

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 59 | NUMBER 6 | 2015

NEW ENGLAND 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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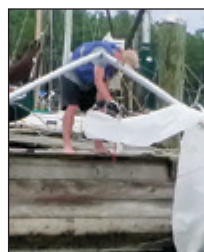
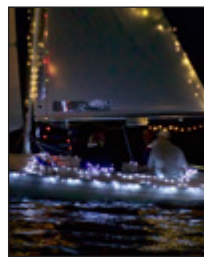
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Attention Web Surfers / E-mail Users: The FSSA Flying Scot website has the latest information. Visit it at <http://www.fssa.com> with your favorite browser.

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: Boats line the Massapoag Yacht Club Dock at the 66th annual regatta.
Photo: Diane Kampf



Here's to Our Unsung Heroes

John Domagala, FS#5577, Southwest District



Almost my first thought when I heard the early accounts of the 70-mile-per-hour microbursts that struck the ACCs in September and capsized virtually the entire fleet, was of the tragedy this summer in the Dauphin Island race. It's not completely fair to compare the two for a number of reasons, but one thing that really stood out at the ACCs was the enormous level of support from Blackbeard Sailing Club. The volunteers on the water quickly responded and the host club, as well as neighboring clubs, sent more boats out until there were a total of 13 boats out rescuing sailors. And still it took more than three hours to tow everyone in.

Joe Brake and his team did an excellent job getting the sailors and their boats off the course, the water bailed out, the boats on their trailers, and inventory taken of missing or broken gear. The event was lost but the sailors were safe. Speaking with a number of participants I was also impressed how the event brought people closer and the sense of community left them feeling good about the weekend instead of

viewing it as something negative.

The line that separates a tragedy from just a freakishly bad weather event can be very thin. And it can come down to a few volunteers being in the right place at the right time. It was an extraordinary event, and not just because of the weather. And, on the bright side, although I wouldn't wish this kind of experience on anyone, many sailors left the event having bonded even more closely with their fellow participants over this hopefully once-in-a-lifetime experience they shared (I know, I know, don't bring up Marblehead!).

Speaking of unsung heroes, a week after the ACCs I had the opportunity to serve on race committee with Jim Tichenor, who had served earlier this summer as our PRO for Nationals at BWYC. I did it to some degree to say thanks to Jim for his support of our class. I also wanted to see up close how Jim ran races. When I was on the water as a sailor, it looked like Jim easily made the right call time and time again with some Zen-like understanding of the wind. Well, my bubble was burst. I learned that there was no Zen. Jim's magic was about surrounding

himself with good people, listening to them, and actually encouraging a diversity of opinions onboard the RC boat before making a final decision. The calm, assuring Jim on the radio failed to communicate the diversity of opinions on the RC boat. So here, again, are the unsung heroes. All those that support Jim and other PROs, to do the bidding of their race officers, but also to offer their observations and opinions, and to then stand by to make sure the races go smoothly and safely, we salute you.

So as this season comes to a close for all but our more southerly fleets, I wanted to take the opportunity to recognize those who served this year. Having served as safety boat for several regattas I know that the duty is usually, at best, a good reason to spend the day on the water. Nine out of ten times out there is no real need for you to be there, but the tenth and its unpredictability (or the one in a thousand like the ACCs) is what makes it worth the boring, uneventful days. Without all these volunteers — those who run the races and those who fish us out of the drink when the races take surprising turns — none of our events would be possible, and where would be the fun in that? ▲



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 plus \$8 S&H. To order please call FSSA at (800) 445-8629

Creation Of Our Class Publication - *Scots n' Water*

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

After the formation of our Class Association, our new publication needed a name. The first editor, Secretary Bob Meese, called on members for their suggestions. A contest was run and the various submissions were tried each month for seven successive issues of the one-page 11" x 14" mimeographed newsletter. Names in the order tried are: *Plane Talk*, *Scot-Tlebut*, *Scot-Issue*, *The Pibroch*, *Scots n' Water*, *The Mast Head* and Undecided. The name Scots n' Water was selected and published in a very attractive masthead on the July 1959 issue. The original suggestion came in as "Scots 'n Soda" from V. W. Kenerson, FS#58, but was changed to suit the editor's tastes. The publication's name was eventually registered as Trademark #765924 in April 1964. Class member G. Kendall Parmalee was an expert in such matters and handled the process for the Class.

Helpful hints were part of the earliest issues of newsletters, along with promoting and encouraging the boat and the Class, printing names and addresses of new members and other Class business. Obtaining material for the newsletters was a problem even then. The first "article call" was published and asked, "Who wants to contribute a short treatise on the technique of how to make a Scot plane?" That call went unanswered in the next nine issues. Sandy wrote most of the early articles and, probably weary after a few years, offered a free Scottish 'bonnet' to anyone that sent in an article. Pictures too, were a problem to obtain. Though the earliest newsletters did not have the ability to publish them, later ones did. With few pictures available, one editor



solicited a spinnaker from a sailmaker and offered it as first prize for the best picture submitted. The prize was won by Jack Beierwaltes and was used in Flying Scot promotional material for many years.

Class business took the form of soliciting comments, ideas, and help as well as membership. The December 1958 issue, the second ever published, explained the difference between Active (owners/skippers) and Associate (crews) Members. All owners were encouraged to become members: dues were \$5 for Active Membership and \$2 for Associate Membership. The call for funds was very successful as the next month's issue had 28 Active and 10 Associate members. Within two months the Class had 55 members. As members joined, fleets were chartered. The first four fleets, assigned in December 1958, were: #1, Cowan Lake, Ohio; #2, Leatherlips YC, Columbus, Ohio; #3, Sheridan Shores YC, Wilmette, Illinois; and #4, Mansfield Sailing Club, Mansfield, Ohio. Fleet growth was rapid, with nearly every issue saluting a new fleet or two. In the January 1959 issue, Sandy Douglass reported that discussions with several sail makers had

produced the final figures for the official sail plan, which would then become part of the official specifications.

A list of the fifteen editors we've had since the first issue was published:

1959 - 1966 Authur J. Beck
 Ralph G. Fritch
 Llewellyn S. Howe
 Thomas F. Meaney
 Robert B. Meese
 J. Mason Pilcher
1967 - 1969 Charles E. Silsbee
1969 - 1972 Robert B. Hanna
1973 - 1980 Richard Elam
1981 - 1983 Paul Newton
1984 - 1986 Pat Barry
1987 - 1989 Paul Nickerson
1990 - 2002 Sunshine Hartman
2003 - 2014 Kay Summerfield
2014 - present Deb Aronson

Next issue will be about the Midwinters Championships, held in Panama City, Florida, for over 30 years. We will be returning to St. Andrew's Bay Yacht Club in 2016 for our Midwinters Championship after a 12-year absence. ▲

And Now For Something Totally Different... (the 2015 CT River Dinghy Race)

Brian Hayes with Brian Hayes Jr., FS#5671, Greater New York District



Having followed the exploits of Scot North American and Midwinter Champion, Jeff Linton, as he and Jahn Tihansky battled through some 300 miles in 2014 to win the Everglades Challenge in the “FrankenScot” I was intrigued about the process and the event but not courageous enough to consider such a (ridiculous? foolhardy?) adventure. However, I always thought a “moderate” distance race in one-design boats would be fun and challenging. It’s been, literally, decades since I have done any distance racing and, these days, my idea of being on a boat overnight includes entertainment, a casino, a bar, a bed and a balcony, so any distance sailboat race that involved the moon being out has long been scratched from my “bucket list” (been there/done that).

