

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

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PACIFIC DISTRICT AND NORTH AMERICANS REPORTS



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. 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: Harry Carpenter and Melanie Dunham round the windward mark at the 2015 North American Championships. *Photo credit: Boo Heausler.*



I Have the Privilege to Serve

John Domagala, FS#5577, Southwest District



I learned to sail as a young kid in a styrofoam boat you could get for sending in a certain number of empty Kool cigarette packs. Over the next several years I learned to race in a Sunfish knockoff and later a Laser knockoff in Central Illinois. I was 13 when I finally saw my first Flying Scot; compared to the family "Kool boat" it was faster and more boat than I thought I'd ever sail. I ultimately landed my first crew role at 15, sailing with the late Steve Hartman for a club regatta. I was introduced to the Midwest regatta circuit and all that Midwest sailing had to offer. Steve enjoyed being in the mix on the water, but enjoyed the event and people off the water as much or even more. I learned a lot of things about sailing and life from Steve; definitely more than had I would have from some top-level sailor who was only there for the competition. The following spring I attended my first Flying Scot Mid-Winter Regatta with Steve, and have only missed one or two since. In the years to follow, I met my wife sailing Scots, moved around the country sailing in five different districts, and once bought a Scot an insurance company had declared totaled.

Along the way I have had the privilege of getting to know many of the past class leaders including Ted & Florence Glass,



Jack & Martha Stewart, E. Paul Moore, the Dees Family, GW & Sunshine Hartman, and Bernie Knight, all of whom helped build the class foundation we enjoy today. Given all that I have benefitted from FSSA and its members, it was only natural that I accepted the privilege of giving back to the class when the phone rang four years ago.

As I look at the state of our class and our sport as a whole I am encouraged to see things rebounding a bit. Any positive trend, even at small levels, beats the extended decline our sport experienced starting in 2008. While FSSA seems to have weathered the storm better than many classes, we need to continue to

build our class, especially introducing new sailors to the boat and sport. We enjoy a high level of volunteerism from our members, but we must all also work at the local level to develop our individual fleets. It's the best and most effective place to drive growth.

Personally I am looking forward to our next two national events as they have increased significance for me. Wife-Husband at Davis Island is a chance to return to the Florida District where I sailed for the last 10 years. Florida District governor Mark Taylor, Jeff & Amy Linton, along with regatta chairman Trista Snook and her team will pull out all the stops to have a great event. The fact that it looks to double as Mark's wedding reception is an added bonus (not to mention convenient timing for Mark!). Next spring we return to St Andrews Bay (StABYC) in Panama City, Florida for midwinters after a more than 10-year absence. StABYC is one of my favorite venues of all time. Alan Douglas, Betty & Bo Smith, & Floyd Davis developed a tradition with this event over the years that we tried to emulate when we first hosted the event in Sarasota. I am anxious to return, see old friends, meet new friends, and pick up where we left off. If you are considering either event I strongly encourage you to make the trip. They are both can't-be-missed events! ▲



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 please call FSSA at (800) 445-8629



Thanks for the Photos

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

I want to take a moment and give a big, huge shout out to Richard (Boo) Heausler of Bay Waveland Yacht Club who single handedly took hundreds of great, high-quality photos of

the NAC. Virtually every photo you see in this issue of the magazine from the NAC was taken by him, including the cover photo. If you have access to Facebook and want to spend some moments either remi-

niscing about your trip to Bay Waveland, or if you missed the event and want to see some of the fun, please find your way to Boo's Facebook page and prepare to have a really great time! Thank you again, Boo! 🏴‍☠️

FSSA HISTORY

Creating the Flying Scot Sailing Association (Fifth in a Series)

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

Much of the early history of the Class has faded from memory, never been written, or lost - but what remains explains why both the Flying Scot and the Flying Scot Sailing Association has taken their place in the forefront of one-design sailing.

Our designer, Sandy Douglass, saw the need to develop a strong class association that had a clear sense of purpose right from the beginning. Having been a member of several other classes in the past,



Founders Identified - Left to right, Top Row: John A. (Jack) Belerwaites, Bob Meese, Henry Huber, Gil Dobson, J. Mason Pilcher, "Creck" Stewart, John Farago, Bob Schneider, Bill Belerwaites, Jack Belerwaites, Jr. Second Row: Charlie Taft, John Thiesman, Warren Rupp, John Melville, Dick Peeke, Ev Ohnsman (or Dr. Howard Taylor), Ruel Berno, Dan Meckley, Kae Perkins. Bottom Row: Phyl Peale, Jane Melville, Mary Douglass, Truman (Tru) Clark, Gordon K. (Sandy) Douglass, Vera Farago, Fran Rupp, Barb Huber, Lib Stewart. Photo taken at November, 1958, Flying Scot Sailing Association Organization meeting.

including his earlier-designed Thistle and Highlander, he felt those governing bodies had let the classes stray too far from its original course and that, eventually, it

would cause great problems. After about 40 boats had been built by the summer of 1958, and another 40 were on order,

Continued on Page 18

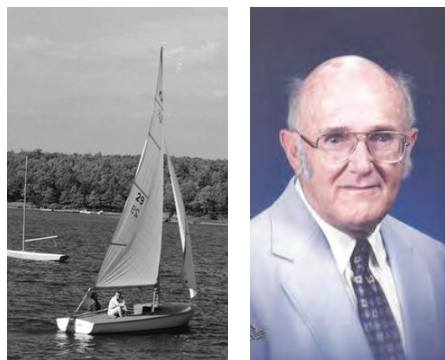
Memories of Don Hott

Harry Carpenter, FS#6098, Ohio District, Owner, Flying Scot Inc.

“Mr. Hott is here to see mom and dad,” whispered my brother, Jack, to me on a summer day in 1973. My mind raced to think of what I might have done that would bring Mr. Hott to see my parents. High school aged boys always think that they must have done something wrong when an adult shows up to see their parents.

Jack and I were in just our second sailboat racing season on Deep Creek Lake in a Flying Scot that my parents owned and we loved it. Don Hott was one of the fleet’s founding members and we looked up to him as a skipper we would like to emulate. He didn’t win all the races, but he never missed a race and he sailed with a unique spirit that was both relaxed and serious at the same time.

So why was this iconic member of the Flying Scot fleet here to see our parents? Turns out he wanted us to sail with him at the North American Championships at Riverside, Connecticut, later that summer. Don, being the gentleman he is, came to clear it with my parents before he broached the subject with Jack or me. This was my first NAC and I haven’t missed one since. Don Hott, however, holds the record as the only Scot sailor to have attended all of the first fifty Flying Scot North American Championships. These races are held annually at locations all over the country – from New England to Texas and from the Gulf Coast to Northern Michigan. It’s incredible to think that



he attended every one of the first fifty championships.

