louis, Mississippi. Registration is open for the main regatta, as well as the juniors' and women's championships, which are held the Sunday before the start of the main event. Let's see if we can't get a bundle of registrants for the juniors' and women's championships — it'll be fun!

Organizers Claude Dannemann and Richard Heausler have got all kinds of activities planned, including a kind of progressive dinner in which sailors will have a different course at each of several houses, all former commodores of the club. A beer keg will also make the journey from house to house!

In addition, Claude and Richard are excited about the dependable sea breeze that appears virtually every afternoon. We'll have great conditions, they predict. With Jim Tichenor as PRO and that sea breeze, it'll be an unforgettable week!

Registration is easy, you can do it online from here: <http://www.fssa.com/National%20Event/15856> ▲



Photo: Ramona Surtkus



Photo: Ramona Surtkus



Photo: Chris Trapani



# Win a New Scot!

Diane Kampf, FS#5857, FSSA Commodore and Web Editor, New England District

**H**ave you always wanted a brand new Flying Scot and didn't know how to make that happen? Now may be your chance! The Flying Scot Sailing Association will be raffling off a brand new Flying Scot, built by our builder Harry Carpenter at Flying Scot, Inc. in Maryland. The boat will be raced rigged in the color of your choice and will include a galvanized trailer and a full suit of sails, including a custom spinnaker. Of course, you can feel free to add other options at your own cost.

Here's how it is going to work. Tickets go on sale at the Midwinters in Sarasota, Florida, in March, and the winner will be chosen at the North American Championships at Bay Waveland in Mississippi in June. FSSA will have 250 available tickets at \$100 each – that makes your chances 1 in 250, some pretty good odds. The proceeds after paying for the boat will go to the Flying Scot Foundation to help ensure the future of Flying Scot sailing. Watch your email and the [fssa.com](http://fssa.com) website for further details. 🚤



Photo: Diane Kampf

## Davis Island Yacht Club and Fleet 168 invite you to the 2015 Wife-Husband Championships on October 24-25.

Located on beautiful Tampa Bay, the club is situated just outside downtown Tampa, Florida, 20 minutes from the Tampa International Airport, and a short drive from world-renowned tourist attractions. Bring your whole family!



# NACs Returning to Bay Waveland

Deb Aronson, FS#5897, Midwest District

**T**he 2010 North American Championships at Bay Waveland Yacht Club, was my first time ever at the NAC, so I didn't know exactly what to expect. I had been to Midwinters, so I had some experience sailing for a week, but I was worried about the heat; Mississippi in late June sounded very hot and humid to me. Still, I was mostly looking forward to the trip.

It turns out, some of my best memories had just as much to do with the adventures we had with friends as it did with the sailing (which was somewhat compromised by bad weather). Those memories include renting a house on a bayou with our wonderful friends John Heizer and Jennifer Liu and their son, Will. Every morning we made cappuccinos (since we didn't have to pack camping equipment we brought our cappuccino maker instead) before we headed to the club for the day. Several other sailors were staying down the road and they occasionally came by for a morning cappuccino visit as well.

The other thing about the Bay Waveland NAC was that, leading up to it, we were all very, very worried about the Deepwater Horizon oil spill in the Gulf of Mexico. Organizers had even developed back-up plans to move the regatta to Lake Norman, NC, if the oil spill was not contained. Ironically, while the oil never did become an issue, the weather did. We ended up on the edge of Hurricane Alex, which hung around for almost the entire regatta. While the race committee had some challenges, the situation was not helped by Hurricane Alex! Any one who was there will remember waiting for a storm cell to go by, going



Racing in the seabreeze at Bay Waveland. Photo: Ramona Suttkus



out on the water, being called back in, getting caught in squalls and sitting waiting for wind to come. I particularly remember hearing the horn signal to go out to the water, immediately followed by lightning striking – it seemed – the club’s flagpole! So, because of the weather, it was a pretty wacky regatta, but still, we had SO MUCH FUN!! I just *can’t wait* to go back!!