I had read and heard about the Connecticut River Dinghy Race (CRDR) a few years ago. It started as, I believe, a

Sunfish event and has slowly grown and added different dinghies to the fleet. My son and I had tagged this on our calendar as a “maybe” event, as in, maybe the boat will be ready, the trailer lights will work, we will find time and the “honey-dew” list is sufficiently up to date. Having achieved all but one of the aforementioned items (care to guess which one?) the lad and I threw some sails in the boat, some waters and granola bars in the van, hooked up the Scot and headed about an hour up the road to Essex, CT, and the Pettipaug Yacht Club for the launch point for the race.

This was the 5th annual CRDR and for years had been run from a public launching ramp in Haddam, CT, to another public launching ramp just under I-95 in New London. The race is about 14 miles (+/-) and starts in Haddam and goes down river to the I-95 bridge. This year, with more than 50 boats registered, event central became the Pettipaug Yacht Club,

which made logistics easier and added a few miles of “on the water” time to the race. PYC sits about 3 miles north of I-95 (by boat) and about 7 miles south of Haddam. It is a terrific spot with a fair bit of space for trailered boats and a quaint clubhouse with a porch that overlooks the river and a few gas grills. What else do you need? Since we were “newbies” we required some guidance and were met at the PYC by a very welcoming group of folks. We got the boat rigged and launched fairly quickly and awaited our tow up the river to the starting area. The weather called for fog and not a lot of wind so the tow up the river was welcome as we tied the tiller down and snoozed, did some sightseeing, looked for hazards we may encounter on our way back and chatted. The CT River is not terribly wide where we raced so you always felt safe and secure and as we towed we saw some beautiful homes along the river as well as having a great view of Gillette

Castle and the “ferry” that shuttles cars across just south of Haddam.

The tow was long but we knew we were close when the Goodspeed Opera House and Haddam Bridge came into view. We tied up at a public pier and went ashore to listen in on the competitors’ meeting. Along the way I ran into Paul VanDyke and his son, who were sailing their Tornado. Paul and I have worked together (on and off) for almost 30 years at North and I think we caught each other a bit off guard since neither of us knew the other was doing the event. As the meeting was about to start we headed over and event chair Dan Reinne explained the course, divisions and exclusions zones (just like the Volvo!). Our division was Portsmouth 2 and included another Scot, a 470 and some other boats that rated near us. We started with all the Portsmouth rated boats (they had OD starts for Buccaneers, Lasers, MCScows and Force 5’s) so there were nearly 20 boats on the line. The morning fog had burned off and, as if on cue, a nice 6-8 knot seabreeze blew up the river making for an upwind start (and 8-9 miles of upwind sailing!) with an ebbing tide pushing the fleet over the line. Our strategy was to be conservative, start away from everyone and just sail fast (it was a distance race after all!) and it was all set up perfectly as we approached the line clear of all boats and going fast

at the gun. Or should I say too fast? Now being over early is something that I think everyone should do every now and again so that you know you are pushing the line. That said, being over early on a 12-mile distance race with no one around you? Let’s just say the skipper was a tad bit rusty and his timing was off! Oh well, spinnaker up as we fought the current to get back to restart and finally get an “all clear” from the RC. It’s amazing how far and fast boats of all sizes and shapes can move upwind when helped by a 2-knot current. Needless to say we were pretty far behind and had our work cut out for us to get back in the race.

Now if you want to practice tacking the CRDR is for you! The river isn’t very wide and to say we did 100 tacks would be close to being about right. Additionally, with a narrow river and a lot of boats in front of you clear air is not easy to come by. Brian did a great job on the jib and weight movement as well as finding some good wind shifts and by the time we got to Gillette Castle we were sailing in mostly clear air and had passed well over half the fleet and, as we neared PYC, we had gotten closer to the other Scot and were able to pass them in the narrowest part of the river.

We then set our sights on the 470 and caught a few good shifts near Essex Yacht Club and got by them. Now the only boats

ahead of us were the International Canoe, the Tornado, and, I think, the Melges 17. With another two miles of upwind work we didn’t gain on any of those boats, but didn’t lose any ground either. We rounded a channel mark just under the Baldwin Bridge (I-95 in Old Saybrook/Old Lyme) and popped the spinnaker for the uneventful 2 ½ mile run back to the finish off Pettipaug YC. The entire race took about 3 ½ hours (not counting the tow to the starting area) and finishing just off PYC made for quick work of putting the boat back on the trailer, covers on and some relaxing time for a cold beverage. The aforementioned “honey-dew” list was calling so we actually hit the road before the food and awards were handed out, but next year I have vowed to make sure the list is pared down low enough to take that afternoon/evening and enjoy the entire experience!

Re: the CRDR 2015. We actually won our Portsmouth class by about 20 minutes corrected, which was very cool and totally unexpected. The CRDR really sets up well for the Scot so, if you think you might be interested in doing it in 2016, email me and I can give you all the details. Maybe, if we get enough boats, we can have our own start and who hasn’t thought about doing a distance race in a Scot (except maybe Jeff and Jahn, but that’s another story entirely!). 🍷

Scots on the Rocks

Left: Good sailing over two days was extraordinary fun for everyone at Lake Murray Sail Club in Chapin, SC. Trading tacks and picking up the occasional “sleigh ride” in the heavier downwind puffs put grins on everyone’s faces. Right: Sandy and Keith Eustis



Photos: Bill "Sloop" McCoy

Sharon 250th “Light Up the Night” Event

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

The hometown of the Massapoag Yacht Club, Sharon, MA, is celebrating its 250th anniversary this year. There have been lots of celebrations, one on New Year’s, a formal ball, parades and other fun events. One celebration was called “Light Up the Night.”

It consisted of a barbecue on the town beach with a country-western band, some bonfires on shore, lots of light-up toys and flashlights, and a few other treats for the attendees and the people who live around the lake. Our club was asked to participate, so Vice Commodore Scott Rosa and his wife, Ann Marie, rallied the members to get it done. And we got it done in fine fashion – 21 lighted boats including 17 sailboats, two kayaks, and two motorboats parading from our club at the south end of the lake to the town beach at the north end of the lake. Thanks to Coach Gary Werden, an MYC member, four of the boats participating were from the Sharon High School sailing team - many of them sailed by MYC Junior members.

We used a battery pack with an inverter to light up eight or nine strings of lights, some white and some multi-colored, and hoped the battery would last the whole time (it did)! Another boat used a small generator for power and the rest used battery powered LED lights. I used one string of lights on myself so that everyone who had never seen me lit up before got the chance this one time.

