

# SCOTS-N-WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 59 | NUMBER 5 | 2015



## MIDWEST DISTRICT REPORT



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:** Close finish at Ephraim Regatta #110, the longest continuously running regatta in the country. Inset photo: An Ephraim tradition; Sunday photo of all regatta participants. *Photo credit: Scott Roberts.*



## Why Not You?

John Domagala, FS#5577, Southwest District



As we wrap up the summer I hope that everyone found time to get some great sailing in! For those that made the trip to Bay Waveland Yacht Club, I feel comfortable saying a good time was had by all. One of the things that always makes BWYC unique for us is the housing. The large number of rental houses in the area gives you great opportunity to stay with friends for the week and catch up. Many thanks to Claude Dannemann, Richard Heausler, and all their volunteers for putting on a great event. Jim Tischener and his RC team did an excellent job with the event. We have had the privilege of sailing under his race management in previous NACs and hopefully will again sometime down the road. As I look at the team at BWYC, I'm grateful that this class has always been blessed with a large number of folks who step up and say "I'll do it". It's one of the things most crucial to any organization. We've all found ourselves at one time or another say "someone should do this." We may not feel we have the time, the expertise, or the authority to take action. The answer to ourselves or other around us should however be "why not you?"

### FSSA.com

Our website has come a long way. Thanks to Diane Kampf and her team of volunteers we have a solid platform to drive timely communications for the class. They have logged long hours, fixed countless issues, held the hackers in check, and most importantly spared us the technical details. They even find

time to write an article or two from time to time.

I will however let you in on a secret. We don't have a web content team. The entire site is set up for the membership to provide content. From articles to regatta results, to regatta notices, to forums, the intent here is that the membership provides all the content. Diane and her team are there to help with any challenges you may have posting content. They will usually even post the content for you if you just ask nicely. So next time you hear "someone should post this," why not you?

### Scots n' Water

If you're reading this, you've already found it! So I don't need to tell you that our new editor is doing a great job. But like our web site and despite being an accomplished writer herself, Deb is the editor. She has a great group of individuals who provide a large portion of the content. While she does an excellent job of keeping the content varied and balanced between racing and other topics, she will admit to you that this is a group that can never be large enough nor varied enough.

So next time you hear "someone should write an article for SnW", why not you?

### National Events

Putting on National events takes a lot of work. I have seen this 1st hand as a competitor, a volunteer, and an event chairman. Many of our fleets don't think they have enough resources to hold an event. Add to that the reality that many

of us don't live in a location with the water or shore facilities and you can see why as a class we seem to keep revisiting certain sites so much. Not that this is always a bad thing, as I love many of these sites. But as a class we need to continue to grow our base of sites for national events. This is one of the reasons I'm excited with our 2016 NAC host (see below). We are again going to a site where we don't have a local fleet. Instead we have multiple fleets that are going to come together to host an event in a venue they feel is better suited for the event than their home club. This is a great concept that I hope we see more of on the future so that we can continue to bring Scot sailing to as many districts as possible.

So next time you hear "someone should host a major event here," why not you?

### Wife-Husband Regatta

Registration for the wife-husband regatta is now open and a handful of members have already signed up. This year we are trying something new based on our survey results. The wife-husband format is unique in that it draws from two populations of sailors. There are the more serious racers who frequently sail with their spouses as well as sailors who don't spend a lot of time sailing with their spouse. To cater to both of these we're offering an event with multiple formats. There will be 5 scheduled races for the first group, but a maximum of 3 races for the 2nd division (for those sailors who will be

*Continued on Next Page*



## Thanks

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

I have now been the editor of *Scots n' Water* for a full year. It has been customary to recognize contributors at the annual banquet at the North Americans, but I thought it was more appropriate to do it right here, on the pages of the magazine.

Once again, Diane Kampf, web editor, has contributed the most stories to the magazine, with a whopping, by my count, 11. Thank you Diane!

I'd also like to recognize Debbie Cycotte, class historian, who has provided an article on the history of the Flying Scot for every issue I have edited. I have heard from several sailors how much they enjoy those articles. Keep 'em coming Debbie!

But the magazine does not rest on the backs of just a couple people. Almost 40 different people contributed stories and photographs to this past year's *Scots n' Water*. To me, that's a wonderful statistic because it indicates that the magazine is

receiving stories from a wide range of sailors about a wide range of topics.

Every single story is greatly appreciated. This is a volunteer organization, and, as such, we rely on every sailor to bring what they can to the table. To those who like to write, I say, send me your stories! As long as they have to do with the Flying Scot, we will run them and your fellow sailors will enjoy them. If you have any questions, call or email and we'll get you sorted out. ▲

Continued From Page 4 **PRESIDENT'S MESSAGE**

more likely to get their spouse to sail knowing there would be only three). If you're planning on making the trip, sign up and let everyone know you're coming.

### 2016 NACs

The board voted at this year's NACs to accept a bid to host the 2016 NACs in Newport RI. This will be a new venue for us but one that has seen many national

and world championships for other classes as well as the US stop for the Volvo Ocean Race. Thanks to Diane Kampf for pulling together this effort along with the fleets supporting this event. Look for details, housing suggestions and more on FSSA.com in the coming months.

### Raffle Winners

Congratulations to Norm and Jane

Wainwright, winners of our raffle for a new Flying Scot. To be quite honest, I was a bit disappointed not hearing a familiar name when Harry pulled the winning ticket. However, after learning about their story I have to wonder if the right people didn't win after all. Thanks to all who supported the foundation by buying tickets and a special thanks to Diane Kampf for putting the raffle together. ▲



### 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

# Excerpts from *One-Design Yachtsman - The Magazine of Sailboat Racing*, September, 1965 (Sixth in a Series)

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

Something a little different this time with a fun look back in time to fifty years ago this September when Flying Scots were still only three digits in hull/sail numbers and only about forty fleets strong in the US and Canada. Also, for those who did not know Sandy, this is a good insight of his determination and dedication to Flying Scots.



Here are some excerpts from the magazine article:

“Among the many regatta invitations piled high on our desk was one from Gordon “Sandy” Douglass to sail the Mid-Atlantic Flying Scot Championship at Deep Creek Lake in Oakland, Maryland, on June 24 and 25.”