One key memory was the last race of the regatta. The weather finally returned to normal at the end of the last day of the regatta, just in time to get the necessary third race in to make the event official. With just a few minutes to spare, the normal sea breeze – that we had seen nothing of up to this point – came in. We had a wonderful last race in these “normal” conditions – steady wind out of the south of 10 – 12, with only minor oscillations in direction. I am betting we get this normal, wonderful sea breeze this summer....

Another great memory was finding a restaurant called Trapani’s one of our last nights there. The food was unbelievable; the chef, who was the BWYC commodore’s brother, it turns out, came out in his pajama pants and told us what to order. It was an unforgettable meal; I still drool thinking about it. Back then they were in a little, non-descript strip mall. Now they’ve moved to a nice spot on the water. Can’t wait! Check out their menu! <http://www.trapaniseatery.net/menus.html>.

So for this NAC, scheduled for June 20-26, we are already planning on sharing a house with some fellow sailors and going back to Tripani’s. I imagine we will explore



Photo: William McCoy

other great restaurants as well, and I guarantee we’ll bring our cappuccino maker!

Registration is open. I’m even thinking of signing up for the women’s championship, if I can find anyone willing to sail with me! That in itself is a strong indication of how much I’ve sailed in the last five years. I would never have considered skipping a boat in 2010, but now I am. And isn’t that what sailing is all about, getting better and having fun at the same time? 🚤

# Carolinas District: Active Fleets All Around

By Sailordave Batchelor – Former District Governor, FS#5164

The Carolina District encompasses, in North Carolina, Carolina Sailing Club in Durham, Lake Norman in Mooresville, Lake Townsend Yacht Club in Greensboro and Moorehead City Boating Club in Moorehead City. In South Carolina, we have Lake Murray Sailing Club in Columbia. And in Virginia we have Smith Mountain Lake in Lake Roanoke.

For many years our district has had a season-long trophy called the Helmold/Singletary to help promote travel throughout the district. Scoring has been modified over the years to provide as many skippers and crews as possible



Lovely day at Lake Murray.

Photo: William McCoy



Carol Claypool,  
current district  
governor.



Racing at Lake Norman.

an opportunity to win or place well in the series. This year, there are seven (7) regattas and you count your best (low point) scores for just four of the regattas to qualify. With the busy lives everyone has these days that's a doable number for many people. The socials at these regattas are like family reunions for many of us who have been in the game for so long. Non-district members are encouraged to join us at any of these regattas.

We also publicize and encourage participation in national and regional events. We have folks travelling to the Midwinters in Sarasota, Florida, and others thinking about the NACs in Bay-Waveland Yacht Club near Bay St. Louis, Mississippi. This year we are hosting the Atlantic Coast Championships on the Neuse River at the

Blackbeard Sailing Club near New Bern, NC. Coastal winds and a well-protected harbor with great hospitality make this a fun regatta. Young Scot legend Joe Brake of the Beaufort/Morehead City YC is the regatta chair and aims to make this a must-attend regatta. Watch for interesting publicity starting this spring.

In addition there is one interclub regatta featuring a challenge between Fleet 27 of the Carolina Sailing Club and Fleet 126 of

the Lake Townsend Yacht Club. We use a modified team scoring system which tallies the scores of the top five (5) boats from each club. Classes other than Scots can compete, so figuring out who to cover can be a challenge, and perhaps that's why the word challenge appears in the title.

Figure out a way to reward/encourage people in your district to travel and watch participation and skill levels rise. It's great fun. 🍷

View from Lake Norman clubhouse.



Photo: William McCoy

Sat	Sun	Flying Scot Regattas	Club & Location / Notes
3/15	3/19	<b>Flying Scot Mid-Winters</b>	<b>Sarasota, FL</b>
	4/12	Piedmont Interclub Challenge	CSC @ Jordan Lake
5/2	5/3	Great 48 *	LNYC; Mooresville, NC
6/6	6/7	Mayor's Cup Regatta *	LTYC; Greensboro, NC
6/20	6/21	Governor's Cup Regatta *	CSC; Kerr Lake Henderson Point
<b>6/20</b>	<b>6/26</b>	<b>NACs</b>	<b>Bay-Waveland, MS</b>
8/22	8/23	Blackbeard SC Invitational *	BBSC; New Bern, NC
9/5	9/6	Scots on the Rocks *	LMSC; Lake Murray, SC
<b>9/12</b>	<b>9/13</b>	<b>ACCs and Districts *</b>	<b>New Bern at Blackbeard Sailing Club</b>
10/3	10/4	VISA Invitational *	VISA YC; Smith Mountain Lake, VA
<b>KEY</b>		<b>Bold: FSSA Sanctioned regattas - *: Helmold/Singletary Series</b>	