With thousands of guests gathered on the beach, our plan was to leave the dock at 7 p.m., giving us time to make it to the other end of the lake for our parade. We planned to wait until the Boy Scouts lit a bonfire on a platform on the lake, but there was a bit of a delay in getting the bonfire going. The delay ended up being a bonus to the spectators because we sailed by the beach several times while waiting for the bonfire to be ready, and soon it was! With the 21 lighted boats and the bonfire going, we were told by one family that their kids who were previously quite rowdy and running around, just stood there mesmerized by the view on the lake. I can only imagine what it looked like from shore and I was definitely enjoying my limited view as we sailed around.

After we returned to the club, we were delighted to find that the fireworks were set off at our end of the lake at the Sharon Community Center beach, since the town usually lights them at the town beach end of the lake. After some yummy refreshments arranged by Leila McNeff and lots of talk about what an incredible event we had been a part of, we all left saying we need to do this again - and we will! 🚤

Photos: Mark Stoughton



Foundation Helps Detroit Area Youngsters



The Flying Scot Foundation donated two sets of sails to the Challenge the Wind Youth Sailing Program (CTW). Challenge The Wind, which is sponsored by the Grayhaven Sailing Club in Detroit, uses four Flying Scots to introduce Detroit-area youngsters to the exhilarating world of sailing.

Many, if not most, of these participants come to the program never having been on the water, despite the fact that the Detroit River flows by the city and Lake St. Clair is just upstream from the city. The course begins with getting the participants comfortable wearing a life jacket in the water and advances to having them steer the boat and trim the sails.

“Our students get to see how all the parts relate to each other and make the

boat do what they want it to do,” says program director Harry Jones. “You can see the moment when something clicks, those ‘ah-ha!’ moments.”

Jones says the CTW program focuses on “the gap:” those kids whose families might not have the means to join a sailing club but who, once introduced to the sport, might discover that they love it.

“There are many learn-to-sail programs in the area,” he says, “but they require a membership in a yacht club, which is out of reach of many people.”

Several participants have now qualified for the US Sailing “Small Boat Certification,” some have been offered scholarships to join private yacht clubs in the area and continue on to the racing program, and some come back to Grayhaven and crew for sailors on larger boats. 🚤



Right: Foundation sticker on donated sail. Bottom, left: Khoury and Hanna. Bottom, right: (from left) Dae’Von McLean, Isaac Jackson and Thomas Barrow all participated in the summer of 2014. This past summer Dae’Von and Isaac also participated in a seven-week racing program at the Grosse Pointe Club.



The Blackbeard Sleigh Ride*: Lessons Learned

Jim Leggette, FS#1518, *Circe*, Gulf District

Joe Brake, Atlantic Coast Championship chair, told me about the regatta he was planning for early September in New Bern, North Carolina, at the Midwinters. My first thought was that it would be nice to go, but did not know how I could pull off the 870-mile, one-way road trip from Mississippi for a weekend regatta.

I have strong ties to the Tarheel state, having grown up there. I have sailed numerous times on the Neuse River and consider it one of the better sailing venues on the East Coast. In addition, my dad and I won our very first regatta at the ACC host club, the Blackbeard Sailing Club.

So, as it got closer to the event, I talked through the options with my long-time sailing buddy, Mike Funk, who lives in New Jersey. We could see many Scot friends from national events were planning to attend, so we decided to give it a go. To make the trip more special, there were two people who I sailed with in the 1970s who were going to be there as well. These sailors, Dave Batchelor and Debbie Peterson Cycotte, were members of the Carolina Sailing Club and Fleet 27, the fleet I was part of as a kid. My sister, Rosemary Leggette O'Briant, who also sailed with my dad, made plans to come over from nearby Durham to see old friends and make new ones.

When we arrived at the club, you could tell that Joe Brake and folks at the Blackbeard Sailing Club had planned a great event. Parking places were marked, race management was ready, registration was smooth, the beer was cold, shrimp

were waiting to be boiled and warm welcomes abounded. Over 20 teams were looking forward to a great weekend of sailing and friendship on the North Carolina coast.

The week before the regatta, the weather was very unsettled. It looked like it could be a total washout midweek due to frontal movements. As it got closer to the weekend, the outlook improved and looked like it was going to a great sailing weekend. However, the Pirate Blackbeard had other plans. Saturday morning, the hourly forecast was good except for the 1pm hour, which predicted thunderstorms. I discounted this since most forecast models often are not that precise.

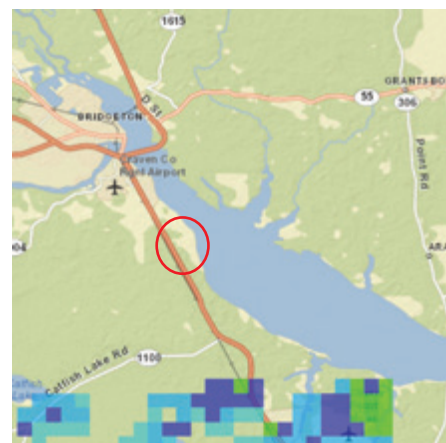
The first race started on time and the race committee had set a great course in promising conditions. The wind was good and downwind offered marginal planing conditions. The second beat had a little more wind, but still fun sailing. As we rounded the weather mark for the run to the finish, we noticed storm clouds to the southwest. At this point, we suspected it would cause a wind shift and pass us to the north. Unknown to us at the time, a fast moving, strong and somewhat localized cell had developed and was coming straight at the fleet.

As we got closer to the finish, the wind shifted forward, the sky and the water grew menacingly dark. There was also a wall of rain approaching the fleet. Nearing the finish line, we decided to take down the spinnaker before crossing the line and shift in the storm mode. After dropping the chute and letting two boats quickly pass us, we wondered if we were being

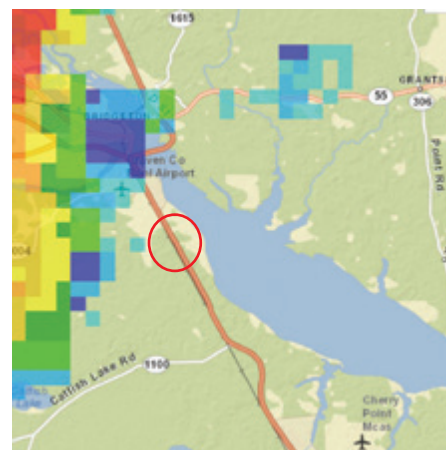
too cautious. We discussed putting the spinnaker back up and decided against it due to impending storm.