“Oakland, high on the Appalachian Shelf, in the middle of a large farming area with hillbillies, mountain music and that sort of jazz, is about as un-salty an area as you can find.”

“As we looked forward to the surprises that the 400-plus miles inland would have for us, we were aware of only one ingredient in this new stew.

Sandy Douglass is one of the saltiest and most knowledgeable helmsmen in the tiller mechanic business.”

“Sandy deposited the motley crew, stuff and kids, in his new modern summer lake-front home. “Our” yacht was moored at the back door. As we arrived around dinnertime

(not by plan), Mary Douglass took over and replaced our Flying Scotting practice session with hospitality, food and just good living. You know - there are times when this beats good sailing - particularly after a long dusty drive.”

“Next morning, as usual, arrived too early but we were ready for it this time.

The yacht was rigged and sailed to the Deep Creek Yacht Club half a mile away as I located the tiller and found the main sheet arrangement that Sandy swears by and I swore at later.” *Historian’s note - this is how the boat came rigged before the mid-boom block and a centerboard swivel block/cleat arrangement, back then the mainsheet came off the aft end of the boom and down to a small winch on the centerboard cap... I remember some swearing on our #1849 before we converted to mid-boom sheeting too!*

“Being in a mountainous region it produces the typical small lake racing conditions of headers and lifts with blast and



calm. If one is patient, a windward leg could be sailed by just changing tacks without altering course.”

“The story of the Flying Scot is really the story of a man. Sandy Douglass is one of the most indefatigable, dedicated and determined fathers of any class or boat we have ever seen. There is no facet or activity,

from designing, building, shipping, selling, promoting, demonstrating, to successful racing, involving the Scot that he hasn’t done well. At boat shows, if the yacht is there, Sandy is too.”

“The Class publication, *Scots n’ Water*, keeps the members well informed and is well edited. The organization is a well-knit family with a great deal of enthusiasm and warmth.”

“She is not a cheap boat, selling for \$2,295, without sails or racing extras. However, there is no doubt in my mind that this yacht is built to last 500 years. She is super strong and consequently heavy. The value and integrity that the Gordon Douglass Boat Company Inc. of Oakland, Maryland, builds into the Flying Scot is evident.”

The complete article from *One-Design Yachtsman* is available for you to read on our website - [www.fssa.com](http://www.fssa.com).

Next issue will get back to our early history with the creation of our new class publication, *Scots n’ Water*. ▲

# Top Ten “Other” Reasons to come to the 2015 Wife-Husband Championships proudly hosted by Fleet 168 in the Florida District

Amy Linton

- 10 The beaches. Our beaches rank in the country’s top ten. Snow-white sand, gentle salt waves, plenty of parking...
- 9 Live music. Jason Aldean will be playing the State Fairgrounds on Friday night. Yeehaw! Stroll along Tampa’s lovely Riverwalk Friday night and hear a free concert from Roberto DeBourg. Also, on Monday, Anais Mitchell, hip singer-songwriter from Vermont, will be playing at Tampa’s Straz Center.
- 8 Treat your honey to a bit of Broadway on tour. Tony-winning *A Gentleman’s Guide to Getting Away With Murder* is playing Oct 20-25 at the Straz Center.
- 7 The Tampa Rowdies soccer team will be playing the Carolina Railhawks. Pro soccer! Cheap beer!
- 6 Wildlife. With the skyline of downtown Tampa as a backdrop, visitors at Davis Island YC often spot bottle-nose dolphins and manatee, as well as lots of fish and shorebirds. One of the best viewing platforms: the yacht club deck, with a delicious beverage in hand.
- 5 Riding that train. Get here early and hit the Grateful Dead Nite with Uncle John’s Band at Skipper’s Smokehouse on Thursday.
- 4 Tourist traps. Visit Busch Gardens or even the Orlando parks without battling the herds of out-of-school youngsters. Wizarding World of Harry Potter, anyone?
- 3 Culture. Catch a performance of Vivaldi’s Four Seasons with the Florida Orchestra at the Straz Center. Need more? How about the Dali Museum in St. Petersburg?
- 2 Ybor City. Take the trolley-car to this historic cigar-making community and enjoy a REAL pressed Cuban sandwich and café con leche. Or sample some fresh mojitos. Spot the famous wild chickens of Ybor. Stay late for Tampa’s salsa-infused nightlife, which gets rolling around midnight.

And the top “other” reason to visit Tampa:

- 1 The football: The Tampa Bay Buccaneers play the Washington Redskins on Saturday...in Washington. Snap! 🏈



# Replay Your Races To Sail Smarter

Charlie Buckner, FS#5971, Carolinas District

At the Carolina Sailing Club in Raleigh, N.C., we are always looking for ways to learn how to sail smarter. Many of us have been trying out smartphone apps that use the phone's GPS to track sailboat races for later replay. I've found that these apps are a fantastic tool for gaining awareness of the consequences, both good and bad, of race tactics and boat handling. We have collectively settled on an app called "raceQs" (pronounced "race cues") which has worked well for us and is gaining popularity worldwide. It runs on both IOS and Android and it's free.

The Chief Measurer of the Flying Scot Sailing Association, Bob Neff, reviewed the class legality of sailboat race tracking apps with the Measurement Committee. They have "no problem" with the use of such apps, with the constraints that "The viewing of the data can only occur after the completion of any and all racing for the day. That is, no use of any data collected on race day until the racing for the day is completed. Also no live broadcast (streaming) is permitted."

It's easy to use on the boat. Download the app, bring the phone aboard and hit the "Start Tracking" button before racing starts. Usually, though, I prefer to pre-set a time to start tracking so that I can just mount the phone beforehand and forget about it. I have a strip of Velcro on the back of my phone case and a mating strip inside the aft plastic bin. A small waterproof case would work nicely too. It's reasonably light on the battery as long as the phone display is off while tracking, which it will be if you pre-set the start time. After racing, when you "Stop Tracking,"

your phone sends the track to the raceQs server for later access.

The fun starts when you get to a computer to watch the race replay. raceQs is smart enough to know that other boats sailing in the same area at the same time are probably in the same regatta, and they will automatically show up on your race replay. You'll see "avatar" Flying Scots (3D model courtesy of Fleet 27) sailing on satellite images of the racing area, and you can zoom in and out and rotate your viewpoint around as you jump in time to any segment of the race you'd like to examine more closely.

