

# SCOTS n' WATER

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**MIDWINTERS PREVIEW**





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President's Message .....	4
Midwinters Championship Returns to Panama City, Florida .....	5
Midwinters Memories .....	6
A Newcomer's Perspective: "Crazy Love" .....	9
Managing Boat Traffic in St. Andrews Bay .....	11
Traveling Without Your Boat .....	12
Flying Scot "In The News" .....	14
Flying Scot Foundation Jump Starts Adult Sailing at Coconut Grove .....	15
The 21st Annual Sandy Douglass Memorial Regatta .....	16
Blackbeard Sailing Club Sailors Honored with the Hanson Award .....	17
Lessons from the 2015 ACCs .....	18

### In Every Issue

Caveat Emptor .....	21
Starting Line .....	21
New Members .....	23
District Governors .....	Back Cover

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## Going Home Again

John Domagala, FS# 5577, Southwest District



**C**an you really go home again? With all due respect to Thomas Wolfe, this year's Midwinters sets out to prove him wrong. The Flying Scots held the Midwinters at St. Andrews Bay Yacht Club in Panama City, FL, for 33 years. This year, after a 11-year hiatus, we're returning.

This event will obviously bring back a lot of memories for a lot of people. For myself, Midwinters was my first major Scot regatta, first time in Florida, and first time sailing in salt water. St. Andrews Bay Yacht Club (StABYC) was in their seventh year hosting the event. The event already had tons of traditions and sailors had made this a "must" on their regatta calendar. They enjoyed catching up with Bubby Eagan, who would win the championship that year (his second, matching his brother's win total).

In this issue you will find several Midwinters articles. Our historian catches up with the history of the 33 years we spent there. The PRO for the event gives some great tips on hosting events in venues with commercial traffic. And last but not least my wife, Susan, took some time to get the some insight into events of the past from fellow class members.

Susan didn't ask me for my favorites from this event for her article so I'll include mine now. First was the people; It was always tough competition on the water but people came as much to see and catch up with old friends as they did to compete. Next came the club; It's a full service club that also

allows camping. Sailors packed the bar until late in the evening and yet again in the morning for breakfast. Having everyone in one place so much of the time really brings out the social side of the event. St Andrews Bay is also excellent sailing, complete with current and sea breeze. It will test you but also reward you. My favorite memories would have to include Ryan and Taylor's April Fool's day joke on John Clark (dressing up his boat to look like it had been holed), deciding on the garbage potatoes or the garbage omelet at JR & Joe's, listening to the late Steve Hartman's description of the sharks that can swim up the centerboard trunk, and the annual trip to Shell Island the day after the event.

This year's event will be a mix of the traditions of the past along with some updates. Past favorites such as

the breakfast buffet, civilized daily start times, and, of course, the cocktail party will return but will be paired with current trends like the welcoming party and competitors' meeting the eve of the first race. We have also adjusted the location of the warm-up races and schedule to try and minimize the required time away from home. Regatta Chair Christine Reiss and her team will open registration on Saturday, provide warm-up racing on Sunday and race us until Thursday afternoon or we get the maximum number of races in (whichever comes first). There's a whole lot in between I didn't mention. Take a look at FSSA.com and click on the event to see what else is planned.

It doesn't matter if you are "returning home again" or a first time, 2016 Midwinters @ StABYC should be on your bucket list! ▲



Photo: Melanie Durham

# Midwinters Championship Returns to Panama City, Florida

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

**O**ur 2016 Midwinters Championship will return to Panama City, Florida, after more than a decade away from the St. Andrews Bay Yacht Club and Flying Scot Fleet #75.

For 33 years (1972 - 2004), the regatta returned each year to this popular place. The people in the St. Andrews Bay community viewed the Midwinters event as much more than a regatta, but a combination of their heritage, tradition and the genuine Southern hospitality they are so well noted for. FSSA has a lot of history here, and a number of members from this yacht club were influential in our class. People like Floyd Davis, affectionately known to many as "Uncle Floyd," traveled to innumerable Scot invitationals and rarely missed a NAC or Midwinters, often finishing in the silver. Floyd constantly expounded the virtues of the Flying Scot and instructed and encouraged many young sailors in their sailing who were often his crew at these events. We also had John Morrow as our class treasurer from 1974 - 1976; Jack Laird won the 1969 Flying Scot North American Championship; Allen Douglass, a former FSSA president, was often the Midwinters Regatta Chairman; Bo and Betty Smith, Charlie Wesley were all on the race committee; and Idus Darby, Newt Allen and Jimmy Ruthren are among the many that worked so hard each year to always make this regatta such a success and a memorable experience for all the competitors.

The Midwinters Championship was started in 1967 after some of the Flying Scot sailors from the northern fleets requested a regatta that could serve as a winter vacation for them. The first five years were hosted by Fleet #56 at the Royal

Palm Yacht Club in Fort Myers, Florida. In 1971, several of these Scot sailors suggested a warm-up regatta on the weekend prior to the Midwinters to break up their long trip to Fort Myers. The first warm-up regatta was held at St. Andrews Bay Yacht Club in 1971 and would later be hosted by the Pensacola Yacht Club some years and Fort Walton Yacht Club other years and always held on the weekend prior to the Midwinters in Panama City.

Sadly, in later years the venue at St. Andrews Bay had some complaints from the Navy base and Coast Guard base when both got new Commanders who objected to having the racecourse set in the channels. The final demise was a hurricane causing major damage to the yacht club's docks, forcing a new location to be found. The Midwinters then moved to the St. Petersburg Yacht Club in St. Petersburg, Florida, in 2005 and raced there thru 2009. Since then it has

been held on alternating years between Southern Yacht Club in New Orleans, Louisiana (2010, 2012, 2014), and Sarasota Sailing Squadron in Sarasota, Florida (2011, 2013, 2015).

This year's Regatta Co-Chair Jim Robinson has informed me that the officers, committees, members and personnel at St. Andrews Bay Yacht Club are very busy working on this event to welcome home their Midwinters Championship. So mark your calendars now for April 4th - 8th and plan to attend.