The Gathering Storm – September 12, 2015 (Note: Circles indicate area of the race course. Source: NOAA Historical Radar Data)

12:00 PM

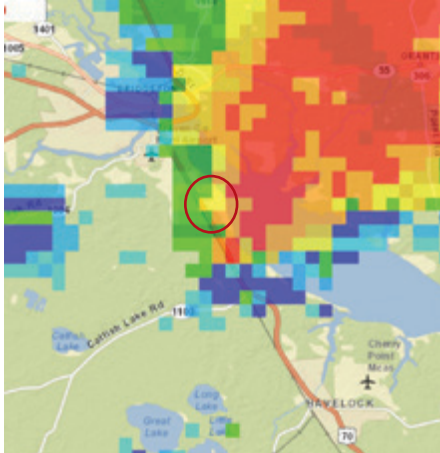


12:30 PM



* The title was inspired from the 19th century whaling term, the Nantucket Sleigh Ride. The whalers used this to describe the ride they had after harpooning a whale. Needless to say this made for sometimes frightening and dangerous rides.

1:00 PM



As we crossed the finish line, you could see the dark wind line and rain coming our way. Rather than jibe, we tacked to get to open water. As soon as we finished the tack, the first intense gust hit, which immediately capsized two boats nearby. We dropped the main, pulled some centerboard up and began surfing with just the jib. Things were under control until the spinnaker blew out of the turtle. Thanks to Mike's good crew work, wrestling in the wayward chute and blowing the sheet, this was only a minor problem, fortunately.

As the storm intensified, the wind speed increased a peak of 60 knots by one estimate, visibility dropped to zero and the seas got large. Given the high wind speed, tops were being blown off the waves and moving across the water in sheets. I will never forget was the sound of the fierce howling of the wind through the rigging. Needless to say, at this point the task at hand was to keep the boat under the mast, which was a bit of a challenge. I never knew a Scot could go so fast under just the jib! We played the jib to keep the helm neutral as possible. We also tried to avoid slamming into the back of the ever-increasing waves. A couple of times, the bow threatened to bury itself into the back of one these waves which would not have had a happy ending.

After a period of time, which may have been five to ten minutes, our concern shifted to how not to run out of water. Since visibility was limited and we could barely see in front of us, we did not know how much water we had left. One thought

was to anchor, which had several downsides. The first problem with that was actually being able to get to the anchor since it was in the front of the boat on the lee side. The second option was to jibe which required a turn broadside to waves. Neither of these choices seemed very appealing.

At this point, the wave pattern changed due to shallower water and we could begin to make out the trees on the shoreline. Since we were on a course to the weather side of a pier, we decided to turn into the wind and beach the boat. Since the Neuse River is waist deep here with a sandy bottom and shoreline that seemed to be the only good option available. We

be worst decision of the day.

As time passed, we could see no sails where there had been twenty plus boats earlier. On the radio there was only confused chatter and stuck transmit button. Not knowing what to do next, we hoisted sail and headed to the club, which turned out to be just across the way. Once dockside, we began to understand the magnitude what just happened. We saw several swamped Scots being towed back without masts or with masts that were bend or broken. Only four boats were able to avoid Blackbeard's wrath and not capsized. Yet, miraculously only equipment was damaged and lost. This is due to seamanship of the fleet, the excellent

Circe's Blackbeard Sleigh Ride (Map: Google Maps)



turned *Circe* into the wind and when she stalled, we jumped out to hold her off the beach and a looming seawall. We then grabbed the bowline and walked out about ten feet. Standing in the water and holding the bowline makes for a very effective anchor in three feet of water. As the winds slacken, we walked the boat to that pier that threatened us earlier, caught our breath and took stock the situation. I lamented that at the last minute, I decided to leave our ration of beer behind. A cold one sure would have tasted good then, so leaving it ashore thankfully turned out to

response of the Blackbeard Sailing Club and just maybe some good luck.

Lessons Learned and Relearned: After an incident like this it is helpful to debrief and share with each other what worked and what did not. If you sail enough you will encounter similar circumstances. In my 47 years of Scot sailing these were the most extreme conditions I have encountered. Upon reflection here are some of the lessons learned or relearned from this experience:

Continued On Next Page

• **Recognize Your Limits:** There is no shame in not sailing if you do not feel you can handle the conditions. In other words, the best way to survive a storm is not get caught in one. The no-go point varies depending on the venue, air temperature, water temperature, state of repair of the boat and experience of all the crew.

• **Watch the Weather:** One should always keep an eye on the conditions especially if things are unstable due to frontal movements. Clouds, wind shifts and waves are good things to watch. Keep in mind, nature tends not to necessarily follow the forecast you just looked on your smartphone so look around. While weather warnings from the race committee or the weather service are helpful, each competitor must assume responsibly for their own safety.

• **Shift to Storm Mode Early:** It is hard for racers to turn off the competitive juices especially when the race is close. However, there comes a point it is time to shift gears. The four boats that did not capsize had all finished or just about to cross the line, and they all managed to get their mains down.

• **Prepare the Boat:** Once you have shifted mentally into storm mode, the next step is having all the equipment readily available. This includes locating and making easily accessible equipment such as anchors, halyard cranks, foul weather gear and sail ties. It is good idea to tie the spinnaker into the turtle and remove the halyard as well.

• **Turn into the Wind Early:** Before the first storm gust, hits turn the boat into the wind. This will allow you to drop your main. Once the storm hits and the wind is behind the beam, you will likely not be able get the main down or turn upwind. In addition, the boat is over powered and very hard to handle in such conditions and will likely capsize in a spectacular fashion.

• **Raise the Centerboard:** While counter intuitive, less board is actually better when running with a storm sea. With the board all the way down, the boat can trip over the board and capsize. When a gust hits, less board allows the boat the slide across the water since those forces are dissipated in a harmless manner.

• **Get Your Bearings:** Before the white-out begins take compass bearings of all the major landmarks. Included in your list should be the harbor, protected water, shoals among other things you should note. During the storm, the crew should give the skipper headings periodically. Ideally, you should try to get in open water to avoid both the lee shore and other boats.

• **On Shore Boat Preparation:** There are many things one can do to make the boat storm ready. One should have many halyard cranks on the boat. I have several in each of the gear lockers, in the mast tabernacle, the pocket of my foul weather jacket. Some people put one in their pocket or in their life jacket pocket as well. I also have many short pieces of line, which can be used for sail ties scattered throughout the boat. The anchor line should be coiled and ready to run. Ideally, it should already be tied to the bow eye if storms are looming. You should have tool kit which includes duct tape of course, a knife, a screwdriver and a pair of pliers. A good multi-tool will suffice for this. A VHF radio should be standard equipment like the cooler. Your radio should be charged fully before leaving the dock so you can monitor weather alerts and race committee. The radio is very helpful to the race organizers and the competitors after the storm passes as well to make sure everyone is accounted for, determine who needs assistance and coordinate rescue efforts.

• **Prepare Yourself:** If it looks like it

might storm put on your life jacket. Do this first for the same reason airlines tell you to put your oxygen mask on before helping someone. On *Circe*, we wear life jackets if it starts to white cap, the water is cold or we are wearing foul weather gear. Also, this wise to put on your foul weather gear on in advance. When the storm hits, they may become inaccessible or the wind may make putting them on nearly impossible. In addition, you will be get somewhat busy with other tasks.