The app can display all kinds of information as the race progresses, such as Velocity Made Good (VMG), Speed Over Ground, heel angle, and tacking quality, but the most valuable for me is to pick a close competitor and turn on the "boat separation lines" to watch how we gain or lose relative to one another. As an example, fellow club member Ray Merrill and his son on the "Flying Duckman" and my son and I on "Mojo" were neck and neck for much of Race 2 of the Governor's Cup on Kerr Lake, NC, on June 20 this year. Here are a few of the lessons I learned from replaying that race.

Early in the first leg Duckman tacked to port just before we did. Before the tack we had a 20-meter lead, but our lead increased to 30 meters after his tack. (Lesson #1 - see below) **That was a good tack and it still cost him 10 meters. That's more than I expected.**

Our tack at the port layline cost us some of that lead but we were still 18 meters ahead. Duckman had a great next tack back toward us into a lifted breeze while I stayed on the header to try to get back to the right. When we came together Duckman was well ahead.





(Lesson #2 - previous page, below) **In 40 seconds we went from 18 meters ahead to 5 meters behind. Of course I knew the lifted tack was advantaged, but I didn't realize the difference could be a meter every two seconds!**

We tacked under him back to starboard to stem our losses, even though we were still near the port layline. Eventually we had to go right again and of course Duckman tacked to stay on top of us. With his clear air his lead quickly increased to 45 meters until I couldn't stand it anymore and turned again back toward the port layline, with Duckman tacking to cover. After a few boat lengths I had to head back to the right, with Duckman again on top of us.

(Lesson #3- below) **I should have just taken my licks, trusted in my boat speed and saved the cost of those two tacks.**

When you're sailing "in the groove", with a stable VMG in a straight line, raceQs draws an "in the groove" line to highlight your good work. In the drag race with Duckman to the starboard layline I got a nice, long "in the groove" green line and slowly caught up with him.

(Lesson #4- below) **I remember feeling that I wasn't busy enough, but this really shows me that thrashing around, mixing it up with the fleet may be fun, but it's not fast. It's the long, quiet rides in straight lines that move us up the course.**

Duckman rounded the windward mark inside of us and dove toward the leeward mark, gaining a few meters, but our hotter angle kept us close to him. Halfway down we jibed across his stern, disturbed his wind and crept just in front of him to gain inside rights at the leeward mark.

We both tacked just after rounding and it started to look like a replay of the first windward leg, with Mojo to windward moving slightly faster, but this time we saw a shift and headed earlier toward the right side with Duckman tacking to follow. At the

centerline of the course Duckman split off to the left and I remember debating whether we should follow. Eventually I did tack to starboard but it felt slow and I immediately tacked back to port.

(Lesson #5- below) **I can see now why it felt slow, I was pinching like crazy. I should have brought the bow down to build speed before thinking about tacking again.**

While I thrashed around Duckman closed the gap and by the time we got to the windward mark he was 20 meters ahead.

On the second downwind leg we got inside of Duckman again but he had good speed and he rounded the leeward mark just in front of us. He chose the left side going back upwind while we went right. Without him nearby to distract me I got in the groove again but Duckman was moving well too and maintained his lead. As we each turned back toward the center of the course Duckman's choice paid off and we crossed 35 meters behind him.

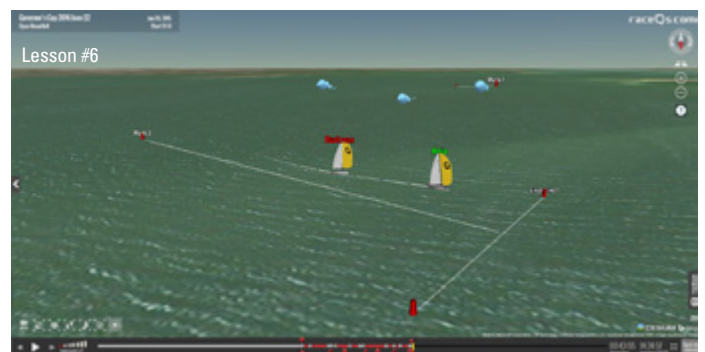
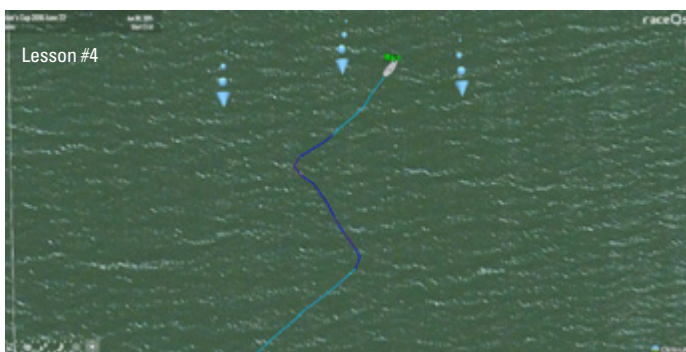
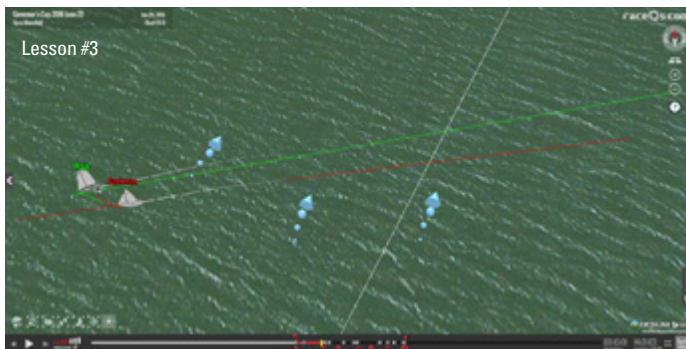
(Lesson #6- below) **Looking at our two tracks I can see that Mojo's boat speed was fine, Duckman just got little better angle. That may have just been bad luck for me.**

Again, Duckman rounded the windward mark ahead of us and started the last downwind leg with a 25-meter lead.

We knew that our only chance was to get inside of Duckman and hope that we could slow him down enough to get rights at the leeward mark, and he knew it too. We headed sharply down behind him and got into a nice, long, green-line groove. We gained on him but he jibed away to clear his air, sailed a higher angle and pulled away from us again. He was just ahead as we entered the leeward mark zone but he had to turn left toward the mark, pointing his stern behind us and barely giving us an overlap.