Next article will be the history of the North American Championships. ▲



**GOOD TIMES** — In addition to good sailing competition, the Mid-Winters means good company and good conversation. Relaxing outside the St. Andrew's Bay Yacht Club in Panama City, Fla., are

Maye Singletary of Durham, N.C., Paul Schreck of Lillian, Ala., Floyd Davis of Panama City and Bill Singletary. (Photo by Bryson's of Pensacola)



**FLORIDA SUN** — The Midwinters championships, the special "Champions" series, sailing seminars — and that Florida sun make the Flying Scot Midwinters an enticing package for all sailors. Here the sailing crowd enjoys the sun on the lawn of the St. Andrews Bay Yacht Club, Panama City, Fla., during the '73 Midwinters.



# Midwinters Memories

Susan Domagala, FS# 5577, Southwest District

**F**lying Scot Sailing Association's Midwinter Championships will be at St. Andrews Bay Yacht Club (StABYC) in Panama City, Florida, this coming April, 2016, and I simply cannot wait. I started sailing this regatta in 1985 and I don't recall missing a single one of them at StABYC after that time. I have a lot of fond memories from this regatta, from the warm friendships I made (and still maintain to this day), the fantastic sailing venue, and beautiful yacht club. When I remember this regatta I can't help but laugh to myself about all the funny stories, amazing sailing, and great hospitality.

In anticipation of the event, I asked a couple of past winners, district governors, and other folks that many will recognize to provide some of their fondest memories of Mid-Winters past at StBYC (in no particular order!).

**Greg Fisher**

**(Seven-time Midwinter Champion):**

I had the great fortune sail the Midwinters at St Andrews Bay Y C at least nine times and we had a super time every regatta!

- Although the beautiful sailing, especially when the reliable sea breeze fills in, is spectacular, it's the genuine southern hospitality of the StABYC members that left the strongest memory. Jimmy Ruthven, Allan Douglas, and Betty and Bo Smith were just a few of the very many who made it special.

- I still remember the huge ceremonial cocktail party where so many of the club members came out to meet, greet and welcome their guest sailors. There were

lots of our Scot sailors who made the regatta special too.

- Some of the most competitive, and memorable, racing took place there... And some of the most enjoyable and closest friendships as a result. But who can forget coming in after a long day of racing and hearing the ice jingling in Jerry and Sunshine's kamikaze jug? There was many an eve where we wouldn't leave the parking lot till pretty late in the evening! What a regatta!! Don't miss it!

**Ryan Malmgren, Owner of Mad Sails:**

- Sailing to Shell Island with a group of sailing friends and spending an afternoon on the white powder sand beach with my friends including John Clark and Jerry Hartman — sharing laughs and stories.

- Crewing for John Domagala in the Challenger Division (which John won

that year!)... and seeing the expression on his face as Jeff Johnson and I raised the spinnaker in 25+ knots and John saying, "wait.. no! what are you doooooing?!!" We had an unforgettable sleigh ride all the way to the leeward mark. Jerry Hartman was watching from a nearby beach (where he had parked his Scot with Lynn) – and he said all they could see was spray and sails... and it appeared that the hull wasn't touching the water.

So many memories... I'm excited to go back!!

**Kelly Gough**

**(Six-time Midwinter Champion):**

- Hunts Oyster Bar after races!
- Sitting in lawn chairs behind our boats watching them dry after hosing them off for the day, then visiting Hunts Oyster Bar!



A (slightly) younger Harry Carpenter registers for Midwinters.

- Hunts Oyster Bar! When we all walked in, the shucker got a look on his face and got real busy shucking.

- Driving in the 13-boat caravan of Flying Scots from Texas. What a sight!

- Having that great breakfast buffet and then relaxing on the patio in front of the bay. They didn't start races until around noon, which was downright civilized.

### Mark Eagan

#### (Five-time Midwinter Champion):

- Arriving each morning and smelling the nearby paper mill on a cool, crisp day.

- Having the boat launched and picked up by Mr. Jack Laird, a true gentleman and former NAC winner, by the cherry picker he operates.

- Turning the boat over on its side to clean the bottom on the small beach in front of the club. The beach might hold about 3 boats maximum.

- The overall setting of the club and sailing venue is the Best of the Best!

- Greta Mittman, Southwest District Governor:

- Cruising down the interstate in a caravan of 13 Suburbans all towing Flying Scots and wondering what the people we passed thought as we all zoomed by.

- Hunt's Oyster Bar - I'm sure that is on everyone's top 10 list!

- Vinny Bomba, telling the Texas contingent that 'The Alamo fell again' after we all had a really bad day on the water.

- Vaguely remembering dancing with the one-handed upright bass player one evening at the club.

- Not believing Red Dog when he was telling us how bad a motel was that we all had reservations.

### Lynne "Sunshine" Hartman, Editor Scots N' Water (Retired):

We have so many wonderful memories of the Flying Scot Midwinters when they were held at St Andrews Bay Yacht Club for so many years! Way too many to list but the overall memories are of the people and the friendliness.

- The race committee was excellent for both the newbies and the old salts, the activities were hosted with the sailors in mind and the convenience of having the hotels and a grocery store right up

the street saved a lot of time and effort.

- The yacht club is beautiful with a full service bar and restaurant that caters to the sailors. They even hosted a cocktail party on Wednesday evening, where all the members of the club brought homemade snacks...the food was to die for!!!

- From the moment you arrive you felt like it was going to be a wonderful regatta. For many years, Floyd Davis, then Alan Douglas and Bo and Betty Smith greeted you with such warmth!

- We were lucky enough for many years to be the greeters in our motorhome right in the parking lot to welcome all sailors and to help answer any questions. We made many lifelong great friends and have such beautiful memories of the racing and the club.

- If I had to name one memory of the many I have, I would mention the day that was so windy that the racing committee decided to race in the smaller bay nearer to the yacht club. A boat with three people



From left, Pam and Dan Goldberg, and John Morrow.



Photos: Courtney Waldrop



in it capsized and when the safety boats were trying to get the people out of the water, which was difficult since they had full weather gear on and tall boots that the pants were tucked in, the boat decided to leave since the sails were still cleated. It righted itself and sailed right back to the club and put itself into a slip without touching or hitting anything!