• **Trust Each Other and Yourself:** As in any crisis, staying calm is the key to a successful outcome. We can respond to a challenge better than if we stay calm and work through the problem. Talking through the next move like you do in a race is a good way to keep everyone focused on the task at hand and those tasks coming up next. A sense of humor is also helps. I know of a skipper of a large keelboat who once played “The Wreck of the Edmund Fitzgerald” during a storm, which may be taking that advice a bit far.

Winston Churchill once said, “Nothing in life is so exhilarating as to be shot at without result.” That captures the emotions we felt once the storm passed and everyone was safe and dry ashore. It is remarkable that everyone could experience this emotion. As Joe Brake said during the Saturday evening shrimp boil and debrief, that all of the sailors bonded in a way we will never forget. However, next time I go to the Blackbeard Sailing Club good sailing and camaraderie will be memorable enough for me. 🍷

Dixie Lakes Districts Snapshot

Despite being held in September, the winds were good enough to get five races in for the Dixie Lakes District Championship. The regatta was hosted by Muscle Shoals Sailing Club, just east of Florence, Ala. Muscle Shoals is well known for its party-throwing abilities: competitors were treated to a diverse selection of R&B originals and covers, while dining on barbecued chicken with blackberry jam glaze, baked beans with peaches and local craft-brewed IPA. Life in the South is sweet!



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Capsize From Hell

2015 ACC

Larry Vitez, FS#5085, Carolinas District



Larry Vitez, with his broken mast, sitting at the dock. Photo: Jim Zahradka

I have been sailing small boats for 45 years. In the 70s I sailed Hobie Cats and became familiar with the high-speed trapeze pitch pole in the ocean off many mid- and south-Atlantic beaches. Later I moved on to Lasers and perfected the death roll and then, as I got older, on to Sunfish that are nearly impossible to capsize if you know what you are doing. And along the way I became a Flying Scot Sailor and have been for over 30 years.

Before the second Saturday in August at the ACCs I had only capsized a Scot once, 20 years ago. We were flying the chute, racing neck-and-neck with three other boats on Lake Norman when a great puff of wind knocked all four of us over. All four of us turtled, but it was a 60 second affair.

My capsize at this year's ACC in New Bern North Carolina was a whole different kettle of fish. After a terrific start in

10 knots I was second by a boat length to my old friend Dave Neff at the windward mark. The clouds were building to port behind my main sail as we were racing to the leeward gate. I lost two boats on the second upwind leg after taking a hitch left, all the while thinking the sky looked ominous. Still, there had been no thunder or lightning. If there had been we would have retired immediately. Then, on the final run to the finish I told my crew we'd go through the line, bring down the spinnaker, jibe and head home. It looked like the winds were building.

We finished, dropped the spinnaker and I told my crew, Joel Blade, "this may be a sloppy jibe but jibe ho." We completed the jibe and he said, "do you want me to take down the jib?" I looked at him like "what for? the winds are only about 15 knots," but he was facing me and looking aft and saw what I didn't see. Ten seconds later we were in the water. The pin boat skipper later told me that 20 of

23 boats capsized in less than one minute. The winds were recorded by Sailflow at a fraction under 60 knots and my friend, a professor of aeronautical engineering at UNC, told me that 60 knots has 100 times the force of 6 knots and is 1,000 times as powerful.

Once in the water I went to the stern and Joel went to the bow. We confirmed that we were all right and then, as skipper, I had to make the quick decision, was I going to go to the head of the mast to keep it on the surface or was I going to stay with boat and crew until things settled down. I chose the latter. But then Joel and I experienced something I never thought could happen. Our boat, which had capsized with us in it, capsized two more times while we were hanging on to the beast. The water was about 10' deep so the boat did not turtle, but the mast was well beyond horizontal when suddenly and violently the mast rose from the

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Our Beautiful and Very Active New England District

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

The New England District encompasses Massachusetts, New Hampshire, Vermont, Maine and Rhode Island. We have nine fleets, seven in Massachusetts: Rockport; on Cape Cod in Harwichport; on Lake Massapoag in Sharon; in Duxbury Bay; on Cape Cod in Brewster; at Lake Quannapowitt in Wakefield and Pleasant Bay Community Boating in Chatham. We also have two fleets in New Hampshire: on Lake Massabesic in Manchester and Spofford Lake in Spofford. This year we elected Ned Jeffries from the Rockport fleet as our new District Governor and we thank our outgoing Governor, Skip Montello, for his six years of dedication and service! The district is also home to FSSA Immediate Past Commodore and Web Editor Diane Kampf.

We've had lots going on in 2015 – Massabesic Yacht Club hosted the New England Districts for the very first time, and several members have been travelling around to more and more regattas – Saratoga, Candlewood, Massapoag, Massabesic, Quannapowitt, the Midwinters and the NAC. Below are reports from some of our more active fleets.

Fleet 11, in Rockport, enjoyed another great racing and sailing summer on the ever-wonderful Sandy Bay. The 2015 summer racing season began on Memorial Weekend and concluded on September 20th

with our annual fun race to Thatcher Island. Although our weekend weather didn't always cooperate, we did manage to get 25 races completed over our monthly series of June, July, and August with special holiday weekend series of July 4th and Labor Day. Our annual Gusto Cup race, a head-to-head race with our sister Rhodes 19 fleet, was cancelled due to lack of wind. On Labor Day weekend our fleet enjoyed our annual potluck dinner and fleet meeting at the SBYC clubhouse. Our newly elected Fleet Captain Tom Hoerner presided. Captain Tom and the fleet members thanked his predecessor, Rob Volpe, for his several years of service to the fleet. The fleet presented its annual "Most Improved Sailor" award to a regular FS 4347 crew (and occasional captain) Chris (Squantch) Sears, a well-deserved recognition. The fleet recognized Skip Montello for his service as New England District Governor and applauded his successor, Ned Jefferies, also a Fleet 11 member. We are indeed lucky to have Fleet 11—the 2017 Wife-Husbands are shaping up at Rockport as we speak.

Fleet 196 at Lake Massabesic makes us very proud as they are growing and growing thanks to some hard work and dedicated Scot sailors. The fleet was formed by Bill Dobe six years ago with just a few 'Scots on the Water.' Bill and his son Dennis had raced FS#1127 on Lake



Massabesic in the 1970s, but there were only a couple active racers. Though the Massabesic fleet of the 70s never reached critical mass, this time would be different. Bill and Dennis found old and horrifically neglected Scots lying in NH fields and restored them. The Flying Scot had a marginal reputation at the club and Bill knew that the key to changing the boat's perception at our club and building a quality fleet would be to demonstrate that the Scot was a bona fide RACING day sailer. The Scots languished for a while in

the club's Open Class, but eventually the Flying Scots and Windmills combined to form a Combined Dinghy Fleet. With the Flying Scot fleet growing rapidly - currently 19 Scots - the Combined Dinghy fleet is the largest and most active fleet on the lake. The current members of our FS Fleet #196, and all the Massabesic Flying Scot sailors to come, owe the quality of their sailing experience here to the vision and energy of Bill Dobe, and the kind, talented, and welcoming sailors of the MYC Windmill Fleet, to whom they will always be grateful. So cool to see this fleet flourishing!