# Foundation, Saratoga Lake Sailing Club Create Welcome Partnership

Mark Welcome, New York Lakes District, photos by Hunter Currin

The first time I heard about the Flying Scot Foundation was early in 2012. A few of us from the Saratoga Lake Sailing Club (home of fleet #161) were reviewing the previous year's sailing school numbers and discussing the various problems we faced as we looked forward to the upcoming season. Chief among them was the difficulty of building and maintaining an adequate fleet of Scots for our adult sailing classes. As a group, we had decided to use only Scots as our adult teaching boats. Previously, we had been using a mixture of borrowed Scots along with a variety of different boats that had been donated to the sailing school.

Standardizing on the Scots was an easy decision, based on their suitability for

teaching all course levels we offer (Learn to Sail, Intermediate Sailing, and Learn to Race). It also made sense given the popularity of the Scot fleet within the club and the role that the school plays in recruiting new members to the club. The vast majority of students who look to join the sailing club after completing our courses do so with either a Scot, or a Laser for the single handers. Anyone joining the club must own their own boat.

The issue we faced was that it was far easier to decide to use Scots than it was to actually acquire and maintain a fleet that was large enough to handle our classes. We had a couple of Scots that had been donated to the club and we borrowed members' boats whenever possible to allow us to take in more students. Even with the generosity of our members, we could not avoid the inevitable conflicts between our teaching schedule and members' own sailing and racing schedules. Luckily,

we have a very strong fleet at the club and I was contacted by two members: Ann Seidman, who is the District Governor of the NY Lakes District, and our local Fleet Captain, Mary Kate McCarty. Both of them provided me information about the Flying Scot Foundation and the "Scots in Schools" program. Here is the link: <http://www.fssa.com/content/flying-scot-foundation-fund-education>.

While we were too late for the 2012 program, we took the time during the next season to write up our proposal and look for Scots for sale nearby that might allow us to grow our fleet. The 2012 season cemented our desire to expand our fleet, as we had multiple adult Learn to Sail classes and still we had to turn away students simply because we did not have enough boats available to teach with.

Fast forward to the present day and we have now completed two seasons where we have partnered with the Flying Scot Foundation to build and improve our

*Continued On Back Cover*





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# Ahoy – Announcing FSSA Membership Regatta Initiative

Bill Vogler, FS#5892, Midwest District, 2nd Vice President, FSSA

Dear Scot Sailors:

In an effort to increase FSSA membership, all FSSA fleets are invited to conduct a membership regatta — or other activity or event — at some point during the sailing season in 2015. We have learned that other one-designs have successfully used this activity to increase membership.

We are asking that Fleet Captains and/or selected members organize at least one event during the 2015 sailing season. \$45 of the entry fee from this event would be dedicated towards the purchase of individual FSSA memberships for those participants not already members. Competitors can become FSSA members either in advance of the event or on-site by purchasing a membership on-line when checking in to the regatta. If a regatta is not a likely membership activity, fleets are welcome to substitute an alternate activity or event such as a fleet party, cruise, etc.

**Competitors who are already FSSA members can compete for free or donate their entry fee to the foundation.**

FSSA will keep track of and report on membership regattas on the website and Scots n' Water magazine. The goal is to get as many fleets as possible to conduct the activity and eventually get more than 50% percent of Scot owners to join FSSA. Currently, only 30% of all fleets have 50% membership by boat owners on fleet roster lists.

FSSA will be contacting FSSA Fleet Captains regarding guidelines for organization of the event. In addition, these



guidelines will be posted on the FSSA web site on how to conduct the activity.