The room he had to give us at the mark gave us the windward

*Continued On Page 17*



# Sail Faster: Attend Regattas And Keep It Simple

Eric Bussell, FS#5631, Midwest District, Fleet 135 Captain



Eric Bussell (left) and Chris Tesdal (right) accept fourth place trophy from Ephraim Yacht Club Commodore, Jack O'Rourke

Photo: Scott Roberts

The Ephraim Regatta in northern Wisconsin is something we look forward to every year. The racing is very competitive and the talent runs very deep in the fleet, making this regatta one of the most challenging events on the Midwest District racing circuit. As we made the long, 8-hour drive back from this year's 110th Annual Ephraim regatta, it was fun looking back at our progress over the years. Since attending our first regatta together five years ago, Chris Tesdal (my crew) and I have considered Ephraim our measuring stick in determining how far we have come and how far we have to go in order to be competitive with the more

experienced racers at the top of the fleet. Traveling to regattas like Ephraim and racing against great sailors has made us better sailors and has propelled us from the back of the pack through the middle of the fleet. While we still have a long way to go before we have a chance of winning a regatta, perhaps sharing our early experiences might encourage others to travel to regattas and take their sailing to the next level. In my opinion, the best way to sail faster is to attend regattas and I'm going to share some tips on how to make the most of your regatta experience.

**1. Focus on the Positives.** Racing in competitive regattas can be intimidating and discouraging to the beginning

regatta traveler with the wrong mindset. If you are a beginning racer, you will certainly experience immediate and drastic improvements in your boat handling, boat speed, and tactical abilities. These improvements are not always reflected in the regatta results, because the sailors you are racing against have likely been racing competitively for many years. Chris and I attended our first Ephraim Regatta together in 2011 with unrealistically high expectations. After winning ribbons at our local club races, we finished 19 out of 25 and followed that up in 2012 with a 27 out of 33 finish. Our friends at the front of the pack saw we were frustrated and reminded us to focus on the positives. We

might not have returned if it hadn't been for their encouragement. I doubt our progression through the fleet is uncommon: in the beginning we could sometimes parlay a good start into a good first leg and then everyone would sail away. In time, we were able to put together a good race here and there, but rarely would a regatta go by where we didn't make at least one or two of those major rookie mistakes that really hurt us. After five years of racing together, we are finally developing the consistency necessary to keep up with the fast sailors and we now cross them from time to time. If we can get this far, you can too!

**2. Be a Sponge.** Having traveled to regattas and met Flying Scot sailors from across the country, it is no surprise the Flying Scot class is one of the most active and successful sailboat classes in America. Our culture and the people driving that culture is why the class will remain strong for decades to come. You

will experience this first hand when you travel to a regatta. If you travel to Ephraim, you learn more about sailboat racing at their legendary Brat Fest than you will by reading any book. Off the water at any regatta, you can take advantage of listening in on championship-level racers discussing their observations and tactical decisions. There is always at least one helpful discussion about rules and you will sometimes witness racers having a friendly debate over a cold beverage after a hot discussion on the water. You can easily find people willing to help with boat setup or answer any question. At Flying Scot regattas, you often have access to perspective and expertise you don't get at your local club. No matter how you do on the water, take full advantage of these off-the-water opportunities.

**3. Speed Test.** If you are not sure about your boat speed, ask a more experienced racer to speed test with you before or after the racing. When you are sailing side by

side, you can compare sail trim, crew positioning, and boat settings. When you are racing near other boats, ask your crew to compare your boat speed and make observations about the other boats around you. At the very least, you will most likely be racing next to other boats at the start of the race if you get a good start. This is a great time to make observations and apply those observations as adjustments on your own boat.

Perhaps this is too simplistic, but we seem to do better when we keep things simple and sail fast. Chris and I apply this same approach every time we travel. We have yet to attend a Flying Scot regatta and not come away better sailors and we hope you'll join us at one of the many Flying Scot regattas. FSSA lists upcoming regattas on the association website and typically provides links to the notice of race and registration. If you want to meet some great people and sail faster, register for one today. ▲

**Gus Sails** 972.998.5313

## Still the Fastest Still the Most Affordable

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# 110th Ephraim Regatta

All photos courtesy of Scott Roberts



Spinnakers in full beauty against the bluffs.

Almost 30 Flying Scots, including nine juniors, participated in the 110th Ephraim Regatta. The Ephraim regatta (Ephraim, WI) is the oldest continuous regatta in the United States, Flying Scot Fleet #44 hosted a pre-regatta, on-and-off-the-water clinic, organized by Fleet Captain Jennifer Ikeda-Faugust with coaches Ryan Malmgren and Larry Taggart. 🚤



Lots of club boats and junior sailors participate in this regatta.



Beautiful bluffs of Ephraim.



Scott Roberts



Scott Roberts

Above, left, Brian Ritter hams it up for the camera, while Larry Taggart, Marianne and Frank Gerry look on; above, right: just after sailing was cancelled Sunday a huge storm with hail and 70 mph winds came through. Glad we weren't on the water!; left, boats jockeying for position at the start; below, Mark and Maria Benner traveled from Pittsburgh for the regatta.



# Your First Regatta? Here's What to Pack

Suzie Domagala, FS#5577, Southwest District

**A**re you thinking of attending your first regatta? Regattas of all types are available for all experience levels. A casual regatta within your district, to a more competitive regional event, and even one of the Flying Scot Sailing Association (FSSA) nationally sanctioned events. Regatta organizers are working hard to make all events more family friendly, create challenger fleets, and provide daily debriefs by top sailors. There is something for everyone at each of these events.

The four nationally sanctioned events occur each year through the Flying Scot Sailing Association. These are national-level events that draw sailors from states all over the country. Beginning each year, the Mid-Winter Championships are held in the spring along the Gulf Coast. They will be held at St. Andrews Yacht Club in Panama City, FL, this coming April 4-8, 2016. Next come the North

American Championships (NACs), typically held in the summer months, and held in various regions each year. The 2016 event will be held at Newport, RI. The Atlantic Coast Championship (ACC) is another nationally sanctioned event. This year it was held September 12-13 at Blackbeard Sailing Club in New Bern, NC. Finally, the Wife-Husband Championship, which this year will be at Davis Island Yacht Club in Tampa, FL, this coming October 24-25, 2015. There is something for everyone at these events beyond excellent sailing. They have multiple divisions based on sailing aptitude (or how recently you've been in the boat!), terrific social events, coaching sessions by the experts, and more! There are also more local events, most of which are listed at [fssa.com](http://fssa.com).