Fleet 207, Pleasant Bay Community Boating, as reported earlier in Volume 59, Issue 4, has been teaching sailing in Flying Scots. PBCB has a new site on Pleasant Bay in Cape Cod, and they have totally incorporated Flying Scots into the Junior, Adult and Adventure Sailing programs. They were lucky to acquire seven used Flying Scots in 2006, and have been making use of the boats. They are holding up well and are used constantly for three lessons/day. The Friday Friendly Races and BBQ have been well-attended and multi-generational—so great! Read more about these great programs and how it has all evolved in SnW Issue 4.

Fleet 187 was not as active as they would like but a few sailors travelled to outside regattas to get their sailing in. Quannapowitt Yacht Club is gearing up to host the Chaos Cup, now a traditional New England regatta that several of us love to travel to, hoping of course to win!

Fleet 76 at Massapoag Yacht Club is



our largest and most active fleet. With 28 Scots aboard, we race from April to October with our premier event being our annual fall regatta. This year was our 66th! The Flying Scot Fleet also ran our 8th Annual Sunfish, Lasers and RS Aeros Regatta in the spring with 25 boats. And this year we were a major part of hosting the US Sunfish Masters with 45 boats! We also had our 15th Annual Women Skippers regatta, where we work to get more women at the helm, and our 10th Annual Single Handed regatta, where our skippers sail without their crew to

see how much their crew is appreciated. We keep our regatta chair (me) busy! Our regular racing included 52 races, some on Wednesdays and some on Sundays, with a strong core of active Scot racers. We had a Moonlight Sail, 4th of July Fun Races, and a Light up the Lake event where we decorated our boats with lights and sailed by the town beach as part of the town's 250th anniversary celebration. And in some very exciting news, we're working on the 2016 NAC in Newport, soliciting help from fleets throughout the Northeast. Hope to see many of you at our events! ▲

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CAROLINAS DISTRICT

water, the boat stood upright and crashed down on the other side. I was holding the transom line and the rudder blade nearly cut my head off. I quickly moved to the bow and both Joel and I clung to the bowline as the boat was heaving and rapidly moving away with the wind. A couple of minutes later it happened again. Quickly and violently the mast, now bent, came out of the water, stood upright, and then over on the other side.

Later in conversation with John Wake,

who crews for John Whittemore of Fishing Bay Yacht Club, I learned that their boat, like ours, was also lifted upright from a capsized position by the wind and they were able to be scooped back in. In their case, once upright the mast exploded off the boat.

Not long after that the winds began to subside and the sky cleared and we began to assess the situation. With the help of a fisherman who came to our aid and Joel's monkey-like talents we were

able to right the boat and get a tow in. We were the third boat in. In the aftermath, Joel was able to climb high up on the boat and survey the river he said looked like a Civil War battlefield with the few standing try to help the legions of dead and wounded.

The race committee, Blackbeard Sailing Club members and local boaters responding to the RC call for help saved the day. All teams returned safely but with lots of scrap aluminum. ▲

Massapoag 66th Annual Regatta – and the Boats Just Keep Coming

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

As we look forward to the Massapoag Annual One Design Regatta, we wonder just how many boats will come this year. Twenty years ago, we would get 20-25 boats in 2-3 classes and we were pretty happy about that. Over the last several years, we have hosted 50 or more boats each year, and we're pretty happy about that too. We've had a few deck expansions, added a few more picnic tables, and made some other upgrades to accommodate this event. This year, we had 51 boats – 13 Flying Scots, 4 Day Sailors, 9 Lasers, 5 RS Aeros, 17 Sunfish Championship and 3 Sunfish Challenger — converge on Lake Massapoag in Sharon, MA, on

September 11 – 13, for our 66th annual regatta. It always an awesome sight to see so many boats on Lake Massapoag at this event.

For the first time, we used Regatta Network for registration at this event. We know there are other services, but I would like to give a shout out to this one. Using this service eliminated most of the paperwork, along with the errors in our skipper and crew lists, sail numbers, number of dinners, etc. We were also able to do online scoring in a very simple fashion and print out the results in record time, eliminating most scoring errors. There is a fee for using the service, but for us it was worth the cost, given that Regatta Network is always very responsive to questions

that arise, you get to use their software AND they take care of all the accounting, including credit cards. Teams can still pay by check or cash and register at the regatta, but the up-front online process is so much easier than the manual processes of the past.

Friday night, Margy Davidson and her crew of MYC members put together a very nice welcome party that fed lots of people as they arrived, registered, bought t-shirts, had plenty of beer and shared lots of sailing stories. Connie Eckart and Marta Chlus assisted with registration and selling items that included vintage t-shirts from past regattas, MYC mug and burgees. Everyone seemed to have a great time, with a few staying behind to camp and others going home, or to their weekend housing in the area. I want to thank Margy for her help and want to note that she stayed around all weekend to provide leadership to the teams preparing the meals, some of whom were helping out for the first time.

On Saturday morning, the northeast was literally fogged in, slowing down traffic and certainly making it impossible to set marks or hold races. Gene Neault, Ralph Lambalot and other MYC volunteers were able to see well enough to prepare the coffee and serve breakfast! When the fog finally cleared, Mother Nature gave us no wind to speak of. PRO Roy Tangen held the skippers meeting, where everyone agreed we would postpone until the wind was steady enough to hold races for six classes, difficult enough to do when conditions are ideal. So the participants stayed on shore



Diane Kampf and
Connie Eckert
helping at the
registration table.



Ron and Barbara Alman at the 2009 Wife-Husband regatta.

and ate what was left of breakfast, we made more coffee, and we waited and we waited. Roy held another meeting where the skippers agreed to have lunch and to extend the time limit past 4PM if needed. After Scott and Ann Marie Rosa and other volunteers, including our out-of-town guests, served up another great lunch, we all waited a little bit longer. The wind came up after 3PM from the southeast, so we all headed out and Roy, MYC assistant Dennis Dubuc, and the three support boats managed to hold two Gold Cup races for most of the fleets, with one race for the Flying Scots. Most people were VERY happy just to have gotten in some racing!

After racing on day one, because our regatta falls on, or is very close to, the 9/11 anniversary, we have an annual moment of silence. We all remember how lucky we are to be together and be able to enjoy our time, while so many lost their lives or their lives were changed forever by the tragedy. We are honored and humbled to continue this tradition.

In another tradition, my mom, Kay Wilson, was a big part of this event for our family for over 20 years as we celebrated her birthday at the regatta each year. We knew it was going to be so different without her since she passed away in July, but decided to gather at the regatta once again to commemorate Mom's birthday.

I was so glad we did that and we found out even more just what great friends we have at MYC. Some members of the club got together and dedicated the regatta to Mom, with a beautiful framed picture of Mom and some really nice words from Commodore John Mac Vicar. I just could not stop smiling at the thoughtfulness of our friends and I smile very time I think about it now.