When we arrived at the Riverside Yacht Club near Greenwich, Connecticut, it very quickly became evident that in addition to being a big part of Flying Scot sailing on Deep Creek Lake, Don Hott was also an active part of Flying Scot sailing on the national level. He was the Chief Measurer at the time and lots of people wanted to talk to him about what they could do, within the class rules, to improve their Flying Scots. His boat was easy to find because it always had the West Virginia state flag flying from the mast. Don moved up the ladder of national offices with the Flying Scot Sailing Association and eventually served as president for two years around 1980. He insisted I stop calling him Mr. Hott – Don was just fine. Over the years, I came to know him as a good friend as well as a hero. Don is one of the people I most admire. He helped influence my decision to make sailing

my career as well as my favorite hobby.

Don’s journey with the Flying Scot started long before I came on the scene, however, and goes all the way back to the early days of the Scot’s existence. Just one year after Sandy Douglass built the very first Flying Scot, Don Hott took delivery of #29 on Deep Creek Lake, which I think was the second Flying Scot on Deep Creek after Dean Cowie’s #8. He helped start Fleet Six, which today is made up of 50 or so Scots sailing in as many as five sub-fleets. It is a very active and fun group of sailors.

Don was also one of the key people in starting and building the Deep Creek Yacht Club on Shoreline Drive at 1000 Acres. His skills as a jack-of-all-trades were invaluable in the construction and maintenance of the club and docks. Every year the membership looked forward to the Corn Roast that he and Charlotte would organize. He liked to brag about the Keyser corn he would bring and no one could argue because it was always delicious. This club is celebrating its 50th anniversary this year. Don’s physical presence will be sorely missed, but I am confident he will be there in spirit along with so many other departed members we have known and loved.

I have heard it said that - Heroes get remembered but legends never die. Don Hott is indeed a legend in the world of the Flying Scot and sailing at Deep Creek Lake. We will miss him dearly. ▲

The Pacific District: Big, Beautiful, & Diverse

Dale Dunning, FS#4372, Pacific District

The Pacific District stretches 1,385 miles from the Mexican border to the Canadian Border and includes the states of Arizona, Nevada, California, Oregon, and Washington. Within that vast stretch of land are some of the most beautiful and diverse venues in the country.

Tomales Bay, home of fleet 40, lies just north of San Francisco and is part of the San Andreas Fault where it goes to sea. The fleet sails out of the Inverness Yacht Club. The bay is about 12 miles long by 1 mile wide. The reliable prevailing summer NW wind blows down the bay, often 12-15, sometimes 15-18, gusting to 20-25, so downwind can be challenging. The best spinnaker work will often bring in a first place finish, although deciding whether to carry 2 or 3 crew can be decisive upwind. The wind also comes down the canyons on the west side of the bay, producing quite large shifts. This presents conflicting strategies: to stay in the middle for more steady wind, or play the west side to take advantage of the various lifts.

The three fleets in Washington State do a series of traveling regattas throughout the summer. The first regatta is held in eastern Washington in May. This regatta, the Desert Regatta, is hosted by Fleet 186, the Columbia Basin Flying Scot Fleet. Fleet 186 is part of Columbia Basin Sailing Club in Charbonneau Park, which sits behind the Ice Harbor Dam on the Snake River.

Winds on the lake can range from mild and fluky to an invigorating 15 to 20 knots with big gusting shifts. The air is dry and warm and the water is cool which makes



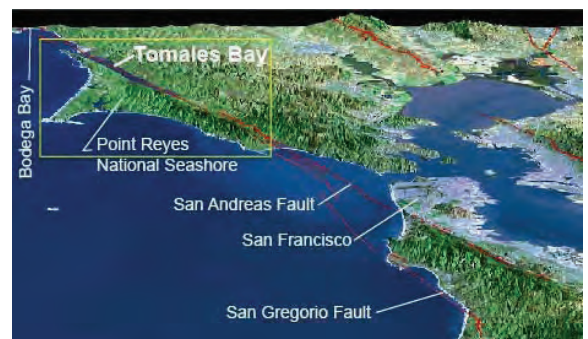
a great combination and a very fun regatta.

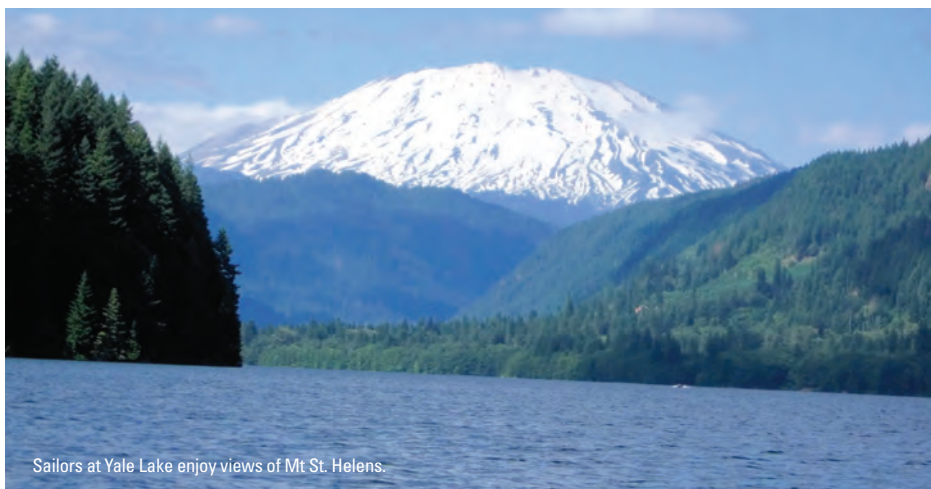
Another stop on the traveling regatta circuit is the Al Morris Regatta, a multi-class regatta which is held on Yale Lake in west-central Washington. The lake is located at the base of the Cascade Mountains and Mount St. Helens. The regatta is held in the early part of August and is hosted by the Willamette Sailing Club. Yale Lake offers sailors beautiful scenery and reliable and sometimes very strong winds that come down from the mountains in the early afternoon as the sun warms things up.

Sequim Bay (pronounced *Skwim*), which is the home of Fleet 205, will be the host venue for this year's Pacific District Championships at the end of August. The fleet sails out of the John Wayne Marina, which sits on land that was donated by the "Duke" for the purpose of creating a

marina and public access to one of his favorite places in the entire world. The John Wayne family still owns property that is adjacent to the marina.

Sequim Bay is a perfect venue for the Flying Scot. It is protected from the Strait of Juan de Fuca by Travis Spit and generally has very lake-like smooth water. During the summer months the average temperature ranges between 65 and 75 degrees. The bay, which lies at the foot of the Olympic National Park, has its own wind, which is created by the warming of





Sailors at Yale Lake enjoy views of Mt St. Helens.

the land masses surrounding it. The wind comes in from the north and can shift to the northwest as the day moves on. The wind generally blows from 5 to 15 and will very reliably shut down sometime in the early evening.

The tidal currents can sometimes be a factor as the bay can experience eleva-

tion shifts of up to 11 feet between low and high tide. Sailors share the bay with lots of wildlife, including all kinds of seabirds, seals, otters, and an occasional stray orca whale. In addition, a nesting pair of eagles overlooks the marina parking lot where Scot sailors rig and launch their boats.

The last traveling regatta of the year, which is always held on the weekend following Labor Day, is the Lake Chelan Regatta. Lake Chelan is located in Northern Central Washington and sits in the eastern edge of the Cascade Mountain Range. The lake is 55 miles long, extremely clear, cold, and deep. The summers in Lake Chelan are very dry and hot and the wind can be very challenging, but it is always a great venue to enjoy the last days of summer.