Please be watching for more information at the FSSA website and/or from fleet captains via email. ▲

## Some Thoughts on Trophies

Deb Aronson, FS#5897, Midwest District

Anyone who has hosted a regatta knows that one of the biggest costs, outside of food, can be trophies. Those sailors who are often in the front of the pack bring home plenty of glassware: mugs, plates, vases and bowls. Each piece of glassware can cost \$30 or more, and if you give trophies (skipper and crew) through, say, fifth place, you are looking at upwards of \$300.

For some clubs that is not a problem, but at our club, Clinton Lake Sailing Association, we're on a real shoestring budget, so we've tried over the years to get a little bit creative (ie inexpensive) with trophies. For several years we took advantage of the photography skills of our son, who took great photos, which we then put in nice frames. Another year one of our sailors designed a beautiful

image on the computer based on one of those photographs but generated to have a watercolor effect. We shellacked those on a piece of polished wood. Voila! A lot of work, perhaps, but not a lot of money!

I'll never forget the year we had a fleet member who was handy with a C&C tool and we made wheel chocks engraved with the place on one side and the event on the other. Then last year, *Continued On Page 22*



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# 2014 Sail for the Grail Regatta

Paul Rowan, FS#5159, Captain Fleet 80, Ohio District



Photo: Paul Rowan

The Sail for the Grail regatta is held every September, and is hosted by Flying Scot Fleet 80 at Lake Arthur in Moraine State Park, about an hour's drive north of Pittsburgh, PA.

Squalls were moving through the area, on the morning of September 20, 2014. More than one of our regatta setup crew wondered whether rain would put a damper for the event.

Mark and Maria Benner, Wolf and Joy Goethert, and Jean and I were setting up the delicious breakfast buffet, in the picnic pavilion, for our anticipated guests.

The morning temperature, being mild, was comfortable for the activities of rigging and sailing. Even so, the hot coffee and warm breakfast sandwiches would be welcome accompaniment to fresh fruit, Joy's homemade banana nut bread, and Maria's hard-boiled eggs.

Our regatta guests were arriving, enjoying a bite, and greeting one another when, just two days from the equinox, the weather began to take on properties more typical of early fall in this part of western Pennsylvania. By then, two brief waves of light rain had passed though and heavier rains had missed our spot, passing mostly

to the north. The sky was clearing. Grass and boat covers were drying. The winds were building from the west-southwest. A sparkling day was unfolding over Lake Arthur for the 2014 Sail for the Grail.

Stephanie Bahr and her crew, our Ohio District Governor, Marty Sweterlitsch, from Hoover Sailing Club, joined the event with boat #5015, "Helga". Stephanie and Marty modeled the ancient Norse masters of North Atlantic sailing, donning attire to match their vessel's moniker. Ever competitive, Jim Diffley and crew, Ian Robinson, and Tom Dawson, with crew Marjorie Gold, came

in from Berlin Lake near Canfield, Ohio. It was great to see Bob Sevald again with his daughter Sara and friend Eric Mozur. Charles and Sarah Buffington from Fleet 6, Deep Creek, MD, and 2012 Regatta winners, were rigged and first in the water in Bristol fashion. And all the way from Fleet 135, Clinton Lake Sailing Association near Clinton, Illinois, were Ben Williams, and crew Deb Aronson. We appreciate their making that journey. The following week, our own Mark and Maria Benner turned around and went to the record-setting 2014 Glow in the Dark Regatta at Clinton Lake. Added to that we were seven boats from our own Fleet 80.

Sadly, our friends from Cowan were absent. All reported pesky work-related commitments. Including last year's winners, Shaun Clements and crew Andy Gardner, #5289. Was that why we had a few extra beers left over Saturday night? Here's hoping we see you all again next year. We saved some great winds for you too!

We were thrilled to have Joe Shields of Moraine Sailing Club running the races for us, together with his crew, Carolyn Graham, Scott Grosh and Anita Sadler. Scott and Anita just picked up a Flying Scot this year. They have been participating in our club's Learn to Race events this season, so they may not be available for RC crew at the regatta in 2015! Thanks also to Wolf Goethert for helping out the RC on Sunday. Our thanks are extended again for a great job to all the Race Committee volunteers.

When Joe hit the 5-minute warning at noon on Saturday, the wind had already risen to 12 to 14 mph and was continuing to build steadily. By the start of the third race winds were 14 to 16 mph and pushing 18 mph by the finish. We were a nice sized, closely matched, competitive flotilla.