We had also learned recently that some long-standing members of our club, Ron and Barbara Alman would be relocating to Chicago to be closer to family. Some of you may remember Ron as the "Doctor of Love" who offered counseling to the participants in the 2009 Wife Husband Championship at MYC in case there were any troubles on the water between the couples. We hosted them as our guests for the regatta dinner and gave them a nice tribute and send-off. They will be sorely missed!

We were honored to have been the cover for one MYC family to have a surprise wedding shower for MYC member Ashley Crawford, who is engaged to MYC member Kevin Buruchian and will be married by the time you read this. The family needed a reason for all of them to come in from various cities and states. Kevin and his parents, Mark and Sue, like our regatta anyway so what better excuse could there be?

Oh, and the food continues! Next was the cocktail party where Marjorie Newman and her crew of MYC members did a bang-up job of preparing the yummiest appetizers and you were not sure if you'd be at all hungry when dinner came. Then the lobster, chicken and steak tips dinner that Roche Brothers brought for us along with the best servers in the world allowed us to sit back and enjoy dinner while they do most of the work. The wonderful buffet dinner was followed by our famous make-your-own sundae buffet that kids of all ages seem to enjoy.

On Sunday, Mother Nature was much kinder although the wind was still coming in from the southeast. The Race Committee was able to get in more Gold Cup races - three for those who had two the day before and two for the Flying Scots, giving everyone five races for the regatta. We really appreciate what Roy and Dennis and the support crew accomplished and are indeed very thankful to have gotten in five races under their leadership.

After another yummy lunch served by the Rosas, Carrie Oneil Smith and other volunteers, we handed out the awards, which were customized serving trays, each one customized for the boat class and the place, with some great pictures from past MYC regattas. We gave special awards to the two junior skippers from next door who raced their Lasers out there amongst the other 50 boats and we're very proud of them! The winners in the Day Sailers were Mike McCaffrey and Suzanne Boohar, Lasers - Judy Krimski, Aeros - Eric Aker, Sunfish Championship - Ken Charles, and Sunfish Challenger - Shannon Buruchian. The top five in the Flying Scot Fleet were (1) John and Connie Eckart, (2) Dave Rousseau and Hein Smit Sibinga, (3) Randy and Scott Rubinstein, (4) Greg and Diane Kampf, all from MYC and (5) Mark and Adam Riefenhauser from Candlewood Yacht Club. Full results are on FSSA.COM under Regatta Results.

So - we are really happy that you keep on coming and please come again and bring your friends. You won't be disappointed and we won't be either. And our volunteers ROCK! 🏆

The Battle of the Paddle

Ron Kiss, FS#5509 and Rob Vogel, FS#6058, Greater New York District

As enthusiastic sailors, we all feel disappointed at the sight of so many Scots sitting under cover instead of on the water. By an unscientific estimate, there are 40-50 Flying Scots around Barnegat Bay in New Jersey, and yet on any weekend, we only have 10-15 on the water. Currently there are three Flying Scot fleets on Barnegat Bay: Toms River YC, Seaside Park YC and Lavallette YC. Each of these clubs has its own club racing schedule and the Barnegat Bay Yacht Racing Association hosts a 10-week series during the summer in which Scots from all clubs participate. To encourage more participation, this past year Lavallette and Seaside Park agreed to join one another's fleets for a home regatta. "LYC has seven or eight boats out every Sunday and Seaside has five or six. Combining our fleets for a couple weeks offers sailors both good racing and the camaraderie of other Scot sailors they might not have the chance to meet," said Rob Vogel, the SPYC Scot fleet captain.

Lavallette conducts a 10-race Sunday series consisting of one long race each Sunday, while Seaside holds club races five times a summer with three short windward-leeward challenges. With a little planning over the winter, "The Battle of the Paddle" was initiated. The team having the lowest score for the two-day series would win a wooden paddle trophy to proudly display in their club.

On Sunday, July 19th, Peter Sayia towed four Scots and a crowd of sailors and supporters from Seaside Park to the waters off Lavallette. "The tow is often the best part of the day where morning

chatter is about wind speed, forecasts and catching up on the gossip of the week," observed Sayia. "While the tow home is filled with recounting minute by minute the day's races."

Sunday's winds were southeast at 9-11 mph. At 2:05 PM the start gun sounded and the race was on. Peter Sayia quickly grabbed the lead and was never threatened on the nine-leg windward/leeward course. The next three spots went to LYC boats - Ron Kiss, Dave Lambie and Roy Childers respectively.

After racing, all competitors enjoyed a nice reception and awards ceremony on the deck at Lavallette Yacht Club. "All clubs are proud of their traditions and we were thrilled to have the opportunity to display our hospitality to our fellow Scot Sailors from Seaside Park," remarked Roy Childers from LYC.

Three weeks later, two powerboats towed five LYC Scots to Seaside Park to complete the Battle for the Paddle. The combined fleet of 11 boats headed to the starting area for the first of three



Photo: Frank Rodino



Photo: Christina Donnell

short races. A northeast breeze of 7-8 mph greeted the fleet at a crowded starting line and the sailors were aggressive. On a short course, the first rounding of the windward mark can be more meaningful than the start, where an inside position and clean rounding can mean the race. Roy Childers of LYC didn't have a great location at the start, but he had clear air and managed to round the windward

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3167 – Custom Flex; 1978; **\$4,995**; Christine; christine1646@gmail.com

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

3629 – Douglass; 1981; **\$3,500**; Sail Boat Shop; Glen Gardener, NJ; snash@sailboatshop.com

4067 – Douglass; 1984; **\$3,200**; Carl Robinson; Newark, NJ; 302-561-4236; carlwaynerobinson@comcast.net

4124 – Douglass; 1985; **\$5,500**; William Leobold; Tampa, FL; tleobold@gmail.com

4217 – Douglass; 1986; **\$6,200**; Gordon Milnes; Shrewsbury, NJ; jdmilnes2@verizon.net

4319 – Douglass; 1987; **\$3,000**; Randle Moore; S. A. Fox, TX; 210-286-4392; kjh5027823@yahoo.com

4585 – Douglass; 1989; **\$5,750**; 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**; menhaden1@gmail.com

5096 – Flying Scot, Inc.; 1996; **\$13,000**; Steve Mehl; Cape May, NJ; 609-408-4039; adswithsteve@hotmail.com

5111 – Flying Scot, Inc.; 1996; **\$10,500**; Arthur Bookstein; Rockport, MA; 978-239-0265; arthur@booksteinlaw.com

5150 – Flying Scot, Inc.; 1997; **\$9,800**;

Larry Klick; Minneapolis, MN; 763-553-1680; lklick@comcast.net

5296 – Flying Scot, Inc.; 1999; **\$9,500**; Sarasota, FL; charlesk17@msn.com

5394 – Flying Scot, Inc.; 2001; **\$9,500**; 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**; Tom Crawford; Oceanport, NJ; 732-222-6585; thomas.w.crawford@gmail.com

5727 – Flying Scot, Inc.; 2007; **\$16,775**; Kalamazoo, MI; angg@att.net

5784 – Flying Scot, Inc.; 2007; **\$14,500**; Eric Aschaffenburg; Rutherfordton, NC; 228-234-2838; aschaffena@aol.com