The Pacific District holds a lot of untapped potential for the Flying Scot. It is practically virgin territory for the class and contains some of the best sailing venues in the entire United States. Hopefully with the help of the FSSA, we can continue to grow and become a bigger part of the Association. In the meantime we urge other Scot sailors to pack their bags, hook up their trailers and head west to experience sailing in the wild, wide open west. 🚤

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What a Week at the 2015 NAC at Bay Waveland Yacht Club in Mississippi

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

We started out right after work on Thursday before the NAC on our 1550-mile trek through Massachusetts, Connecticut, New York, Pennsylvania, Maryland, West Virginia, Virginia, Tennessee and Alabama so that we could get to Mississippi before our scheduled meetings. But this year was a special treat for me because Deb Aronson had done Kim Thinel and me the honor of asking us to sail in the Women's NAC with her on Sunday. Our trip down was uneventful – no flat tires or major storms this time – and we easily found Walmart parking lots to stay overnight with the camper and boat. We got to the Bay Waveland Yacht Club on Saturday afternoon and it was so great to meet up with our Flying Scot family. We had a campsite all ready for us on camper's row at the club and we set up, plugged and got settled for the night, air conditioner on full blast – it was in the 90's all week!

While registration and measurement continued on Sunday, the Executive Committee and Board of Governors met to do some important business, followed by the skippers' meeting for the Women and Juniors. Soon it was time for us to get out there and Deb, Kim and I left the dock with the help of our shore support team, Ben, Dave and Greg. We were off the wind out to the race course which was right out in front of the club. We had steady winds and little chop and just had a great time out there! Staying hydrated was key with the 90+ degrees and the sun, and we had plenty of refreshments on board. It was a wonderful sight with



2015 NAC Champions Andrew Eagan (2nd from left) and his brother Marcus (1st on left) stand with their father, Marc (on right) and uncle, Bubby Eagan — another set of brothers who won the North Americans 32 years ago.

8 Women's teams and 11 Junior teams out there fighting every minute for their places. With a nice steady SSW sea breeze the Race Committee was able to get started on time at 1:00 pm and had us back in by 4:00 PM, after 3 great 4-leg W-L races. We ended up 7 of 8 but were very consistent and pleased with our performance in our first time as a team. Thanks so much to Deb for having us!

We had a very pleasant welcome party at the club where FSSA President Frank Gerry presented the Commodore Boo Heaulser and Regatta co-chair Claude Danneman with plaques of appreciation. The Women's and Juniors' awards were presented. The winner of the Women's NAC was Shelley Caplan, a local sailor from Bay Waveland Yacht Club, also recipient of the Joan Burnside perpetual trophy.

The winner of the Junior NAC was Drew Hayward from Davis Island Yacht Club in Tampa, FL, also winner of the Fleet 76 perpetual plaque. Congratulations to them both! Following awards was the skippers' meeting for the rest of the week's racing with PRO Jim Tichenor. Jim had decided to hold a meeting each morning at 10 AM with reports of the forecast and his plans for the day. This was so helpful to all of us and gave us an idea of what to expect on the water. There were also wrap-ups sponsored by North Sails with Zeke Horowitz after each day's racing to review tactics and review what went right and wrong each day. Speaking of sponsors, we really want to thank all the sponsors who helped make the event possible.

Continued On Next Page

Photo: Kathleen "Topsy" Stoffel

A large Texas contingent (pictured here) made the trek to Mississippi for the event.



Photo: Frank Richards

On Monday with the start of the qualifiers, with race scheduled for 1 PM, we were not hopeful when there was nothing brewing on the water by noon. So we sat at the dock or on shore waiting to see what would happen. It was 95 degrees or higher and lots of water and Gatorade was being consumed. There was some speculation that we would not be going out at all today. But after a short postponement, we saw the sea breeze coming in from S/ SW and we all headed out about 12:30. The Race Committee, using radios to constantly keep us informed, ran two flawless races, one 4-leg W-L and one 5-leg W-L in 10-12 MPH wind which ran fairly steady throughout the day. The second race was set a bit longer since there enough time to run a longer race with the conditions. The breeze kept us cooler, but we still needed lots of hydration while racing. With 49 boats on the line, split into 4 divisions, we race 3 qualifiers and sail against each of the divisions. When the qualifiers were done, 1/2 the boats sail in the Championship Division and 1/2 the boats sail in the Challenger Division in the finals.

Monday night was really neat with a progressive dinner at some past Commodores' homes. We all followed the keg, which was pulled by a tractor on a trailer with a Sunfish decorated for the occasion. There were singers rendering their version of some traditional sea shanties that harkened back to the days

of old sailing ships and the crew singing as they hoisted or doused the sails - very entertaining. And the appetizers and food were delicious, followed by frozen treats – snow cones in any flavor you wanted or fruit for those not wanting to have that much sugar just before bedtime. What a fun way to end an already perfect day.

On Day 2 of the Qualifiers, when I found out my mother was in the hospital, we thought about going home, but she insisted we stay and race for her, so we played it by ear and followed her progress daily. This day the gods were not with us and although we went out right about on time for racing at 1 PM, a storm came and delayed us for what we hoped would be just a little while. This was soon followed by an epic squall with thunder and lightning and huge waves that sent most boats back into the docks to wait for the storm to pass. Unfortunately, we did have one injury when Linda Lind from Chattanooga's Privateer Yacht Club got her hand squeezed between the boat and the dock, but after a trip to the hospital, she was back the next day with her hand all wrapped up, ready for more sailing!

On shore we watched the storm move slowly and we could see the clearing off to the south. But once the storm passed,

the sea breeze was no longer there for us, so at around 3:45 PM, the Race Committee called it a day and the qualifying scores stood from Day 1. After a few appeals, the Championship and Challenger Divisions were set. While we were disappointed not to make the cut for the Championship Division, we felt we had done our best. Later, President Frank Gerry facilitated a well-attended membership forum where we all shared ideas — about class growth, class future, how to get new sailors truly integrated into the class, national events

Later, President Frank Gerry facilitated a well-attended membership forum where we all shared ideas — about class growth, class future, how to get new sailors truly integrated into the class...several other great thoughts...

and several other great thoughts that members brought to the table. It was great to hear from so many and share thoughts amongst the fleets — keep the ideas coming, the more we share the better we can be! Afterwards, we had a great barbecue dinner at the clubhouse, and I don't think anyone went away hungry!

On Day 1 of finals, the Race Committee started right on schedule at 1 p.m. and we raced a 4-leg W-L race with a usually steady 8-10 MPH SSW wind. By the finish of the Championship Division, the wind had stopped several boats on



With 11 entrants in the junior championships, competition was fierce. Photo: Boo Heausler.