Sailing local, regional, and national events in our Flying Scot for the past 30-plus years has provided us with so

much more than the simple enjoyment of sailing our Scot with people that we do not get the pleasure of sailing with on a routine basis. It has afforded us the opportunity to learn new tips and tricks to make our boat sail more efficiently, it has afforded us the chance to sail with folks at all levels, and has given us the chance to make lifetime friendships with other Scot sailors around the country. It's commonplace to be assisting a new Scot member at one moment, and the next moment we're learning new tips from another sailor. It's truly an opportunity not to be missed!

If you have not yet sailed in a regatta away from your home club, there is no time like the present. A preliminary packing check list is attached for you to copy and use for ease in packing up your gear. All you have to do is follow this list, drop your mast, hook up your trailer, and now go! 🚤

Packing List For the car	Packing List For The Boat	Packing List For You	Just Because
GPS/ iPhone with Waze to navigate roadwork	All the parts (don't forget sails etc you don't leave in the boat)	Sailing wear / sailing gloves	Toolbox (If you don't bring it you'll need it)
Books on tape (no better way to kill time on the road)	All the spares	Party wear	Car cooler (you'll want more cold beverages than those on the boat)
Road snacks	Boat cooler	Foul weather gear	Chargers
	Life Jackets	Hat / Sunglasses	Rules book (just so you don't need it)
Spare tire	VHF Radio	Sunscreen/lip balm	
Grease gun for trailer	Fenders	Aloe	
Flashlight	Measuring tape	First aid kit	
	Rigging tape	Towels for showering at the club	
	Pins/Rings		
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# Midwest District Report

Bronson Bowling, FS#2321, Midwest District

The Midwest District stretches from Iowa, Minnesota and Wisconsin to southern Illinois and Indiana. We have seven active fleets: Ephraim, Madison and Delevan in Wisconsin, Carlyle, Chicago (Sheridan Shores) and Clinton Lake in Illinois and Indianapolis (Eagle Creek) in Indiana. Each club, except Madison and Delevan, holds an annual invitational regatta.

Three years ago, the district created a trophy to encourage travel within the district. Because only four regattas are eligible this year (Eagle Creek, Ephraim, Carlyle/Egyptian Cup, and Clinton) sailors need to sail only two races to compete for the trophy.

In addition, this year several sailors at Carlyle Lake (one hour east of St. Louis) have reinvigorated that club, traveling to every regatta in the district and even initiating a mini-challenge with Clinton Lake sailors, which will be described below. Clinton Lake (CLSA) is between Bloomington and Champaign, Ill.

It's fun to hear from John Domagala, a one-time member of the Midwest District, that a similar mini-challenge event was held when he sailed in the district. He writes: "Back in the day (when we had to pull our Scots by hand uphill both ways to CLSA) we had barging regattas. We would plan a fleet trip to Carlyle (CSA) uninvited and without notice (aka barging). Since they didn't know we were coming it was on us to bring the awards (which were generally shared and consumed before we left). A month or so later CSA folks would show up unannounced and do the same."



Photo: Rick Langlois

Members of Fleet 135 showing off the heavy weight sailing belt, team trophy for the Smackdown event.

## 2015 CLSA/CSA SMACKDOWN SERIES

Competition. No matter the level, the sport, or the venue, C-O-M-P-E-T-I-T-I-O-N spells improvements in skill, enthusiasm and increases awareness. On so many levels, awareness is the thing that we need to perform in our boats to get up the race course and in the standings, but also what we need to grow the class and breed more sailors.

During the mid-summer lull in the Midwest District's regatta schedule, and a bit dampened by Lake Carlyle's nearly record breaking high-water mark (*editor's note: Carlyle Lake was closed for much of the summer due to flooding*), we restless racers passed the time by doing what we do best off the water...telling lies and talking trash.

It's no secret that racing sailors can be typical type A personalities; Ambitious, Aggressive and full of Attitude. But in the Carlyle Lake (fleet 83) fleet our type As

have a different rap: At every event over the course of the season, we're Attentive, Actively Adjusting our skills upwards, and Attracting new members to the sport. In our communications, we're learning how others get things done at their club. What worked and what approaches might be better, or yield more of what we want to grow. But after a while we yearned for more fresh faces, and different boats to race against and so....

Modeled loosely after the successful and long-running Piedmont Interclub Challenge in the Carolina district, Carlyle (CSA) issued a challenge to Clinton Lake fleet 135 (CLSA), which is just a few hours away. We agreed to participate in one another's club race on consecutive Sundays. The concept of sailing as a team representing your home club against another fleet was quickly adopted. Boats would be scored according to how many boats the visiting team brought. So, for example, since Clinton brought three



boats, we scored the top three boats from each club.

By encouraging others to travel, getting a bigger fleet of boats together for the standard club race, we created some real buzz. Even before the ink was dry on the sailing instructions, the cell towers between Clinton and Carlyle were ping-pong back and forth with “smack.” I have since learned a little something about “talking smack” — That my mouth was

a little better than my sailing...this time.

The first races were held at CSA in light to moderate 5-8 winds. At the end of the day CSA led CLSA by only five points. On the following Sunday and on their home field advantage, CLSA notably mopped the floor with CSA boats, ending the series ahead by some 19 points. The moderate to strong winds and shifty conditions were a thrill though and the hospitality was second to none. The event

coincided nicely with CLSA’s “Venetian Night,” which was held the night before. A steak dinner among friends followed by a night sail under moonlight capped off the event. The social chair at CLSA, Debbie Yeagle, really knows how to treat guests. After such hospitality and close racing, we didn’t feel so bad letting CLSA take away the bragging rights, and the heavy weight championship belt. Until next year, that is.. 🏆

Continued From Page 9 CAROLINA DISTRICT

advantage after the rounding, which we held for the short reach to the finish.