The Sail for the Grail is held in the latter part of September when it is typical for a strong fall wind pattern to begin. Scheduled as a four-race series, with three "conventional" races on Saturday, it is the "Bridge-to-Bridge" race on Sunday morning that makes the Sail for the Grail special. We try to set up a course starting with a short, but not too short, beat to



Photo: Paul Rowan

a mark set by the PA Route 422 bridge. Since westerlies are prevailing here at this time of year, the first windward beat is usually followed by a roughly 3-mile reach to the opposite end of Lake Arthur near the PA Route 528 bridge. Naturally, a 3-mile beat to the finish follows the reach to the leeward bridge mark.

The lake narrows in the eastern half of the course, and when the wind is westerly, as it was again this year, the air flows through the wide but snaking form bounded by hills to the north and south. This has the effect of producing turbulent flow though the wide channel in the eastern end making for frequent direction shifts of 5, 10, to 20 degrees or more at a time. The wind speed also rises and falls as the flow surges through the narrows. Both on the reach and the beat, these shifts afford a test of helmsmanship, of sail trim, and sometimes, seamanship. The shifts are used for tactical advantage by many of the skilled crews.

With west winds on Sunday morning in the 16 to 18 mph range early, and getting perhaps to 20 mph, or more, later, white caps were making their appearance from time to time. Many boats were on a plane while reaching up and down the line looking for openings and timing for clear air at the start. The beat was short but the windward mark rounding was not conflicted. In this race, the reach is no parade. There are position changes, jibing, and jockeying for lanes of clear air, or blocking the air of a leader, on the shifts. By my count, at least six boats

reached the leeward mark separated by a boat length or less from one another after the 3-mile leg.

Without rights to room at the leeward rounding, Jean and I, #5159, were just inches off the transom, and moving to the outside of #4805, Diffley and Robinson. They were rounding in third. When we tacked to starboard in an attempt to clear our air, I found that the mainsheet would neither ease nor trim. At the end of the boom, the mainsheet at the aft side exit of the fiddle block had taken a wrap around the end of the boom. Rats! Funny things can happen in a fresh breeze. We sailed off to deal with that new test of seamanship. We did not see much of what happened after that. But there were position changes on that 3-mile beat. The finishing order was different than the leeward mark rounding order.

What an exciting day of sailing we all had. Only two points separated the first two boats. Dan Goldberg with crew Joni Reis and Cheryl Burmester edged out Ben Williams and Deb Aronson for the top spot. Complete results follow.

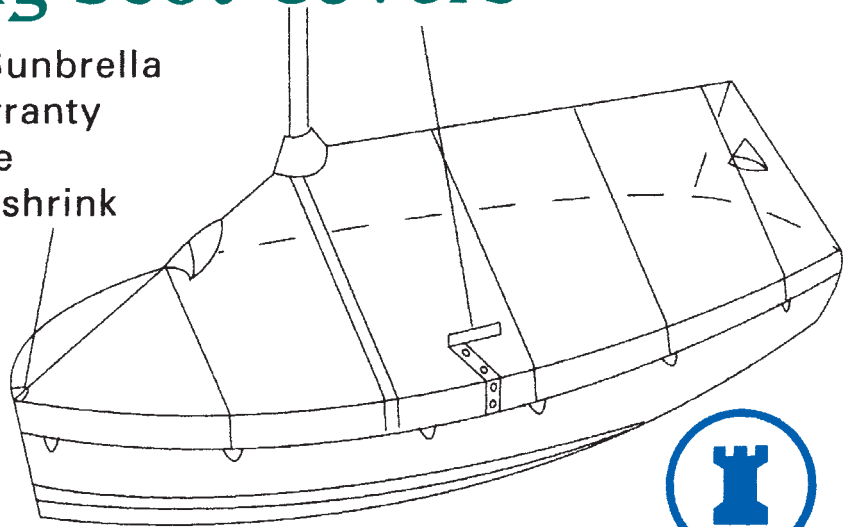
All in all, this year's Sail for the Grail provided beautiful (even if typical) sailing weather, fine meals, and great racing competition. The breakfasts and lunches were enjoyed by all. We even had a dinner party with a fine wine selection at Red Rock Falls Restaurant for "debriefing" the day. It was a great time to visit with friends from near and far alike, and to make some new ones. One way or another, everyone came out ahead. 🚤