Women sailors battling for the lead at the women's championship. Photo: Boo Heausler.

the finish line and the first boats in the Challenger Division were finishing with them. The Race Committee did excellent work tracking the finishes with 5 - 10 spinnakers in the mix at one time! By the second race the wind had built a bit, perhaps to 10-11 and gotten pretty shifty with big wind shifts that you really had to read or just find yourself behind everyone else. You might think you were smart going left on the first windward leg, but it was not going to work on the second windward leg as many people learned. There was a bit of a race back to the dock for the Challenger Division - the race was against a pretty big rain and wind storm that followed us in. We were lucky enough to get into the dock before the storm, which completely fogged in the bay. No one seemed to mind being inside in the bar talking about the days races, drinking various delicious concoctions, snacking on freshly made popcorn and watching the storm out the windows!

On Day 2 of finals, the wind came in mostly from the west and the velocity was not as strong as previous days. For Race 1 we had 5-7 MPH and sailed a 4-leg W-L course. Several boats in the Championship Division went left and were not as fortunate as those who went right. Quite a few Challenger Division boats reached the windward mark before the Championship boats that had gone left. The current at the windward mark fooled some of us as well and boats changed places constantly. After that race, the wind was less than 4 MPH for a while and the Race Committee announced on the radio that more velocity was fore-

cast if we just waited. Most boats stayed "OCS" (On the Club Side) in the event there was no more racing for the day. But the advertised wind filled in and we sailed a 5-leg W-L race. Thankfully we were not subject to any storms after heading into the docks and everyone got their boats out without incident.

Following racing was another delicious meal at the club thanks to Regatta Chair Boo Heausler and team. Class President Frank Gerry chaired the Annual Meeting after everyone had gotten something to eat. The Fleet of the Year was awarded to the Sarasota fleet for all their great work in the past year. A most-deserving special award was given to Bill Ross for his many years of service on the National Championship Committee — no worries, he is staying in the job! We discussed the upcoming national events, including the 2015 Wife Husbands at Davis Island in Tampa, FL, the 2015 ACC at Blackbeard Sailing Club in New Bern, NC, the 2016 Midwinters at St. Andrews Bay in Pensacola, FL, the 2016 Wife Husbands at Fishing Bay Yacht Club in Deltaville, VA, and the 2016 NAC at Sail Newport in RI.

We elected our slate of officers and our new Class President John Domagala, 1st Vice President Bill Vogler, 2nd Vice President Bill Dunham, Secretary/Treasurer Nancy Claypool, Scots n' Water Editor Deb Aronson, Web Editor Diane Kampf, Measurer Bob Neff, Elected Member of the Nominating Committee and Commodore Frank Gerry. We ended the evening with the raffle for the new Flying Scot, which was won by Norm Wainright. We also gave away a MAD

Sails Spinnaker, a North Sails Jib and a custom made tote bag from MAD Sails. Congrats!

On the final race day, you would never think when you saw the bay in the morning with spotty north winds that the sea breeze would fill in just about at the starting time of noon. But, sure enough, here came the south winds from the other side of the bridge to give us the best winds we had all week, 11-13 MPH with no huge shifts or really big gusts. We had a 5-leg W-L for the final race and some of us found that going right was the right way to go. We were all back into the dock around 2 p.m., packing up and waiting for the awards and final goodbyes to all our friends.

We want to thank Boo and Martha Heausler and Bay Waveland Yacht Club for their hospitality, Claude Dannemann for arranging the regatta with FSSA and PRO Jim Tichenor for fine race management. It was a blast! Full results are on FSSA.COM under Regatta Results.

The top five in Championship Division (1) Andrew and Marcus Eagan, (2) Jeff and Amy Linton, (3) Benz Faget and Mary Hewes, (4) Rod Steiffel and Luke Rosetti and (5) Zeke and Jay Horowitz,

The top five in Challenger Division (1) FSSA President John and Susan Domagala, (2) Tom and Melissa Miller, (3) Rudy Trejo, Laura Dalton, Shawn Brennan, (4) Frank Richards and Bowman O'Connor and (5) Greg and Diane Kampf.

A few final notes – using radios rocks! Martha Heausler should be the permanent caller on the radios. And, let's all remember – **Newport 2016!** 🏆

Some Thoughts on Sailing the NAC: A Quick Report From The Trenches

Amy Smith Linton, FS#5982 (*The Speckled Butterbean*), Gulf District

There was no question about heading over to Mississippi for the 2015 NACs for Team Linton. Not only is Bay Waveland YC an easy day's drive, it's a wonderful host club, full of hospitality and real Southern charm. And our Flying Scot friends would be there.

Still, a week of sailing requires a week of getting ready. Maybe two.

There are the sails, of course. We use North sails, and we packed the "newish" jib from Midwinters, plus an older one just in case it blew like crazy. We had a fresh radial main, and — tah dah! — a spanking-new spinnaker in a lovely color: aqua. Not a standard color, but I don't know why not. Everyone loves aqua, surely?

The weekend before departure, our fleet (Davis Island, Tampa Bay, FL) held a practice afternoon. We launched the boats and checked the sails and made sure that the cobwebs were cleared. It's an opportunity to see that all the lines and shackles and blocks were in good condition. Jeff replaced the vang line, as it was looking a little tired. He soaked that one sticky ratchet-block in fresh water until it clicked once more. He put on the new mainsheet — a nifty tapered one that Steve Shaw made for us.

We installed a Mad Sails spinnaker bag on the starboard side: it has a generous clear pocket in the front that — just as Ryan promised — is perfect for the VHF. On the port side, we have a Masthead bag, which is really big — I like the additional room so I don't need to squash the spinnaker to get it stowed.

Meanwhile, on shore, I stacked sailing clothes: gloves and hats and spare hats,

neoprene shorts and board shorts, sailing shoes, bathing suits, and sun-protection shirts. While I like to wear a neck-gator (the kind favored by fishing guides and movie stars), I anticipated the heat in Mississippi and brought a cool-teck neck scarf (it's like a chamois cloth that evaporates water to keep the neck cool). Then I made a separate pile of after-sailing outfits. Plus rain jackets. Plus extra shoes, since dry feet get to be a premium after a couple of days.

We travel by RV — and I could rhapsodize about that, but in a nutshell: hanging lockers, our small dog, and my own coffee — so the camping aspect is both more and less complicated than staying in a tent. Having room means it's tempting to overpack, but one of the most useful items we bring are the bikes. It's great to have a set of wheels to zip from one side to the other of the club, not to mention making some apparent wind when things get really, really hot.

A few books on CD ease the miles. Then, after one of us programs the GPS and hooks up the boat — all wrapped in its hull and deck covers, its mast cover and the padded-everything covers — and away we go. To the NACs!

Ten sweaty days later, we are unpacking and laundering, unwrapping the hull and emptying the RV all over again. A week of sailing equals one solid day of clean-up. Maybe two. 🚤



Jeff and Amy Linton and their jade spinnaker.

Photo: Boo Healer.



Jeff and Amy Linton.

Photo: Boo Healer.

The Road to FSSA North Americans 2015



Laura Dalton, FS#842, Gulf District

Two years ago, I had no idea what a Flying Scot North American Championship was, nor did I know the fine aspects of competitive sailing at all. But being from a small town in North Mississippi and growing up in a house on the Tennessee River, I have felt a consistent need to be on water. When I moved to New Orleans in 2013, I knew that I had to be a part of the sailing community in Lake Pontchartrain.