### That was a good leg!

Six lessons learned from just one race. Of course the cost of tacking, sailing on the lifted tack, and the importance of boat speed are not new concepts for me, but something about watching that boat separation yardstick tick up and down crystallizes it in my mind and helps me

retain and apply what I’ve learned.

There’s a lot more to raceQs that I haven’t yet explored. Your favorite sailing mentor can coach you through a replay, from anywhere in the world. Race committees might use it to check for errors in recorded finish times, or even as evidence in a protest hearing. We’re planning to use it at the Flying Scot Atlantic Coast Championship at

Blackbeard Sailing Club, September 12 and 13 to replay the racing on the big screen at the Saturday night social.

Race replay apps like raceQs can offer insights into sailboat racing that are difficult to gain in any other way. The powerful race analytics capabilities of such apps may help you sail a little faster and a little smarter every time you race. Encourage your fleet to give it a try! 🏆

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# Smooth Sailing at Saratoga for Some Massapoag Skippers!

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

**A**s we do each year, Greg and I trekked our way for the 20th time to Saratoga, NY, for the 29th Annual Flying Scot Invitational.

We joined fellow Massapoag Yacht Club sailors John and Connie Eckart, who were traveling to this regatta for the first time. We were delighted to find that a couple of husband and wife teams from Massabesic Yacht Club in NH, Dennis and Nancy Dobe and Scott and Argelie Cunan, had also made the trip for their first time. Massabesic has one of our newest fleets in New England and is hosting the New England Districts this year. One of the skippers told me that they decided to come to Saratoga after reading previous articles of mine in Scots n' Water! I sure hope I have not put too much pressure on our hosts.

Saratoga Lake Sailing Club is one of the neatest places to visit. The clubhouse is an old estate and there is room on the property to stay overnight, either in the house or camping. Several members also host visiting teams at their homes. The hospitality at the club is always great. We got there late on Friday night and just parked our Roadtrek, plugged it in and went to sleep. (We missed the Friday night welcome party, but we heard it was great as usual!)

On Saturday, Shirley Waterfield was there with some others helping making blueberry pancakes, or custom-made pancakes for the one or two people (like me) who actually like them plain. There were other choices for breakfast too but I think most people gravitated towards the



Photo: Diane Kampf

island in the kitchen where the pancakes are being served. No one goes hungry at this regatta. Although your belly is full, you then make the famous “you make it, you bag it, you bring it” lunch on shore because once racing starts, you don’t come back in shore until the end of the day. Some people can make it all day, others need a snack, and some need a full lunch to make it through a whole day on the water.

The weather was beautiful, sunny and breezy and getting warm into the high 70’s, just the way we like it. At the skippers’ meeting on Saturday, PRO JT Fahy

said he would try to get in as many races on Saturday while there was decent wind in case the forecast for Sunday was correct and the wind would be too light. He decided to use Olympic “O” and Gold Cup “G” courses and make them nice and long to give us all an opportunity to experience the Saratoga Lake. With 12 boats in Championship and 8 boats in Challenger, JT and his Race Committee got in four decent races before calling it a day. There was a good breeze from the northeast and it stuck most of the day, although a few legs were light and one or two races had to be shortened. There



Photos: Diane Kampf



From left: Diane and Greg Kampf with Connie and John Eckart.

the dock that this club was very prompt, the harbor gun sounded at 10 a.m. and at 10:30 the first gun sounded for the Championship Division. In the first race, we had wind the whole time but in the second race on the downwind leg, the wind died and the race was shortened. Many boats were towed back into shore after trying valiantly to sail back in – we were thankful for the tow. We were all back in and packing up by 12:30 and had a nice lunch on shore waiting for the final scores to be tallied and waiting for all the out-of-towners to get packed up. Thanks so much to the RC for their great work on the water.

One very special note about this regatta – there were several junior skippers and crew sailing and they were very competitive! We all enjoyed watching them race and learn, some of them skippering in their first regatta. We'd love to see more of that everywhere we go – this is the future of our class, and these young people are an inspiration to all of us.

At the awards ceremony, the first 10 people to register all got a thank-you gift to show appreciation for allowing the hosts to plan better – that is always a good thing! Then the racing awards were given out – nice BIG embroidered bags for skippers and crew.

In the Challenger Division, the top four were awarded prizes: 4th - Stephen Healy and Paul Rettinger, 3rd - Scott and Argelie Cunan, who won two races in their first away regatta, 2nd - Tom and Danielle Dunn who won two races, and 1st - Jack McCarty with Mary Kate McCarty and Cameron Parry, who won two of the races.

In the Championship Division, the top 6 were awarded prizes: 6th – Greg and Steve Northrup, 5th – Paul Waterfield and Allen Miller who won a race, 4th – Larry and Carla Vitez sailing in a borrowed boat, 3rd – Bernie Zabek and Peter Hudson who won a race, 2nd – Greg and Diane Kampf, and 1st – John and Connie Eckart who won four of the six races!

Everyone who goes seems to love this regatta – it is fun and relaxing and the hosts are just terrific. Thanks to Misha and Olga Gutin and Rob Hayes and their crews for everything. Hope to see you there next year. ▲

were a few boats over early but everyone went back so no one was DSQ. It seemed like right was the way to go and every time we did that, we made out well. A few boats made out ok going left, but the lay line on the far right shore seemed to be the ticket.

Watching the Eckarts win the first three races on this day, and then take third in the fourth race, we came to a conclusion – when they go the wrong way they are really fast and can catch up and recover, and when they go the right way, they are even faster and lead the pack with a horizon job nearly every time. They are really fun to watch and sail with, and we can all learn a little something from this team that makes Massapoag proud. The local sailors wanted to know how these new people came to their lake and figured it out so fast. Well, John is a great skipper!

Saturday night, we all hung out and though it got chilly, maybe in the high

60's, we were all hungry so we waited for dinner before we bundled up a bit. As an added bonus, Harvey and Margy Davidson from Massapoag, in the area visiting relatives, paid a visit and joined us for dinner and camping for the evening. The chicken dinner and fixings cooked by club members was tasty and the brownies were really good too. But then it was all topped off with homemade tiramisu, which you had to eat even if you were already full. As it got darker, we all retired to our campers, tents, the clubhouse or wherever we were staying, not necessarily ready to call it a night, but tired from four races that day.