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Photo Yvonne Pottharst



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**Boat# A411 / Fleet# 0**  
Michael Tellep  
Fairfax VA

**Boat# 3875 / Fleet# 155**  
Colin Fradd  
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**Boat# 3197 / Fleet#**  
Peter K. Mitchell  
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**Boat# 5665 / Fleet# 0**  
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**Boat# 5788 / Fleet# 0**  
Jose Torres  
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**Boat# 5455 / Fleet# 198**  
Douglas Shore  
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**Boat# 3376 / Fleet# 24**  
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**Boat# 4352 / Fleet# 202**  
David Breinig  
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## Gulf District

**Boat# 5893 / Fleet# 0**  
Current Skipper #5893  
Pass Christian MS

## Midwest District

**Boat# 6041 / Fleet# 0**  
Robert & Lynn Johnson  
Lake Villa IL

**Boat# 3040 / Fleet# 83**  
Greg & Linda Vitt  
Imperial MO

## Boat# 3464 / Fleet# 135

Craig Rost  
Champaign IL

## New England District

**Boat# 6088 / Fleet# 0**  
Ned Johnston  
Bar Harbor ME

## Pacific District

**Boat# 0711 / Fleet# 0**  
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Marianne Gerry, who sails Eva with her husband Frank Gerry (you might have heard of him), volunteered to take charge of trophies and made some great art out of cut paper for the skippers, which she framed, and nautical lighthouse displays in glass jars for the crew. The point of a trophy, in my mind, is to serve as a reminder of a fun adventure. It shouldn't have to cost a lot of money, and the quirkier the trophy the better!

Another solution for trophies, which might not save money but will save space on the mantelpiece, is a useful trophy (see wheel chocks, above). One year at the Whale of a Sail at Carlyle Sailing Association (Carlyle, Ill.), trophies were flashlights. First place was extra large, and the sizes diminished from there. Another year Carlyle had clocks for trophies, with the place and name of the event on the face of the clock. Ours sits above our kitchen sink where I look at it every day, whether I realize it or not.

I also think trophies are a little bit like cooking dinner every night: it's not the fact of cooking that is hard, it's coming

up with a menu. So, in that spirit, here are some alternative trophy ideas, from a list compiled by Diane Kampf: beach towels embroidered with the event and place; barbecue tools, likewise engraved; a digital photo frame (ditto); carving knife and fork (you get the idea); serving tray; sailboat bookends; embroidered tote bags or fleece blankets.

I'm sure there are many other great ideas that don't involve plaques or other items that collect dust on your mantel. Let us know some of your favorites! ▲



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**2549** – Custom Flex, 1974, **\$3,300**, Bert, Toledo, OH, ahsmithjr@gmail.com

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**2811** – Douglass, 1976, **\$3,950**, Richard Smith, Richmond, VA, 804-741-2171, jsmith1@verizon.net

**2849** – Douglass, 1973, **\$1,900**, Beaufort, SC, ricktomloo4@gmail.com

**3397** – Custom Flex, 1979, **\$4,000**, Victor, Columbus, OH, 614-746-4515, ljochem@columbus.rr.com

**3629** – Douglass, 1981, **\$3,500.00**, Sail Boat Shop, Glen Gardener, NJ, snash@sailboatshop.com

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**4723** – Douglass, 1990, **\$6,800**, Jeff Undercoffer, East Haddam, CT, 860-873-3443, jeffun@comcast.net

**5073** – Flying Scot, Inc., 1996, **\$8,500**, John Spargo, Cedar Rapids, jspargo@spargoconsulting.com

**5150** – Flying Scot, Inc., 1997, **\$10,800**, Larry Klick, Minneapolis, MN, 763-553-1680, lklick@comcast.net

**5676** – Flying Scot, Inc., 2006, contact, Paul Cocotos, Leonia, NJ, sailing-1@hotmail.com

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**5891** – Flying Scot, Inc., 2010, **\$16,000**, Van Wolosoff, Roslyn, NY, 516-770-6601,