- Or maybe it would be the day that Benz Faget won a race in the Championship division by almost a leg of the race course, or maybe just hearing Betty Smith call his name at the skipper meeting, or the race we won or maybe winning the Floyd Davis award ... or maybe there are a lot in the 20 years we were there!

So many memories, so little time and space to list. One thing for sure, all the stories will be retold this year at the Midwinters at St Andrews Bay, you don't want to miss out! Plan on being there April 4 – 8th. It's a great break from the cold and you can meet lots of other Flying Scot sailors and make some great new memories. GW and I are really looking forward to it....See you there!

#### **Carrie Andrews, Flying Scot, Inc.**

- The first time I had oysters at Hunts with my dad and Larry Taggart.
- Doing my homework as a kid in the club while my parents sailed.
- The fabulous breakfast buffet at the club!

#### **Sandy Eustis, Dixie Lakes District Governor (Retired):**

I have a lot of great memories, dating back to 1980, of the St. Andrews Bay Yacht Club, and of the half-dozen Midwinters I competed in there.

- My first trip was in 1980, and it was so windy that we picked up a third crew, a teenager from the local youth program. Of course, Scotty Litwin and I were not used to sailing with three in the boat, and we got all tangled up trying to co-ordinate; we capsized both during a practice sail the day before the regatta began, and then again in the second race the next day. Our third crew's father suddenly remembered a family event she had to attend for the rest of the week – OOPS! I decided right there that taking a third person along for the extra weight in a blow is definitely

not worth it, and I've almost never done it since.

- Three years later, I took delivery of my second Scot (#3850) at St. Andrews Bay, and since my regular crew could not take a week off work at the time, I agreed to race the Midwinters with a couple from Pittsburgh I had never met. When I showed up, Jim Starr told me that my job would be to just steer the boat and tack whenever he told me to, and that he and his wife would take care of everything else. Dubious at first, I became a convert when we won the first race in the Challenger Division; we went on to win the Challenger division altogether – my first (and only) victory in a national level event.

- Though it was usually pretty windy when we raced on St. Andrews Bay in March, I also remember a light-air race in the Championship Division a year or two later; we were almost five minutes late for the start, immediately split tacks with the fleet (well, why not?), and had our prayers answered when we passed most of the fleet in our private zephyr and had one of our few top 10 finishes at NACS or Midwinters.

But when I think of my favorite memories of Midwinters St. Andrews Bay, my mind immediately goes to the she-crab soup served at several of the Board of Governors meetings I attended there, and to the many wonderful evenings I spent at the St. Andrews Bay YC bar!

Funny, I've been racing Scots for over 30 years, and my fondest memories of Midwinters in my early years aren't about my racing triumphs and tragedies, but about having so much fun meeting and socializing with Scot sailors from all over the country. I really look forward to returning to St. Andrews Bay for the 2016 Midwinters. I'm sure the racing will be enjoyable; it always is; but what I'm really looking forward to is seeing whether I can still get a big bowl of she-crab soup, and whether there's still a fun party scene in the evenings.

#### **Brian Hayes, North Sails:**

- I sailed a bunch of Midwinters at Panama City with Ira Cohen and we always made sure we got there early. Like way early. Like Thursday! This left us

time to golf, work on the boat, golf, hit the beach, golf, practice a little bit and golf. By the time Midwinters started the following Monday we were exhausted but had managed to sneak in a mini vacation in front of the event.

- StABYC was all about the Scots when we got there and “invaded” the club. The dining room, parking lot, waterfront, upstairs ballroom and bar were all about making the Scot sailors feel welcome. Whether sipping a sweet tea on the deck waiting for racing at noon or sipping on another beverage in the bar after racing or trying to avoid (or not) the cooler full of shots that found their way from the Hartman's RV into the parking lot the atmosphere and hospitality at StABYC was always top notch. I just hope the shots don't make a return engagement as I have forgotten all the rules to avoid a penalty shot!

- Hunt's Oyster Bar. Not sure if it's even still there (author's note: I'm told it's still there and ready for us!) but there was always a big gang that headed to Hunt's for post race/pre-dinner oysters. Kelly Gough and Jeff Grinnan were usually the first ones there, so maybe there is a secret there, since the two of them won the Midwinters a few times, if memory serves me correctly.

- Great sailing. We had years and years of just great sailing on the bay at Panama City. Usually an 8-10 mph race in the early afternoon and then a touch more for the second race. Sure there were exceptions and not every day did that, but the days that stand out and were more prevalent were those beautiful Panama City seabreeze days.

#### **Author's note:**

While there is no doubt that Hunt's Oyster Bar was a leading favorite for after-racing fun, don't forget about Bayou Joe's for at least one breakfast during the week. It overlooks Massalina Bayou and they serve the best breakfast (second to the yacht club buffet, of course)! “Spinnakers on the Beach” was also a hit (we were young enough to blend in back then). The memories are too numerous to count, but you can certainly see why people kept coming back year after year. I look forward to seeing you at the club! 🍷



# A Newcomer's Perspective: "Crazy Love"

Ned Johnston, FS# 6088, New England District

**T**he car slowed then fishtailed slightly. I nudged the accelerator but the wheels were spinning now. I looked to the side to gauge our progress and could just make out a line of pine trees through sheets of blowing snow.

Forward progress stopped, then we began a sickening slide backwards down the hill on the only road that would take us the 30 miles back to our house.

Two hours later, after three more failed attempts to climb the icy hill, an apologetic call from AAA informed us that no tow truck could reach us before morning. Downed power-lines left us in pitch darkness; the car was half buried in a snowdrift. My wife, Anne, and I spread blankets across the back seat, resigned to a cold, sleepless night. It was only the second day of November, and already we knew it was going to be a very long winter in Maine.

So began my life as a Flying Scot sailor. I resolved that night that we had to find a way to escape winter—at least for a week.

Racing sailboats has been my passion and hobby since I was 12. So I hatched a plan: I'd find a midwinter regatta someplace warm, like Florida, and I'd borrow or charter or even buy a boat if I had to in order to get a week on the water in the sun. With that delicious promise whispering in my ear, I knew I could make it through months of towering snowdrifts and numbing cold.

But what boat?