After frequenting Wednesday night racing and being asked to crew for several weekend regattas, I became a member of New Orleans Yacht Club in July 2014. In order to justify the monthly membership expense, I considered what else the club had to offer— Flying Scots. Here was the perfect boat for me: easy to rig, not too big, and surprisingly manageable — racing these boats would be fun. My boyfriend Rudy, an avid competitive sailor, and I decided to start preparing for the NAC's in Bay-Waveland.

Finally in October (after only a little begging), Rudy showed me how to rig the club's Scots and I got checked out to use one. The first time we went out together we almost flipped our boat in front of Southern Yacht Club while an international regatta was going on. We started practicing regularly, nearly every week. Rudy was a great instructor; roll tacks, gybe sets, and maintaining proper boat heel started to become more natural. In November, we drove to Lake Charles to compete in our first FSSA regatta — the Cajun Country Championship. From November to June, we averaged one regatta a month, even visiting BWYC for a

couple of regattas.

Around April, I began to wrap my head around what the NACs might be like; an entire week of nothing but racing Flying Scots. This to me sounded quite exciting — especially with a large fleet to compete against, at least

40 boats were rumored to show up. June 20th had finally arrived — we got to BWYC early to get our boat and sails measured in. Rudy was sailing in Challenge Cup for NOYC, and it was up to me get the sails measured in. While it took an hour to measure in two full suits of sails for our boat, I can proudly say I know what I am doing next time (wink wink).

During the entire week at the NACs I felt as if I were 12 years old and at sailing summer camp; meeting sailors from all over the country, being outside in the sun all day, sailing hard and focusing on every race; cold beers after the race tasted good and the sleep was well earned. Even better than summer camp, however, the food was 5-Star. Bay-Waveland offered the most delicious food — a homemade fish fry Monday night, BBQ buffet that boasted a wonderful carving station, and delectable Triple Tail filets at the Annual Meeting. The hospitality was truly incredible. Even more impressive, the entire club came together to truly host the event; helping us put boats in the water every day, race committee doing an excellent job of managing the race course



Photo: Bob Heuser

and communicating with the fleet, and all the behind-the-scenes preparation that made the regatta outstanding.

The week-long NAC experience taught me more about tactics and fleet management than I ever realized. While we had done a number of regattas, racing against 5- 10 boats just does not compare to 25 (*Editor's note: 25 in each of two fleets*). I began to pick up on the importance of owning a lane, and leading the fleet back in another tack. On the downwind set, after I finished putting up the pole, my sole job was to communicate where the puffs were coming from and where the other boats were and what was happening behind us. I finally began to understand the 3rd dimension of racing, and not just maneuvering inside the boat.

When we returned home to New Orleans and brought back our Challenger Division 3rd place trophy to NOYC, I felt excited to work towards another championship in the Flying Scot Class. It's the people who make it fun and rewarding and I am certainly looking forward to preparing for Mid-Winters 2016. ▲

2015 Flying Scot North American Championship - Bay-Waveland Yacht Club, Bay St.Louis, MS - Trophy Winners

Best Sailed Club-Owned Boat	Detroit Yacht Club Cup – Awarded to the best sailed club-owned boat.	Andrew Eagan, Bay-Waveland Yacht Club
Best Sailed Challenger Boat with Woman on Board	Nancy Roman Trophy – Awarded to the highest finisher with a woman on board, either skipper or crew, in the Challenger Division.	Susan Domagala from Pennsecola Yacht Club
Best Sailed Boat with Woman Skipper	Huron-Portage Yacht Club Fleet 20 Trophy – Awarded to Highest Placing Woman Skipper.	Nancy Claypool, Southern Yacht Club and Ephraim Yacht Club
Best Sailed Boat with only Wife/Husband on Board	Ted and Florence Glass Trophy – to honor the best sailed Scot with only a wife and husband on board.	Jeff and Amy Linton from Davis Island Yacht Club
Best Sailed Father-Son Boat	Father/Son Trophy – Awarded to the best sailed boat with a father and son on board, with one as a skipper.	Zeke and Jay Horowitz, Sarasota Sailing Squadron
Best Family Sailed Boat	Mary Douglas Trophy – Awarded to the best family sailed boat with at least one woman on board.	Jeff and Amy Linton from Davis Island Yacht Club
Best Fleet in NAC	Fleet 1 Trophy – Awarded to the best fleet in the NAC.	Davis Island Yacht Club Fleet 168 - For the following winners: Jeff and Amy Linton; Greiner and Robert Hobbs; Tom and John McNally; Benz Faget, Southern Yacht Club
Best Finishing Skipper – Age 55 and Over	Master Trophy	Benz Faget, Southern Yacht Club
Senior Championship – Skipper and crew both Age 60 or Over	3rd Place	William Robertson and crew, Privateer Yacht Club
	2nd Place	Frank and Marianne Gerry from Clinton Lake Sailing Association
	1st Place – Silver Piper Bowl	Charlie and Cindy Clifton, Sarasota Sailing Squadron
Women’s NAC Champion	Joan Burnside Trophy - Awarded to the highest placing skipper in the Women’s NAC	Shelley Caplan from Bay-Waveland Yacht Club with Martha Heausler and Mallory Edwards
Junior NAC Champion	Fleet 76 Trophy - Awarded to the highest placing skipper in the Junion NAC	Drew Hayward and Andy Hayward from Davis Island Uacht Club
Fleet of the Year	FSSA - Awarded to the Most Active Fleet	Awarded to Sarasota Sailing Squadron, Sarasota, FL, Fleet 36 Captain Robert Twinem
Executive Secretary’s Cup	JEE - Awarded to a person who has contributed a great deal to the association	Not awarded in 2015
CHALLENGER DIVISON	10th Place	Anderson Jones and Debbie Hoagland from Corinthian Sailing Club
	9th Place	Chris Herman and Rob Alexander from LTYC
	8th Place	Nancy Claypool and Frank Collins from Southern Yacht Club and Ephraim Yacht Club
	7th Place	Jim and Cathy Bingham from Coconut Grove Sailing Club
	6th Place	Bill Ross and Carol Claypool from Lake Norman Yacht Club
	5th Place	Greg and Diane Kampf from Massapoag Yacht Club
	4th Place	Frank Richards and Bowman O’Connor, Corinthian Sailing Club
	3rd Place - Terry Schroeder Trophy	Rudy Trejo, Laura Dalton, and Shawn Brennan from New Orleans Yacht Club
	2nd Place - Sam Tellschow Memorial Trophy	Tom and Melissa Miller, Corinthian Sailing Club
	1st Place - Max and Mary Doolittle Trophy	John and Susan Domagala, Pensacola Yacht Club
CHAMPIONSHIP DIVISION	10th Place	Jim and Cheryl Signor from Coconut Grove Sailing Club
	9th Place	Harry Carpenter and Melanie Dunham from Deep Creep Yacht Racing Association
	8th Place	John and Shaeffer Dane from Pass Christian Yacht Club
	7th Place	Larry Taggart and Carrie Berger from Southern Yacht Club
	6th Place	Ryan Malmgren and Chris Smith from Ephraim Yacht Club
	5th Place	Zeke and Jay Horowitz from Saraota Sailing Squadfron
	4th Place - Ratsey & Laphom Trophy	Rod Steiffel and Luke Rosetti from Bay-Waveland Yacht Club
	3rd Place - GL Foster Trophy	Benz Faget and Mary Hewes from Southern Yacht Club
	2nd Place - Tea Party Trophy	Jeff and Amy Linton from Davis Island Yacht Club
	1st Place - Gordon K. Douglass Trophy	Andrew and Marcus Eagan from Bay-Waveland Yacht Club