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## STARTING LINE

# STARTING LINE Calendar Of Monthly Events (FROM MARCH 2015 – AUGUST 2015)

### Regatta: Flying Scot Florida Circuit #6 - DIYC (Tampa Fl)

District: Florida • State: Florida  
Date: 03/07/15 - 03/08/15  
Email: UF571@aol.com

### Regatta: North Sails Clinic - Jackson Yacht Club

District: Gulf  
State: Mississippi • Date: 03/07/15  
Email: jim.leggette@gmail.com

### Regatta: 2015 Midwinter FSSA Championships

District: • State:  
Date: 03/15/15 - 03/19/15  
Email: limerun@gmail.com

### Regatta: Spring Fling Regatta - Jackson Yacht Club

District: Gulf  
State: Mississippi  
Date: 04/11/15 - 04/12/15  
Email: jim.leggette@gmail.com

### Regatta: Chattanooga Choo Choo

District: Dixie Lakes  
State: Tennessee  
Date: 04/24/15 - 04/25/15  
Email: linda.knudson.lind@gmail.com

### Regatta: 2015 GYA Opening Regatta

District: Gulf • State: Florida  
Date: 05/01/15 - 05/03/15  
Email: ssseaton@cox.net

### Regatta: Great 48

District: Carolinas  
State: North Carolina  
Date: 05/02/15 - 05/03/15  
Email: dsafirstein@bellsouth.net

### Regatta: Buckeye Regatta

District: Ohio  
State: Ohio  
Date: 05/16/15 - 05/17/15  
Email: ross@crosslong.com

### Regatta: Grits and Haggis

District: Dixie Lakes  
State: South Carolina  
Date: 05/16/15-05/17/15  
Email: sensorj@gmail.com

### Regatta: 2015 Gulf District Trifecta

District: Gulf • State:  
Date: 05/23/15 - 05/24/15  
Email: taggline@usa.net

### Regatta: Confederate Admirals Regatta

District: Dixie Lakes  
State: Alabama  
Date: 05/23/15-0-5/24/15  
Email: joel@verplank.com

### Regatta: 2014 Cowan Lake Pig Roast Regatta

District: Ohio • State: Ohio  
Date: 05/31/15 - 06/01/15  
Email: michael\_j\_conrad@yahoo.com

### Regatta: Mayor's Cup

District: Midwest • State:  
Date: 06/13/15 - 06/14/15  
Email: geoff.endris@stonemillconsulting.com

### Regatta: Lake Lanier Reggae Regatta

District: Dixie Lakes • State: Georgia  
Dates: June 20-21, 2015  
Email:

### Regatta: 2015 FSSA North American Championships

District: • State:  
Date: 06/20/15 - 06/26/15  
Email: chdannemann@gmail.com

### Regatta: Sandy Douglass Memorial Regatta

District: Ohio • State: Maryland  
Date: 07/25/15 - 07/26/15  
Email: DocT@aol.com

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### NEW YORK LAKES DISTRICT *From Page 14*

fleet. Using a combination of Foundation and SLSC club funds, we were able to acquire and repair FS# 2732 "Non Sequitur" as well as FS # 4407 "Queen Anne's Revenge."

On top of that, the Foundation's Sail Donation Program allowed us to upgrade the sails on our fleet. While the old torn windows and duct tape repairs on our old sails had a certain charm, our students are far more impressed by the donated sails!

Our club-owned fleet now stands at four Scots and we have regular use of two additional Scots that are lent to us by members. As we look back at the last couple of seasons, we can't help but be pleased with what our partnership has allowed us to accomplish. In 2014 we were able to grow our school enrollment to 163 different students. Approximately half of these adults were taught exclusively in Flying Scots. The remaining students were part of our junior program and we were able to integrate the Scots in their programs as well. The Scot has become the program's boat of choice on heavy air days. Most importantly, the school is helping both the club and the local fleet build their member base. Of the 28 new members accepted into our club over the last two years, well over half came directly from the Sailing School and nine of them joined with Flying Scots.

As we look to the future, we look forward to continuing our partnership with both the Flying Scot Foundation as well as our local fleet. Both groups have proven invaluable to the success of our school. 🚤



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