I cruised the Internet, read articles, race reports, tuning guides. I pored over regatta results and studied pictures. I called friends and emailed inquiries to knowledgeable sailors, sailmakers and boat-builders. What I kept hearing was: "Get a Flying Scot; they're simple to tune, no steep learning curve; the racing in Scots is really close; people who sail Flying Scots are the nicest group you'll ever meet, they really go out of their way to help newcomers; it's a perfect boat for a husband-wife team."

That last was the clincher. During the all-too-brief sailing season in Maine, Anne and I race a 26-foot long keelboat called a Luders 16. If I was going to splurge on a new boat it should be in another class we could enjoy together.



Photo: Cheryl Steiner



Photo: Molly Johnston

Above: Crazy Love making its Midwinters debut in 2015. Below: Ned and his wife, Anne, on their Luder.

The only flaw in the plan was that Anne teaches school and the dates of the Scot Midwinters did not align with her vacation week. Shoot! But with her blessing, I found another sailor from our Luders fleet, Ryan Donahue, who was game to jump into a boat he'd never seen before, and skip a week of sub-zero temperatures in the bargain.

Ryan and I arrived at the Sarasota Sailing Squadron the day before the regatta began. My boat, which Chris Morgan was kindly towing down from Tampa, had not yet arrived. Walking through the parking lot, I spotted a face I recognized from pictures in sailing magazines. It was Mr. Jeff Linton himself, sailing rock star, Rolex sailor of the year, Sunfish, Moth, Lightning and Etchells champion and who, along with his wife, Amy, had won the most recent Flying Scot North Americans. I introduced myself, explained my presence and as we chatted a truck drove up towing a spanking new

boat. MY spanking new boat!

Jeff said, "Let's take a look," and for the next hour he crawled in and over the boat, showing us how to set up the mast and giving us the settings he uses for rake and rig tension. He looked at the stout jib sheets I'd brought from Maine. "Those won't cut it. Too thick. Here, you can borrow my spare sheets." The stories I'd heard were true: these folks were the friendliest, most helpful, most welcoming competitors I'd ever encountered.

Henry Picco walked up and introduced himself. He showed us where to park our boat, where to put the car, brought us cold drinks and helped us stick the name of the boat — "Crazy Love" — on the topsides. He asked if we needed a place to stay and what we were doing for dinner. When he finally returned to setting up his own boat Ryan summed it up: "I think Henry is the nicest man I've ever met!"

And so it continued. Zeke Horowitz, another sailing rock star, stopped by

with his dad, Jay, and gave us a load of helpful tips. Tom McNally and his brother John, Harry and Karen Carpenter, Brenda and Bob Twinem, Kim and Dave Thinel — everyone we met made us feel so welcome, like we'd just joined a delightfully jolly, close-knit family. Gliding into the dock after our first day sailing a Flying Scot, Amy Linton greeted us with one warm smile and two cold beers. Maine suddenly seemed a very long way away.

Also as promised, the racing was close, exciting and so much fun! The weather was perfect, race committee work was flawless, and with a healthy dose of beginner's luck we had some good results. We even won a race!

As I write this it is November again in Maine. There's no snow yet, but winter darkness closes in and the morning crust of frost is a portent of the arctic freezes that lie ahead. Panama City in April? You can be sure I'll be there! ♣

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# Managing Boat Traffic in St. Andrews Bay

William Zehner, St. Andrews Bay Yacht Club

Editor's note: *FS Midwinters* returns to St Andrews Bay in April. For years successful Midwinter regattas depended on managing traffic in the bay in order to set optimal courses for the sailors. We asked PRO William Zehner to share how he and the club manage these challenges to host successful events like the A-cat nationals this past May.

**S**t. Andrews Bay Yacht Club sits on a 69,000-acre estuary in north-west Florida that offers prime sailing and boating conditions: sheltered inland sailing, small tides and warm water year-round. Those same conditions in recent years have also made the Port of Panama City an increasingly desirable shipping hub.

Shipping channels run from the St. Andrews Pass north and west past Port Panama City to the intracoastal waterway westward to Pensacola and eastward past the RockTenn Paper Mill to Apalachicola. This extensive marine highway intersects most of St. Andrews Bay. As a result, regatta management must necessarily involve planning for and around large ships using these channels.

The first step in the planning process starts 135 days before the event — registration with the U.S. Coast Guard through its online permitting system. Any marine events that may actually block navigation channels or cause interference with adjacent vessel traffic or with the ability of larger commercial vessels to safely navigate designated shipping lanes are required to apply for a permit. The permit application “provides the Coast Guard with

the minimum information needed to identify the marine event and the event contact to consider whether or not an event is likely to result in the loss of human life unless special precautions are taken,” according to its website.

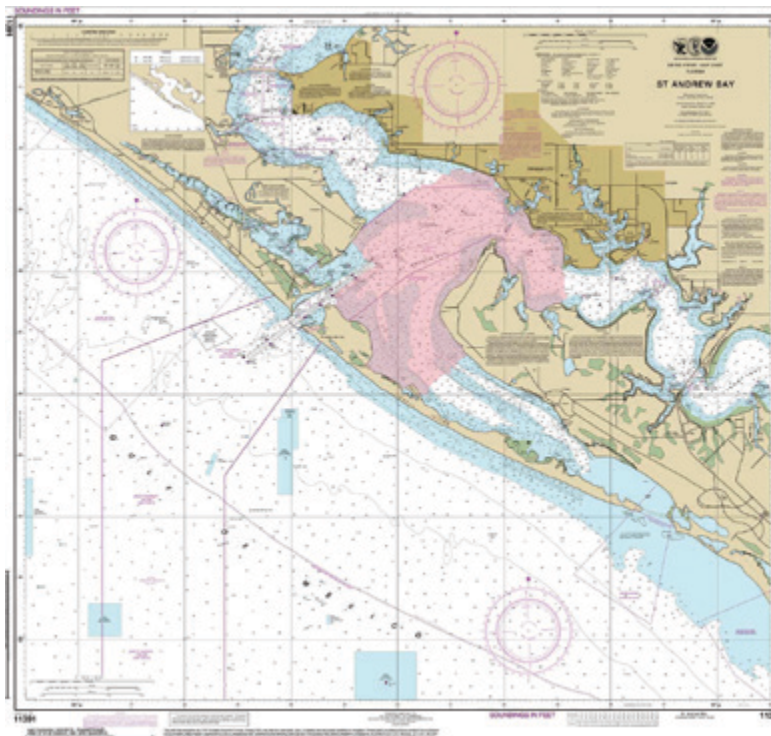
Next, we address avoiding commercial traffic in the regatta sailing instructions. Standard verbiage advises that competitors may be disqualified if they interfere with commercial traffic. However, it is worth taking the extra step in the skippers’ meeting of showing sailors the channels and markers so that they have an overview of

the lanes commercial traffic will be using in order to stay clear.