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Double-folded hems stitched through 3 layers	Turned-up hems stitched through 2 layers of cloth
Ample reinforcing over all stress points	Little or no reinforcing over wear spots
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5/16" elastic shock cord in the hem AND tie downs	You secure somehow
Supplied hardware	A trip to the hardware store



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Social Sailing

At Lake Norman (Charlotte, NC) Community Sailing

Larry Vitez (Founder/Board President) FS#5085 and Sean O'Donnell (Executive Director) FS#5191



the wind and weather conditions for the day, the course location and race format. He often focuses for a few minutes on a relevant subject like how a ratchet block works, basic boat handling, basic racing strategy for the day's conditions, the importance of boat trim, and how to use the tiller extension properly.

A typical social sail has 20-25 pass holders in 8-11 equally (un)competitive Scots. The numbers are smaller in the colder months. Sean is the Greg Fisher of our Social Sails. He is coach, instructor, cheerleader, and videographer all from a 15-foot Whaler, and on the water he regularly coerces an unsuspecting skipper to

Hello fellow Scot sailors. Things are going very well here in our seventh year of operation at Lake Norman Community Sailing (LNCS), and we thought it was time again to share an update on our successes, including some successes thanks to the Flying Scot Foundation.

We have youth and adult sailing programs throughout the year. In 2014 alone, we taught 117 adults to sail. Our adult programs are by far the most successful and the Flying Scot is the backbone of it all. About half of the adults who come to us have never sailed and the other half are far from accomplished. Almost to a person, none have been on a Flying Scot. We teach sailing in Flying Scots, with two students and one volunteer instructor per boat. The fee for 9 hours is \$250. Often our instructors have learned to sail with us! We have a fleet of 15 Scots and we keep as many as eight in the water ready

to go year round. In addition, we have a total of 36 Sunfish, paddleboards and kayaks number that are available to all our adult pass holders. We are closing in on 200 pass holders.

LNCS holds two "Social Sails" each week, year round, weather permitting. We use a racing format with a 3-minute whistle sequence to enhance the learning experience and promote a social bond among our pass holders. Center Director Sean O'Donnell (FS 5191) is our PRO at these social sails. He conducts a classroom brief before assigning the pairings for the day. During the brief he talks about



jump in the Whaler to take over the PRO job so he can sail a few races.

The races and the starting line at social sails are generally short. We are able to get 4-6 races on a MWL course in in our 3-hour session. We typically leave the dock at 5pm



on Wednesdays and 9:30 am on Saturday morning. At most clubs, racing is an all-day event that includes travel, rigging, launching, sailing and the reverse. At LNCS the boats are in the water at the dock ready to go, so there is only 10-15 minutes of work at the dock before and after sailing. The racing is serious but fun, competitive but instructional. The assignments are different each day so there are never any regular teams, and racing in different boats with

different skippers and crews makes for better sailors and better friends. The assignments almost always separate loved ones, pitting them against each other. Larry can tell you that it is humbling and exciting to see your wife at the helm of another boat winning races and kicking your butt.

Skippering a Flying Scot during a race has almost always been a man's job but that has not been the case at our social sails. We are a picture of diversity with men and women or all ages, races, and economic backgrounds at the helm. We are particularly proud of the fact that most of our sailors learned how to sail with us, and the social sails allow them to hone and improve their skills weekly, which

leads to retention/pass sales. The progress is easy to see. Many of our sailors are now crewing regularly at Lake Norman Yacht Club events, and a few are traveling with Fleet 48 members to away regattas.

Our primary revenue streams at LNCS are annual pass sales, instruction and the sale of donated boats (keel boats and power boats usually). We also have been fortunate to receive some Flying Scot Foundation Grants. Most recently a \$2000 grant from the Foundation helped us complete our new boathouse shown in the accompanying photographs. The new structure has revolutionized the way we do maintenance. No more suffering in the 90+ degree heat, rain or biting cold. This new 45 x 26 foot building is a blessing.

Lake Norman Community Sailing is proud to be a member of FSSA and we are in the process of establishing our own fleet. Anyone who is interested in learning more about how we do community sailing is encouraged to stop by or give us a call. 🚤

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A Community Sailing Club's Experience with Flying Scots

Chuck Winans, FS#4686 and Natalie Coleman-Fuller

Pleasant Bay Community Boating (PBCB) had its beginnings in 2002 as a non-profit community organization dedicated to offering educational and recreational boating opportunities to residents and summer visitors in the Pleasant Bay communities of Chatham, Harwich, Orleans, and Brewster, Mass. It started with an accumulation of assorted boats like 17-foot Day Sailers, a Sunfish and a Whaler to get from the beach to the boat moorings, located just off of a public beach.

Our big break, insofar as upgrading and expanding our boat fleet was concerned, was the acquisition in 2006 of a fleet of seven used Flying Scots from the Southern Massachusetts Sailing Association (formerly Southern Massachusetts Yacht Racing Association). SMSA purchased the racing fleet in June of 1999 in order for the Association to host ladder events that lead up to US Sailing finals. After seven years of shifting the boats from one location to another, SMSA sought out an organization that would maintain the boats and host USYRA events. It was now up to PBCB to develop a program to make use of the seven Scots for kids between 8 and 17, plus adults and be flexible enough to schedule one or more Association championship event as needed, all without the advantage of any sort of clubhouse or even a telephone.

The past nine years have been a learning experience not only for our students, but also for our board, paid staff, and many volunteers. The key to our communications has been our website (www.pbcb.cc), and emails. All registrations,



scheduling, lesson payments, are done on line. Our sailing director must check his computer continuously to see what the make up of the next day's classes might be in terms of numbers, ages and abilities, and be able to juggle instructor assignments. In addition to the traditional morning and afternoon sessions, we also schedule twilight sessions four days per week for adults. These sessions are growing in popularity. The weekday morning sessions are dedicated to youths and are typically maxed out at 21 students (3 students per boat × 7 boats).



During our early years of Scot usage, we experienced a number of issues that periodically took one (or more) of the boats out of rotation. This was due to the prior years of heavy use by very competitive racers, plus unfamiliarity of the boat

with our instructors. Around this time, Chuck Winans appeared on the scene to volunteer his help with maintenance. Chuck was one of the founders of Fleet #57 in nearby Harwichport in 1965 – and has been racing a Scot for over 50 years. With his help, we surveyed the boats thoroughly and began to replace worn and broken parts. We were good customers of Harry Carpenter then (and still are) and any down time of the boats was virtually eliminated. Another key factor in keeping the boats in top shape all the time was to set aside the first day of each season as an indoctrination for the instructors, with emphasis on parts to watch regularly and a focus on preventative maintenance. Their mission is then to teach their students about maintenance, along with sailing.