5824 – Flying Scot, Inc.; 2008; **\$12,500**; Steve White; Norwalk, CT; 203-493-6283; steve@stevewhite.com

5845 – Flying Scot, Inc.; 2008; **\$18,500**; Keith Green; Oklahoma City, OK; green3000@sbcglobal.net

5847 – Flying Scot, Inc.; 2009; **\$16,500**; Keith Andreyko; Sewickley, PA; 412-225-1050; andreyko@id-design.us

5891 – Flying Scot, Inc.; 2010; **\$12,000**; Van Wolosoff; Roslyn, NY; 516-770-6601; no email

6004 – Flying Scot, Inc.; 2012; **\$18,200**; Dave Safhay; 570-390-4401; dsafhay@gmail.com

6044 – Flying Scot, Inc.; 2014; **\$16,500**; David Neff; 410-798-4146; david@selbybay.com

Compass – Plot # 10; Practical; **\$195**; Jeff Blum; jblumdad@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; rjmcneil@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**; n5lxi@yahoo.com

Trailer – TeeNee Galvanized; call; suebugb2@gmail.com

STARTING LINE

STARTING LINE

Calendar Of Monthly Events (FROM NOVEMBER 2015 TO AUGUST 2016)

Regatta: Flying Scot Cajun Country Championship

District: Gulf • **State:** Louisiana
Date: 11/21/15

Contact: akrees@bellsouth.net

Regatta: 2015 Sugar Bowl Regatta

District: Gulf • **State:** Louisiana
Date: 12/05/15 - 12/06/15

Contact: taggline@usa.net

Regatta: Gator Bowl

District: Florida • **State:** Florida
Date: 12/05/15 - 12/06/15

Contact: jon.hamilton@cox.net

Regatta: 2016 Midwinters at St. Andrews Bay Yacht Club

State: Panama City, FL
Date: 04/04/16 - 04/08/16

Contact: naomi@stabyc.com

Regatta: 2016 North American Championships at Sail Newport

State: RI • **Date:** 07/16/16 - 07/21/16

Contact: dianekampf@charter.net

Regatta: 2016 Midwest District Championship

District: Midwest • **State:** Wisconsin

Date: 08/12/16 - 08/14/16

Contact: cbhollman@comcast.net

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#5758 – 2007 Flying Scot rigged for racing w/ mahogany centerboard cap. Harken seat cleating system for jib. On-deck spinnaker sheet system w/ guy hooks at chainplate. Spinnaker halyard is led aft & includes a take-up reel. Swim ladder, grab rail & rudder lift kit. Sails include a suit of North sails, a suit of Schurr sails & an Omega radial spinnaker. **BRAND NEW** galvanized LoadRite trailer. 5-year new-boat warranty. Fall promotion price: \$15,500, plus a **FREE** North trailering cover or add'l options/accessories of equal value.

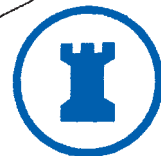
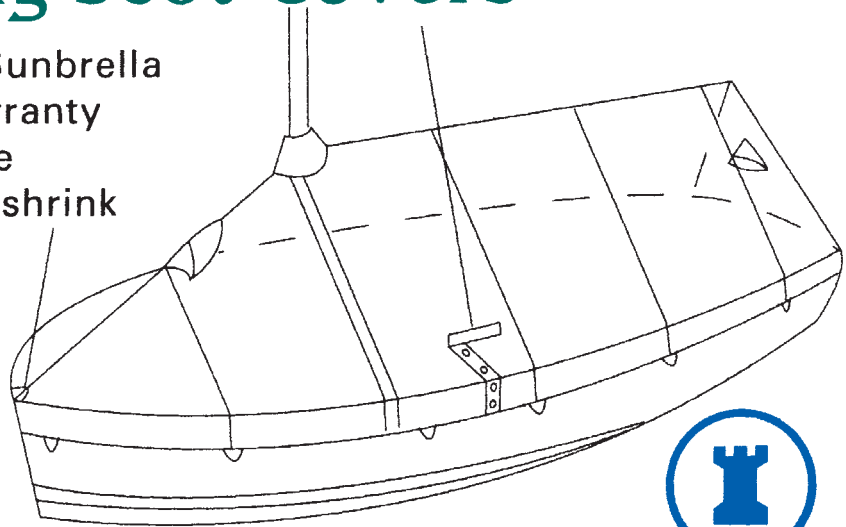
#1286 – 1968 Flying Scot rigged for daysailing. White deck & light blue hull have been re-gelled. **BRAND NEW** main and jib daysailing sails and galvanized LoadRite trailer. Includes 5-year new boat warranty. \$9,900.

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MAKING WAVES!



Photo Yvonne Pottharst



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 (804) 776-6151

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

NEW MEMBERS

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Christiam Camacho
North Bethesda MD

Boat # 4765

Joe Nelson
Midothian VA

Carolinas District

Boat # 2048 / Fleet # 126

Steven Jones
Greensboro NC

Boat # 3582 / Fleet # 158

Clark Frady
West Columbia SC

Boat # 5639

Bruce Dickey
Greenville SC

Boat # 5452

Stephen Leinenweber
Chapel Hill NC

Dixie Lakes District

Boat # 1891 / Fleet # 111

William Harshman
Stone Mountain GA

Boat # 4681 / Fleet # 190

George Makowski
Florence AL

Boat # 2496 / Fleet # 193

Robert Copps
Newry SC

Florida District

Boat # 1790

William Dixon
Green Cove Springs FL

Greater New York District

Boat # 1773 / Fleet # 10

Ronald R. Ball
Center Moriches NY

Boat # 5315

George Anderson
Seaside Heights NJ

Gulf District

Boat # 0310

Van Rogers
Hoover AL

Midwest District

Boat # 1482 / Fleet # 135

Richard Wojnar
Champaign IL

Ohio District

Boat # C2949 / Fleet # 19

Thomas Sylvester
Wadsworth OH

Boat # 2774 / Fleet # 165

Michael & Melissa Rach
Lexington KY

Boat #1632

Kenneth Sherwood
Indiana PA

Boat # 4080

Robert Suydam
Forest VA

Prairie District

Jon Budoff
Arvada CO

Boat # 2850

Michael Stewart
Lenexa KS

From Page 20

GREATER NY DISTRICT

mark in first and hold that position the entire race. The second race included a general recall, followed by Ron Kiss being over early in the second start. Kiss recovered, following Dave Lambie of LYC to the right where they caught the fleet and ultimately finished 1,2. In the third race, Kiss had a good start and slowly moved up to pass Childers and Lambie on the last spinnaker leg. He held them off to take first.

Back at the dock, the sailors were welcomed by SPYC with a spread of hors d'oeuvres and pitchers of beer. The results were tallied and the winner of the 2015 Battle of the Paddle was LYC. The series was so well received by the sailors that planning for next year is already underway. "There's no doubt this will become an annual tradition," said Childers. It's a small step to get some more Scots "on" Water. 🚩



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