Coordination with port officials is a must to provide practical, immediate and crucial information to regatta management. St. Andrews Bay Yacht Club is fortunate to have a cordial and open relationship with key port officials, which will provide daily times and destinations of shipping traffic. Once regatta management has received the daily update from port officials on scheduled shipping traffic, this information is communicated with sailors on the official regatta notice board. This information plays a large role in where the race committee will set its course as well as how long and how many races it will plan to start.

This same information is communicated to volunteers on the numerous safety boats that we have on the water. These safety boats are helmed by experienced boaters who know the bay and can advise competitors if they are in danger of impeding commercial traffic.

This planning and coordination allows commercial traffic to continue uninterrupted while providing sailors with a safe, fun and competitive experience on St. Andrews Bay. ▲



# Traveling Without Your Boat

Larry Vitez, FS# 5085, Carolinas District

**H**ave you ever thought of going to an out-of-town weekend regatta without your boat? We have and it has been wonderful.

Getting on an airplane Friday afternoon, renting a car and showing up in time for the Friday evening social is the way to go. Over the years Carla and I have sailed borrowed boats at two Wife/Husband events and most recently this summer at the annual Saratoga Lake regatta.

For many of us, traveling any significant distance with our boat is a hassle and for that reason few of us travel and those of us who travel do it less often. We live 45 minutes from our boat that is stored mast up at LNYC, so I need a half day to pack up the boat and bring it home. Then we need a half day, full day or sometimes two days to travel to the event and we must arrive Friday for a Saturday start. At a minimum this preparation and travel takes two days and then there is the long car trip on the return followed by the trip to the club with the boat when we get home.

Scot sailors and local Scot fleets are some of the most generous folks on earth (except on the starting line). Most clubs/fleets have many boats that sit idle in the boat yard and with just a couple of phone calls arrangements can be made to borrow a boat. Borrowed boats are never as nice as your own boat, but you can compete and win in a borrowed boat. Sailing in an unfamiliar boat sharpens skills and forces you to think differently. Scots are so similar and so simple that your skills will be fully transferrable. It is not the boat, dummy!

Our most recent trip was to Saratoga



Lake in August. Our plans took us by air to NYC to visit relatives and then by car to Lake Champlain and Montreal by way of Saratoga Lake. I have always wanted to sail in upstate NY and this was our chance. The regatta organizers found us a sailing school boat (previously owned by Graham Hall), and housing with a club member smack in the center of Saratoga Springs in the middle of horse season. Every horse looked like Seabiscuit. The people could not have been nicer. For us it was a wonderful experience. The mast was up when we got there and when we left. We met some wonderful folks, ate home-cooked food and experienced none

of the hassles associated with bringing our own boat. We were off to Montreal by 3 pm Sunday with a trophy.

My message to event organizers is to offer borrowed/chartered boats and the possibility of housing with local sailors and encourage folks to come from far away. My message to sailors is, plan to attend a regatta far from your home in a place you would almost never go. Race against competitors that are unfamiliar, and make new friends. Combine the trip with other travel or vacation plans or just make it a great weekend by getting on a plane Friday morning and climbing into your own bed Sunday night. ▲





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# Flying Scot “In The News”

## Editor’s Note:

*Flying Scots have been getting some great media lately, including these two articles, which were submitted by FSSA members Nancy Claypool and Larry Taggart, respectively:*

## Lake Michigan Sail Racing Federation, September 2015

### MAKING NEW SAILORS

by Gail M. Turluck

On August 21, I coordinated an introduction to sailing outing for the Women’s Business Bureau network based in Kalamazoo, Michigan.

Back in January I came up with the idea after many members said they had never been sailing, wanted to learn about this thing that I’m always talking about, and committed to coming if I could make it happen.

I contacted my club’s Commodore at Gull Lake Yacht Club in Richland, Michigan, who is a Flying Scot sailor and involved with their adult lessons program. I asked if it would be possible to have a couple hours’ introductory sail for approximately 15-20 adults one day this summer. He checked with other fleet members, came back with a resounding, “Yes,” and we set the date.

Women’s Business Bureau has “Fun Friday” outings monthly and it was proposed to the group that for the August outing it be a little more than usual, that is to be a sailing outing, plus a picnic and our usual happy hour.

The group had a vote and Fun Friday Goes Sailing passed by a landslide! Women’s Business Bureau has about one hundred members. We had fifteen members sign up and thirteen were able

to attend. Of that, ten had never been out for a sail before!

Four Flying Scot owners sailed their boats, guiding the Women’s Business Bureau members on sail trim, boat balance, and for those interested, helming. As the sailors left to board the boats, there was a cooler of ice-cold water to grab one to take along.

The weather cooperated magnificently, sunny, warm, and light southwest winds, enough to make the boats go but not so much to cause fear-inducing heeling or, egad, capsizes (though they were pre educated it could happen).

After a nearly two-hour sail, boats landed, were derigged, the picnic and beverages enjoyed by all.

There is very high interest in repeating the outing in 2016.

## Printed In *The New Orleans Advocate* 9/1/15

Though almost surrounded by water, many New Orleanians do not swim, and even fewer can sail a boat. But on Saturday, Sept. 12, the Lake Pontchartrain Women’s Sailing Association is creating the opportunity for 20 individuals 18 or older to learn the basics of sailing a Flying Scot during a half-day workshop and sailing experience.

“Scots & Yachts” features a dockside orientation, on-the-water instruction in handling a boat or, for the less motivated, just a relaxing boat ride.

A suggested minimum donation of \$75 covers the nautical event and a ticket to the 11th annual Pink Ribbon Regatta on Oct. 10, benefiting the Louisiana Breast and Cervical Health Program (LBCHP). Advance registration is required.