Another cause of down time for classes had to do with the weather—not rain, but stronger winds that are prevalent on Cape Cod throughout the summer. It was frustrating to have to cancel a class on a nice day but with gusty winds. The solution came one day to Chuck Winans when he was revisiting the 15-minute video on the Scot website. One segment shows Harry Carpenter demonstrating the ease of singlehanded sailing: raise the mast on a Scot, launch the boat, and then sail away using the mainsail only – no jib. He

mentions briefly in the video that to do so, one must raise the centerboard part way up. Unfortunately, Harry did not elaborate on why the board must be up and exactly how far (because the centerboard is not a daggerboard but instead swivels backwards when raised, the center of effort is changed which compensates for the lack of a jib). Harry was right. Chuck experimented a bit and found a good “up” position for the board when beating upwind. The “no-jib” mode is now standard procedure for all beginner classes in both light and heavy winds. The boat can now be handled just like an 8-foot Optimist and builds confidence and teamwork at an early age.

The success of the program has created a wide variety of sailing opportunities. The core of the program is, of course, teaching juniors of all ages. In addition, there are classes for adults (and older juniors) in the early evening. Saturdays and Sundays offer both family lessons and open sailing for those qualified.

In the Fall of 2014 a tremendous opportunity opened up. A beautiful piece of property on Pleasant Bay became available for sale. A group of energetic volunteers began a campaign to raise funds and acquire the land and some on-site buildings. After all the years of sailing off the beach, PBCB was now set to move its

operation to a new part of Pleasant Bay with a dock and a headquarters. With the help of a mortgage, the purchase was consummated and we are preparing for a new and different season. PBCB’s new home will allow for expansion of recreational programs in Flying Scots to include sailboat racing, adaptive sailing and more. Plus, partnering with UMass-Boston’s School for the Environment, PBCB plans to use Flying Scots as a mobile platform for teaching water quality testing and specimen collection techniques to budding marine scientists.

Today, a lot of the kinks have been ironed out, our maintenance costs have decreased substantially, and PBCB is running smoothly. During a typical Cape Cod summer season, PBCB teaches over 1,300 lessons to a total of ~300 students. In addition, we host the Cummings Cup, the triple-handed junior ladder event leading to the USSA Sears Cup championships. True to the mission of providing boating access to all, PBCB also teaches students with special needs, gives free lessons to kids in a local Youth Services program, and sends a team of enthusiastic sailors to the Special Olympics in Boston most years. As the boats begin their 16th year of hard usage we look forward to introducing a new crop of sailors to the wonderful experiences of sailing - in a Flying Scot. 🏆

Sandy encouraged several members to meet with him for the purpose of creating an association. Sandy asked Dick Peake who had just moved from Cincinnati, Ohio, to Oakland, Maryland, to serve as temporary chairman and call a meeting. A group of interested owners got together in November, 1959, in Mansfield, Ohio. A name was needed for the new association. Bob Greening suggested the Flying Scot Association, but since there was already a popular outboard motor called Flying Scott and they did not want to attract outboard motor owners, the name was rejected. The group expanded on Bob’s idea and decided to call it the Flying Scot Sailing Association. This

group of pioneer Scot sailors helped to build not only the Flying Scot as a one-design class, but the Flying Scot Sailing Association as well.

The steering committee determined that a constitution was necessary for our new class, and they looked at several other classes, including the Lightnings’ (which had based theirs on the earlier Star Class). With the necessary modifications made, the class adopted the Lightning’s format. Our class owes a debt of thanks to both the Lightning and Star classes.

Finally an election of officers for the association was held so they could conduct business and move forward. Truman Clark was elected our first

president, with Bob Messe as secretary-treasurer and Bob Schneider as measurer. The executive committee was expanded in December to include Bob Greening as the Detroit representative, John Dayton as the Eastern Seaboard representative and John Lacey as the Chicago area representative. Our new association was now complete.

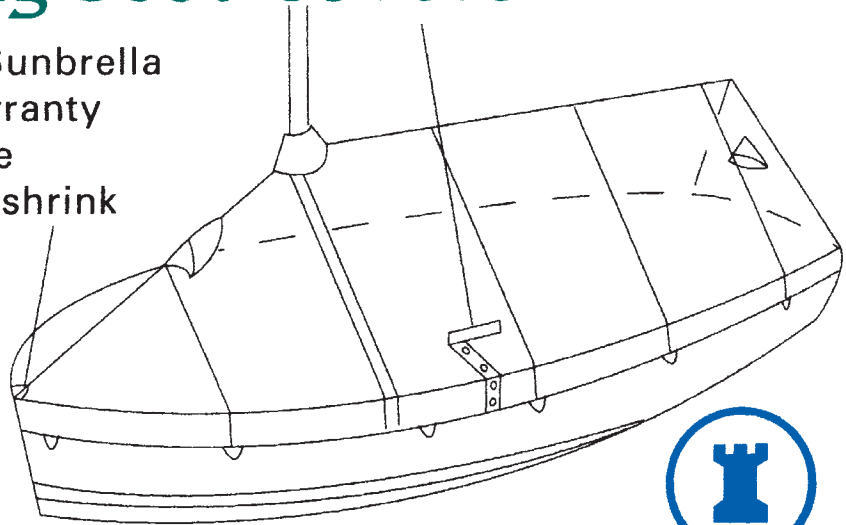
Next issue will have excerpts about a regatta at Deep Creek Lake, 50 years ago, written by the late Bob Smith for *One-Design & Offshore Yachtsman* (now *Sailing World*) in the September, 1965, issue, when he guest skippered a Flying Scot for his popular monthly column, “A Boat Is A Boat” Series. 🏆

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Flying Scot Gulf Districts-1st / FSSA Cajun Country Championship-1st / GYA Capdevielle Competition-1st
 GYA Junior Lipton Championship-1st / GYA Women's Championship-1st

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

Regatta: 29th Annual Flying Scot Regatta - Saratoga Lake Sailing Club
 District: New York Lakes • State: NY
 Date: 08/07/15 - 08/09/15
 Contact: info@saratogaflyingscot.org

Regatta: Fishing Bay Yacht Club 76th Annual One Design Regatta
 District: Capital • State: Virginia
 Date: 08/08/15 - 08/09/15
 Contact: matthew.a.lambert@gmail.com

Regatta: 2015 New York Lakes Districts
 District: New York Lakes
 State: New York
 Date: 08/15/15 - 08/16/15
 Contact: whmenz46@aol.com

Regatta: 2015 New England District Championship
 District: New England
 State: New Hampshire
 Date: 08/22/15
 Contact: billdobe@gmail.com

Regatta: 2015 Greater NY Districts / Roger Punzi Invitational
 District: Greater New York
 State: Connecticut
 Date: 08/29/15 - 08/30/15
 Contact: fs5516@yahoo.com

Regatta: Sequim Bay One Design Regatta
 District: Pacific
 State: Washington
 Date: 08/29/15 - 08/30/15
 Contact: Dale@daledunning.com