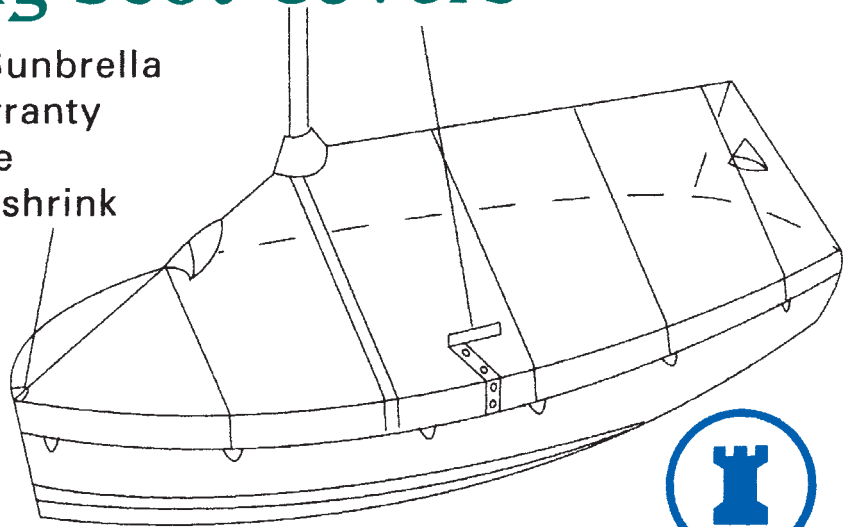
On Sunday, lo and behold there was a very pleasant surprise – wind, once again from the northeast. It was a little lighter than Saturday but still good for racing. JT and his team wanted to get in at least two races so they got right out there and did not waste any time. One person noted on

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Photo Yvonne Pottharst



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### Boat# 5653 / Fleet#

Karlon Kim  
Laurel MD

Robert McPherson  
Alexandria, VA

### Boat# 2944 / Fleet#

Larry Morris  
Severna Park MD

## Carolinas District

### Boat# 884 / Fleet#

Matthew Ratliff  
Goose Creek SC

## Greater New York District

Russell Davis  
Manahawkin NJ

### Boat# 5021 / Fleet# 192

Andrew Haughwout  
Princeton NJ

## Florida District

### Boat# / Fleet# 44

Sandra Annoye  
Naples FL

### Boat# 4117 / Fleet# 192

Norman Inkpen  
Tierra Verde FL

## Gulf District

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Daniel & Melissa G Bosso  
Buford GA

Thomas Duffy Pass  
Christian MS

### Boat# / Fleet# 93

Shelly Caplan Bay  
Saint Louis MS

Langston Goldenberg  
New Orleans LA

### Boat# / Fleet# 79

Scott Sonnier  
New Orleans LA

## Michigan-Ontario District

Arthur Varady  
Chelsea MI

## Midwest District

Chris Cox  
White Bear Lake MN

### Boat# D963 / Fleet#

Max Gifford  
Egg Harbor WI

### Boat# 2911 / Fleet# 44

Jack O'Rourke  
Park Ridge IL

### Boat# / Fleet# 135

Christopher Tesdal  
Normal IL

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### Boat# 5620 / Fleet# 196

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### Boat# 4434 / Fleet# 196

Joe Flynn  
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Michael DeGennaro  
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### Boat# D747 / Fleet# 104

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### Boat# 417 / Fleet# 104

Donald Menz  
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### Boat# 6100 / Fleet# 6

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# Raffle Winners Take Delivery of New Boat

**N**orm and Jane Wainwright, of Charleston, SC, won the Flying Scot raffle that was held this past spring. They took delivery of his boat, FS#6067, in August and Norm wrote the following note to Diane Kampf, who organized the raffle.

Hi Diane,

I'm about to pick up my new Flying Scot next week, and I would like to express my thanks to the FSSA.

While this is the first Flying Scot I actually own, our family experience with the boat goes way back to our visit to the Flying Scot booth at a boat show in New Jersey many years ago. My wife and I had three young kids in tow, and the simplicity and stability of the boat attracted us. Unfortunately for the sales rep, we also saw a newly designed Freedom 21 and bought one. After a move to Woods Hole, MA, we exchanged the Freedom 21 for restoring an old Cheoy Lee 31 Offshore and sailed it there several years till we decided to move to Charleston SC. I sold the Cheoy Lee, planning to buy another boat in Charleston, once established there. It was at that time I began thinking of the Flying Scot again, and started searching for a used boat within driving distance. I routinely monitored your classified section of the FSSA website for over three years! I renewed my search several months ago and came across the raffle you organized, confidently thinking that the 1/250 odds seemed awfully good - and you know the rest of the story!

I changed my membership with FSSA this morning to a full membership under the new hull #6067! We will get the hull wet for the first time on Owasco Lake in the New York Finger Lakes, then return

the boat to Charleston this Fall. I look forward to exploring association with a fleet in one of the locations.

Many thanks -  
Sincerely,  
Norm Wainwright 🚤

Norm and Jane Wainwright admire their new boat with builder Harry Carpenter (middle).