A Hot Pink Upgrade with a suggested minimum donation of \$100 merits sailing with a notable Flying Scot skipper aboard a yacht, a Pink Ribbon Regatta T-shirt, door prize entry ticket and VIP toast aboard the Pink Ribbon Regatta spectator boat.

“The Scot sailors are extraordinarily generous. Doesn’t matter who you are, they welcome you,” said Debbie Huntsman, regatta chair.

Over the past decade, sailing association has been a top donor to LBCHP, raising more than \$100,000 to fund breast and cancer screenings at no cost to uninsured, underinsured and low-income women. Louisiana has the nation’s second-highest breast cancer death rate and fourth-highest cervical cancer rate, according to Nannozi Ssenkoloto, LBCHP program manager.

At last year’s winter meeting, Commodore Margie Offan presented Ssenkoloto a \$13,000 check, surpassing the association’s fundraising goal.

“The greatest thing has been the enthusiasm of the women to make this happen,” Ssenkoloto said. “The funds that the Lake Pontchartrain Women’s Sailing Association (LPWSA) donates to the Louisiana Breast and Cervical Health Program help these low-income women get breast and cervical cancer screenings that they otherwise are not able to afford.”

LPWSA consists of women, men and juniors who want to help women learn more about sailing. Member Dottie Daniels had wanted to learn how to sail ever since she vacationed in Cancun, Mexico, in 1978. Sailing in the Caribbean was “too cool,” she said. In the past three years, she’s learned about wind currents, how they affect the sails and how to rig a boat.



"I would like to hang out with LPWSA until I feel comfortable taking a Flying Scot out as a captain," Daniels said.

"Flying Scot is a great little boat for learning. On a small boat, you learn a lot really fast," Huntsman said.

Larry Taggart, past president of the Flying Scot Sailing Association, helped the LPSA members rebuild a hurricane-damaged sailboat and showed them how to put up the rigging and sail it. Now, the boat, appropriately named *Femme Fatale*, is taken to Scot events along the Gulf Coast. The association holds monthly educational sessions and sponsors match racing clinics.

Through new relationships, LPWSA has put more sailors on the water as crew members. LPWSA members participate in the 71-nautical mile Gulf Yachting Association Women's Championship Regatta from New Orleans to Biloxi, Miss., Fleur de Lis Regatta, and Wednesday and Friday twilight races.

For information about LPWSA, Scots & Yachts or Pink Ribbon Regatta, visit [www.lpwsa.org](http://www.lpwsa.org) or find it on Facebook. 🚩

## Flying Scot Foundation Jump Starts Adult Sailing at Coconut Grove

Bud Price

**T**he Flying Scot program at Coconut Grove in Miami, FL, was started about 10 years ago when a Scot was donated to the club. We started using it to teach adult sailing classes. Over the next several years four more Scots were donated. At first they were used just for instruction. I had the idea to offer sponsorships so that people could use them when we were not teaching. The concept was that the sponsor would get a very attrac-

*Continued On Back Cover*



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# The 21st Annual Sandy Douglass Memorial Regatta

By Doc and Judy Templeton, FS# 2717

**T**ucked into the mountains of western Maryland is a very scenic area known as Garrett County. It was the longtime home of Sandy Douglass, designer and builder of the Flying Scot. The town of Deer Park is the home of Flying Scot, Inc., the company where Scots are manufactured. Two miles away is Deep Creek Lake, where the 21st annual Sandy Douglass Memorial Regatta was held on July 25 and 26, 2015.

A welcoming Burrito Bash was held at the Deep Creek Yacht Club at Turkey Neck on Friday night to meet and greet out-of-towners and trade stories of past regattas. The Deep Creek Yacht Racing Association (DCYRA), comprised of the two Deep Creek yacht clubs, is known for hosting and housing visiting sailors and such was the case this weekend.

The Sandy Douglass Memorial Regatta is the biggest sailing event of our season. A total of 51 Flying Scots registered for the regatta and we welcomed off-lake sailors from Connecticut, Pennsylvania, Virginia, Ohio and elsewhere. Sailors were divided into the traditional Gold, Silver, Masters and Challenger fleets and prepped for racing on Saturday and Sunday. Although the weather Tuesday through Friday was ideal for sailing, Mother Nature had different plans on Saturday, and after three hours, the PRO, Don Griffin, postponed and then cancelled the races for the day due to zero wind. In spite of this, the Vice Commodore of the Turkey Neck club and his wife, John and Lisa Meredith, prepared a delicious dinner and everyone enjoyed an evening of music and dancing on Saturday night. After all, it



is not a regatta without a party! Later that night, Doc Templeton, regatta co-chair, and member Frank Vandall performed a “wind dance” on the yacht club’s dock to stir up Mother Nature for some wind on Sunday.

Sunday was slightly better with very light winds allowing for an on-time start at 10 am. By starting time, 12 boats had registered for the Challenger fleet, promising an exciting race. The advantage was to the sailors who were adept at light-wind sailing, and there were many. From the start, the fleet divided, one half heading down the right side of the lake, the other to the left. The right side seemed slightly more favored so at the end of the first leg there was a 20-boat gap between the lead boat of Rob Gerlach and Doc Templeton and the rest of the fleet. Going downwind was a different story. The boats that chose a course down the center of the lake managed to keep their spinnakers full and

met the front of the Challenger fleet and the Masters fleet stalled at the leeward mark. Skipper Mary Tran saw an opening at the mark and eased her boat around the inside taking the lead. The run to the finish line was very slow with the wind virtually at zero. However, Mary and her crew Lindley Burnham kept their boat moving forward and successfully took first place.

The action in the Masters Fleet was similar to the other fleets’ experiences: waiting patiently for the wind. Being adept at passing time, some of these senior sailors may have packed their crossword puzzle or Sudoku books. But the Masters’ race outcome was not just a matter of being in a lucky spot when the wind came up: it turned on classic racing tactics. Dick Gregory led the fleet going into the leeward mark, only to find himself blanketed in a crowd of Silver Fleeters. Frank Meehan used this oppor-



tunity to slide past the mark with a clean rounding into clear air, and he and crew Conrad Lundeen finished at the head of the class; Gregory had to settle for second.