Regatta: Midwest District Championship
 District: Midwest
 State: Illinois
 Date: 09/04/15 - 09/06/15
 Contact: pitzerlaw@yahoo.com

Regatta: Midwest Districts
 District: Midwest
 Date: 09/05/15 - 09/06/15
 Contact: pitzerlaw@yahoo.com

Regatta: Scots on the Rocks Regatta
 District: Carolinas
 State: South Carolina
 Date: 09/05/15 - 09/06/15
 Contact: r98gaskin@gmail.com

Regatta: 2015 Massapoag Yacht Club 66th Annual Regatta
 District: New England
 State: Massachusetts
 Date: 09/11/15 - 09/13/15
 Contact: dianekampf@charter.net

Regatta: Milwaukee Bay One Design Championship Regatta
 District: Midwest
 State: Wisconsin
 Date: 09/12/15 - 09/13/15
 Contact: purcell_e@ymail.com

Regatta: Ohio District Championship & Harvest Moon Regatta
 District: Ohio
 State: Ohio
 Date: 09/12/15 - 09/13/15
 Contact: jckczoar@roadrunner.com

Regatta: 2015 ACC at Blackbeard Sailing Club, New Bern, NC
 Date: 09/12/15 - 09/13/15
 Contact: windnwave15@yahoo.com

Regatta: 2015 Glimmerhass Regatta
 District: New York Lakes
 State: New York
 Date: 09/19/15 - 09/20/15
 Contact: jkelly@dreamscape.com

Regatta: Sail for the Grail
 District: Ohio • State: Ohio
 Date: 09/19/15-09/20/15
 Contact: prowana@windurance.com

Regatta: 2015 Michigan Hot Scot Regatta
 District: Michigan - Ontario
 State: Michigan
 Date: 09/19/15 - 09/20/15
 Contact: jack.white@charter.net

Regatta: Open House
 District: Southwest • State: Texas
 Date: 10/16/15 - 10/18/15
 Contact: dari@esfahani.com



1ST PLACE FLORIDA DISTRICTS AT CHARLOTTE HARBOR
 1ST PLACE LABOR DAY - EUSTIS SAILING CLUB
 1ST PLACE GREAT SCOT REGATTA - BIRMINGHAM SAILING CLUB
 1ST, 2ND, 3RD(*), 5TH FLORIDA DISTRICTS AT EUSTIS
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Scot Regulars Receive SYC Awards

Larry Taggart, FS#5510, Gulf District Governor

Flying Scot regulars Carrie Berger and Nancy Claypool were both recently recognized and honored for their 2014 sailing and related achievements at New Orleans's Southern Yacht Club's Annual Awards Night in January 2015.

Carrie was presented the prestigious Janet Jones Lorber Trophy as the 2014 "Outstanding Skipperette Of The Year" for SYC, and Nancy was presented the 2014 Flying Scot Fleet 96 "Fleet Captain's Award."

Carrie's accomplishments for 2014 included:

- 5th-place crew Flying Scot Midwinters
- Winning Flying Scot crew SYC Opening Regatta
- Winning crew Gulf Yachting Association's Masters Championship
- 2nd place crew Flying Scot North Americans qualifying series
- 12th place crew Flying Scot North Americans
- Winning crew Ephraim Yacht Club Women's Championship
- 3rd place crew annual Ephraim Regional Flying Scot Regatta
- Regular crew on Larry Taggart's Flying Scot Bateau Bleu
- Regular participant as skipper or crew in SYC Twilight Series; also sometimes helped with RC duties
- Participated as skipper or crew in several local or regional Flying Scot races
- Participated as skipper or crew in several Ephraim Yacht Club races



- Regular crew on J-27 Hot Molasses
- Committee chair for 2014 Flying Scot Midwinters hosted by SYC
- Assisted with maintenance (and moving when necessary) of SYC owned Flying Scots
- Conducted or assisted with several Lake Pontchartrain Women's Sailing Association Flying Scot clinics, both on and off of the water
- Helped on SYC Race Committee
- Was a committee volunteer for the annual West End Christmas Boat Parade

Nancy's accomplishments for 2014 included:

- Sailed and placed high in SYC's Opening, Annual One Design, and Closing Regattas
- Sailed and placed high in Fleet 96's Spring and Fall Series
- Won the award for top lady skipper in the SYC Old Timers Regatta
- Sailed in the Scot Midwinters and Gulf Districts
- Was a regular participant in the SYC fun Friday Twilights races
- Served on the SYC Race Committee ▲

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3167 – Custom Flex, 1978, **\$4,995.00**, Christine, christine1646@gmail.com

3397 – Custom Flex, 1979, **\$4,000.00**, 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

4124 – Douglass, 1985, **\$5,500.00**, William Leobold, Tampa, FL, tleobold@gmail.com

4217 – Douglass, 1986, **\$6,200.00**, Gordon Milnes, Shrewsbury, NJ, jdmilnes2@verizon.net

4319 – Douglass, 1987, **\$6,000.00**, Randle Moore, San Antonio, TX, 210-286-4392, kjh50278239@yahoo.com

4585 – Douglass, 1989, **\$5,750.00**, Timothy Garrand, Massachusetts, 603-553-5778, timothy.garrand@gmail.com

4713 – Douglass, 1990, call, John Hird, New Jersey, 732-890-6701, jhird@verizon.net

4988 – Flying Scot, Inc., 1994, **\$9,000.00**, menhaden1@gmail.com

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5643 – Flying Scot, Inc., 2005, call, Kenneth Frankman, Long Island, NY, 631-258-3582, kenneth.frankman@morganstanley.com

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

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5847 – Flying Scot, Inc., 2009, **\$16,500.00**, Keith Andreyko, Sewickley, PA, 412-225-1050, andreyko@id-design.us

5891 – Flying Scot, Inc., 2010, **\$15,500.00**, Van Wolosoff, Roslyn, NY, 516-770-6601,

6004 – Flying Scot, Inc., 2012, **\$18,200.00**, Dave Safhay, 570-390-4401, dsafhay@gmail.com

Other - Compass – Platismo 101 Tactical, **\$195**, Jeff Blum, photon-dad@gmail.com

Other - Mast – Looking for a Used Mast, Marty Cutrone, 518-351-0040, martygene1@comcast.net

Other – Gear, Sails, Boom, Spinnaker, call, David Jacobsen, 203-263-0769, dmjacobsen@charter.net

Parts – Jib System, Electric Motor, see website,, dbmeach5@verizon.net

Sails – North: Main, Jib & Spinnaker (lightly used), **\$1,200**, Bob McNeil, Kimberton, PA, rjmcneill@comcast.net

Sails – Mad Main, **\$1,000**, Bob, 239-404-7407, bobmcelwain@yahoo.com

Sails – see website for details, Steve Mehl, 609-408-4039, adswithsteve@hotmail.com

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The Summer Issue of *Upstate Lake Living* featured a nice article about Lake Keowee (SC) and the Keowee Sailing Club. Prominently featured on the cover is Bob Graves's FS #5545. Thanks for sending this in, Bob!

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