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- 2508** – Douglass, 1974; **\$4,000.00**; Bill Cable; Ann Arbor, MI; 734-747-9571; heyburn2@comcast.net
- 2549** – Custom Flex, 1974; **\$3,300.00**; Bert; Toledo, OH; ahsmithjr@gmail.com
- 2811** – Douglass, 1976; **\$3,950.00**; Richard Smith; Richmond, VA; 804-741-2171; jsmith1@verizon.net
- 2849** – Douglass, 1973; **\$1,900.00**; Beaufort, SC; ricktomloo40@gmail.com
- 3167** – Custom Flex, 1978; **\$4,995.00**; Christine; christine1646@gmail.com
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- 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
- 5096** – Flying Scot, Inc., 1996; **\$13,000.00**; Steve Mehl; Cape May, NJ; 609-408-4039; adswithsteve@hotmail.com
- 5111** – Flying Scot, Inc., 1996; **\$10,500.00**; Arthur Bookstein; Rockport, MA; 978-239-0265; arthur@booksteinlaw.com
- 5150** – Flying Scot, Inc., 1997; **\$9,800.00**; Larry Klick; Minneapolis, MN; 763-553-1680; lklick@comcast.net
- 5296** – Flying Scot, Inc., 1999; **\$9,500.00**; Sarasota, FL; charlesk17@msn.com
- 5331** – Flying Scot, Inc., 2000; **\$10,000.00**; John Tiholiz; Dallas, TX; 214-739-4359; jctiholiz@gmail.com
- 5394** – Flying Scot, Inc., 2001; **\$9,500.00**; Bob Gleeson; Stevens Point, WI; 414-331-7462; drbgleeson@msn.com
- 5676** – Flying Scot, Inc., 2006; contact; Paul Cocotos; Leonia, NJ; sailing-1@hotmail.com
- 5702** – Flying Scot, Inc., 2006; **\$12,800.00**; Tom Crawford; Oceanport, NJ; 732-222-6585; thomas.w.crawford@gmail.com
- 5727** – Flying Scot, Inc., 2007; **\$16,775.00**; Kalamazoo, MI; angg@att.ent
- 5784** – Flying Scot, Inc., 2007; **\$14,500.00**; Eric Aschaffenburg; Rutherfordton, NC; 228-234-2838; aschaffen@aol.com
- 5819** – Flying Scot, Inc., 2008; **\$14,500.00**; Bob Van Orden; Easton, PA; 908-581-4069; vanordenpa@gmail.com
- 5824** – Flying Scot, Inc., 2008; **\$12,500.00**; Steve White; Norwalk, CT; 203-493-6283; steve@stevewhite.com
- 5845** – Flying Scot, Inc., 2008; **\$18,500.00**; Keith Green; Oklahoma City, OK; green3000@sbcglobal.net
- 5847** – Flying Scot, Inc., 2009; **\$16,500.00**; Keith Andreyko; Sewickley, PA; 412-225-1050; andreyko@id-design.us
- 5891** – Flying Scot, Inc., 2010; **\$12,000.00**; Van Wolosoff; Roslyn, NY; 516-770-6601; no email
- 6004** – Flying Scot, Inc., 2012; **\$18,200.00**; Dave Safhay; 570-390-4401; dsafhay@gmail.com
- 6044** – Flying Scot, Inc., 2014; **\$16,500.00**; David Neff; 410-798-4146; david@selbybay.com
- Compass** – Platismo 101 Tactical; **\$195**; Jeff Blum; photondad@gmail.com
- 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
- Parts** – Mast, Boom, Centerboard; see website; Jamie Campbell; 970-417-2389; jamie@jamiecampbell.com
- 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
- Sails & Parts** – see website for details; Jim; 772-214-5028; jprmer244@bellsouth.net
- Spinnaker Pole** – New Old Stock; \$100 ;n5lx@yahoo.com
- Trailer** – TeeNee Galvanized; suebugb2@gmail.com

## STARTING LINE

# STARTING LINE Calendar Of Monthly Events (FROM OCTOBER 2015 TO APRIL 2016)

### Regatta: 2015 Flying Scot Chaos Cup - Quannapowitt Yacht Club

District: New England

State: Massachusetts • Date: 10/03/15

Contact: bsds30@gmail.com

### Regatta: Grand Annual Regatta

District: Ohio • State: Kentucky

Date: 10/03/15 - 10/04/15

Contact:

[vicecommodore@caverunsailing.org](mailto:vicecommodore@caverunsailing.org)

### Regatta: Great Scot Regatta 2015

District: Dixie Lakes

State: Alabama • Date: 10/03/15 -

10/04/15

Contact:

[flyingscot@birminghamsailingclub.org](mailto:flyingscot@birminghamsailingclub.org)

### Regatta: 2015 Flying Scot Open House Regatta

District: Southwest • State: Texas

Date: 10/16/15 - 10/18/15

Contact: audrey.duffell@ubs.com

### Regatta: 2015 Wife Husband Championships

Date: 10/24/15 - 10/25/15

Contact: uf571@aol.com

### Regatta: Hospitality Regatta - Jackson MS

District: Gulf • State: Mississippi

Date: 10/24/15 - 10/25/15

Contact: jim.leggette@gmail.com

### Regatta: Fall 48

District: Carolinas

State: North Carolina

Date: 11/14/15 - 11/15/15

Contact: dsafirstein@bellsouth.net

### Regatta: Flying Scot Cajun Country Championship

District: Gulf

State: Louisiana

Date: 11/21/15

Contact: akrees@bellsouth.net

### Regatta: 2016 Midwinters at St. Andrews Bay Yacht Club, Panama City, FL

Date: 04/04/16 - 04/08/16

Contact: naomi@stabyc.com

### Regatta: 2016 North American Championships at Sail Newport in RI

Date: 07/16/16 - 07/21/16

Contact: dianekampf@charter.net

**CHECK  
FSSA.COM  
FOR THE LATEST  
NEWS AND  
INFORMATION!**

## District Governors

### CAPITAL DISTRICT

David Neff  
1032 Old Turkey Point Road  
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(410) 798-4146  
david@selbybay.com

### CAROLINAS DISTRICT

Carol Claypool  
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King, NC 27021  
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### DIXIE LAKES DISTRICT

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cfowler410@comcast.net

### FLORIDA DISTRICT

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### GULF DISTRICT

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### MICHIGAN-ONTARIO DISTRICT

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### MIDWEST DISTRICT

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jaceboshwen@yahoo.com

### NEW ENGLAND DISTRICT

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Essex, MA 01929  
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edward.jeffries@verizon.net

### NY LAKES DISTRICT

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Ballston Lake, NY 12019  
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Westerville, OH 43081  
(614) 890-0072  
msweterlitsch@beneschlaw.com

### PACIFIC DISTRICT

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4233 Happy Valley Road  
Sequim, WA 98382  
dale@daledunning.com

### PRAIRIE DISTRICT

James (Jim) R. Slaughter  
3829 W. 58th St.  
Fairway, Kansas 66205  
(913) 954-9580  
pimm20@yahoo.com

### SOUTHWEST DISTRICT

Greta Mittman  
3313 Ridgedale Drive  
Garland, TX 75041-4512  
(972) 926-4884  
gretamittman@yahoo.com

### PACIFIC DISTRICT



Flying Scots on the line for the annual Sequim Bay Regatta at the foot of Olympic National Park in Washington State.



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