The Silver Fleet had 12 Scots start the race. Most competitors described the wind conditions as “squirrely.” These conditions usually favor local sailors, however, off-lake skipper, Jay Buhl, and crew, Mike Karn, connected with the changing wind conditions and placed 1st in the Silver Fleet. They also passed most of the Gold Fleet, which had a five-minute head start (6th place overall!). This was quite an accomplishment. As soon as Jay and Mike crossed the finish line, the wind died. The rest of the fleet had to be patient and work hard to complete the race and cross the finish line. Local sailors Emily Meehan & David Meehan finished 2nd; Ellen Tran & Seth finished 3rd; and Greg Shafer & Tara Shafer finished 4th in the Silver Fleet.

Meanwhile, not all the Gold Fleet boats were able to get to the line before the start, but time was of the essence if they were to get in a couple of races before the 1:30 pm cut off. The wind had shifted left, making the pin end of the line heavily favored. The majority of the fleet tacked to port immediately. Joni Palmer and Ray Gauthier had blazing speed in the light air and moved out to an early lead. They split with the fleet and went hard to the left side on the early part of the first leg. The other lead boats stayed more to the right, but Joni’s strategy paid off with an early lead that kept growing. The top five boats were pretty tightly grouped with a big gap to the next group. The top five finished within a few minutes of each other with only a few feet between 2nd and 4th. Joni was first, followed by Bruce Spinnenweber and then John Meredith, with Harry Carpenter fourth and Daryl Van Hutton fifth. Bruce managed to finish second despite having fallen out of the boat only a few feet from the finish. It is important to note he had perfect form, using the pike position and near perfect vertical entry. The race committee decided to call it a day with just one race, but there were few complaints from the sun-baked sailors. Hats off to the regatta committee for a fun event despite the lack of wind.

*Continued On Page 23*



Blackbeard Sailing Club held a ceremony January 9 to honor those involved in rescuing boats during the ACCs. From left: Joleen Rasmussen, Eric Rasmussen, Robin Schaffer, Malcolm Shaffer, Ken Gurganus, Richard Schott, Eddy Parker, Mark Brennesholtz, Jeff Thomas, Skip Bynum, Jim Zaradkah, Clare Brock, Roger Brake and Joe Brake)

## Blackbeard Sailing Club Sailors Honored with the Hanson Award

**T**he Hanson Safety at Sea committee has voted to award the US Sailing Arthur B. Hanson Rescue Medal to the seven boats that recovered people out of the water during the FS ACC storm and their subsequent recovery efforts.

**Mauntau 17 rescued 4**  
(Eddy Parker & Richard Schott)

**Aquasport 19 rescued at least 5**  
(Ken Gurganus & Jeff Thomas)

**Triumph 17 rescued 1**  
(Dave Brown, Polly Brown, & Joe Gormley)

**Weather boat rescued 4**  
(Jim Zaradka & Mark Brennesholtz)

**The Big Parker rescued 3**  
(Roger Brake & Eric Rasmussen)


**17' Key West rescued 4**  
(Skip Byrum & Gus)

**Sea Hunt 235 rescued 2 (Malcolm Shaffer, Robin Shaffer, Charlie Marr)**

Also providing assistance were Flying Scot sailors Dave Neff, Gabe Hermans and Jason Hairf, who took to the water



to assist boats get righted and the boat ready and towed in.

According to US Sailing, “the Hanson award is given to skippers of boats or race support vessels who effect rescues of victims from the water. The award is made for rescues in U.S. waters, or those that occur in races originating or terminating in a U.S. port. The purposes of the award are to recognize the significant accomplishment in seamanship that has saved a life, and to collect further case studies in rescues for analysis for the US Sailing Safety at Sea Committee, which will eventually be incorporated into the extensive educational programs of US Sailing.” 

# Lessons from the 2015 ACCs

Dave “Sailordave” Batchelor, FS# 5164, Carolinas District



Photos: Jim Zahradka

**A**t the Atlantic Coast Championship on the Neuse River in September, a fleet of 23 Scots was hit by a microburst with winds going from 12 – 15 knots to 50 – 60 knots in less than a minute and staying high for 10 + minutes. Seas quickly built to more than three feet. The teams sailing in this championship were well-qualified skippers and crews, and yet 20 capsized. There was extensive property damage including 8 -9 damaged masts, some of which are still on the bottom of the river. We were fortunate indeed that no one was seriously injured, which could have happened very easily.

A few people shared some ideas on shore aimed at avoiding or at least minimizing the risk and damage in such situations. Such conditions are thankfully rare. I have been racing sailboats very actively since 1966 and this is, fortunately, the worst weather I have encountered. I emailed all the teams and asked that they share their

thoughts on avoiding or managing bad weather in the future. I will summarize these ideas and suggestions for the benefit of all Scot sailors. I received 7 out of 23 entrants plus another from the team that did not launch after reviewing the forecast. And, they were very capable sailors.

## Number One Mistake

Most admit to realizing that there was a threat in the form of an approaching thunderstorm with steel blue skies in the distance. See photo. Some saw this as early as the windward mark before the downwind finish about one mile toward shore and the well-sheltered harbor at Blackbeard Sailing Club. Most admitted to being caught up in the competition so much that they failed to do an appropriate RISK ANALYSIS and to prioritize steps to minimize the risk. One team attempted anchoring first, then realized they were not wearing PFDs and killed time getting them on and then getting sails down.

This skipper realized the steps in order should have been PFDs well before this point, sails down, then anchor if possible. Another admits that when the boat to weather was so close that her boom was in their cockpit that he failed to bear away because he would not have been able to lay the finish line even though the wind had already started to build.

One skipper referred to this failure to respond being caused by the FOG of BATTLE. I personally admit to the same thing even though we were probably battling to stay in the top ten. I had observed the steel blue clouds a few minutes before with the behind the skyline of New Bern visible about 3 miles away. When we jibed for the finish only a couple of minutes later New Bern was no longer visible and the storm almost on us. We managed to get the spinnaker down before being blown over very quickly. The main and jib at first appeared to be luffing but the PRO reported a 180 degree shift as the storm hit making



the sails fill quickly and dramatically. I have never gone over that fast. I was clearly too caught up in the competition.

### Suggestions as a Storm Approaches

1. Wear PFDs as a precaution anytime weather is threatening. Also crew should feel comfortable wearing theirs before being instructed by the skipper. NOTE: The RRS say **“The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.”** And “Hers alone” is generally understood to mean that all on board have a say in decisions regarding safety. A skipper refusing to consider the crew’s concerns regarding safety should consider the consequences if there were to be injuries.

2. Several teams elected not to carry spinnaker for better control as the storm was still in the distance. A wise decision.

3. With storm nearing, making early decisions about getting sails down is critical. It is very difficult to get the main down if filled by strong winds as the friction of the bolt rope in the track is very high. Shoot head to wind for the takedown early.

4. Move weight aft.

5. Raise centerboard up completely to allow the boat to slide sideways and not “trip” over the board if hit by a sudden gust.

6. Steer downwind under bare pole or jib, which minimizes tripping risk.

7. Secure the anchor or towline to the bow handle, not around the mast.

8. Have in mind a line that can be secured and thrown over the side as a righting line. Hard to find something easily after capsizing.

### After the Capsize

1. Check to be sure all crew are safe and wearing PFDs.

2. Put on PFDs if needed. Several were wearing inflatable PFDs and were glad they did. One skipper got separated from his boat and was adrift for 20 minutes or more. The inflatable held his head above water nicely and he is not confident he could have kept his head up as he got tired. He did say that he was able to let the inflatable do the hard work after he realized he could not get back to his boat. One skipper had difficulty finding the valve on his inflatable and will be buying an auto inflatable.

3. Conserving energy is an important element. Do not attempt to right the boat while the storm rages.

4. Do not climb on the boat at this point as it will cause it to turtle.

5. Hold on to the boat at the bow or stern. This was not easy with three-foot-plus waves washing over you about every 10 seconds. Hold your breath and hold on tightly.

6. The boat can turtle so DO NOT put yourself where it could trap you if it did. A number of years back we lost a sailor I believe on Long Island Sound that way. I only ventured a little bit behind the stern deck when the mast was on the bottom in 10’ of water and not very likely to turtle. It was then that the spinnaker washed over my head and I could not get free for what seemed like an eternity. Wish I had had a sharp knife on me then.

7. Carry a tool such as a Leatherman on your belt to be used in emergencies like getting tangled in lines.

### After the Wind Abates

1. Take a moment to catch your breath and assess the situation and plan next steps.

2. If possible, check that the main sheet and jib sheets are released.

3. If possible, check that the centerboard is not cleated. If you were running with it up, it was probably cleated and will not come out no matter how hard you pull once the mast is at water level during righting.

4. Throw a line over the bottom of the boat that is cleated or tied securely. From the bottom side place the toes of your shoes or boot on the gunwales and keep a steady

pull on the line. I have righted a boat from a complete turtled position in deep water. As the boat turns just walk up the bottom.

5. When the boat is on its side one person can hold it there while the other crew pushes the centerboard out. I made a loop in the line coming over the side, slipped the line behind my back and made a slip knot through the loop. I could easily release at any time. I then laid back and let the crew tend to the board.

6. **TIPs for getting the board to go down.** First, make sure the centerboard is not cleated and pull a lot of slack in the line. Then use your fingers to simply roll the board down with the rollers. This is much more effective than pushing on the board.

7. If possible, rotate the boat bow to wind, otherwise you may fight righting the boat with the hull catching the wind and pulling it back down.

8. If wind is still a factor the sails should be lowered while the boat is on its side. NOTE: This is when winch handles attached to the PFD are very important. A knife with a shackler slot can be used to release the halyard shackles if winch handles are not available.

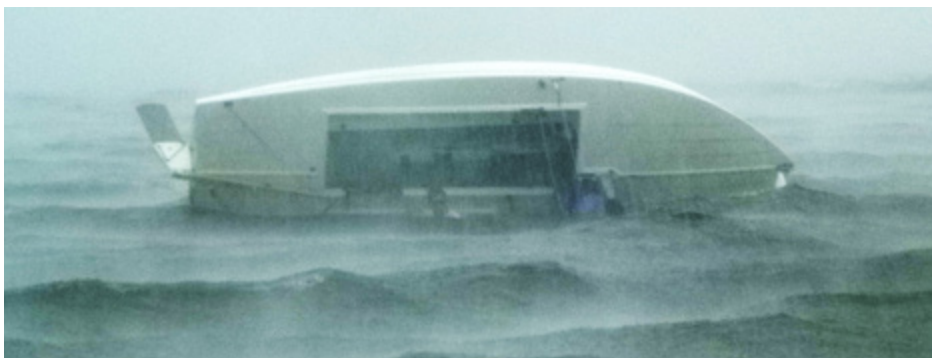
9. The boat can be righted from this position in a variety of ways. Crew weight on the centerboard is the traditional way. A line from the chainplate pulled by a safety boat is another and lifting the mast onto a safety boat and driving forward is another.

10. Once upright, attach a line to the bow handle for anchoring or towing. Do not tie around the base of the mast.

11. Finish retrieving sails and nearby gear without getting away from the boat.

12. Raise the board up ~2/3rds of the way for towing and use the tiller to steer





in the wake of the safety boat.

13. Remove the transom port and secure inside if you have not attached a line to the port and secured it to the inside at the transom. Make it a point to do this as a fleet project if you don't have one.

14. With all the crew weight aft, have the powerboat pull fast enough to get the boat on a plane. The water will come out fairly fast. Replace the port while under tow when the boat is almost dry.

**With the photos of all the boats towed in completely swamped it is evident that these step were not used or the ports were lost after being towed.**

#### Equipment Prep Before Racing Again

1. Winch handle secured to the PFD.
2. Rigging knife sharp enough to cut lines — attached to you or the boat. Mine was below water on the underwater side of the tabernacle and not much use.
3. Boat cushions and other floatable gear secure so they don't drift away as mine did.
4. Tether radios, phones to an eye so they stay with the boat.
5. Put wallet, keys and other personal items in a bag with a drawstring and tether it to an eye so they don't fall out.
6. Water proof case for smart phones. Found a "JOTO" case that people actually use diving which will hopefully work well. Mine stayed in the underwater pocket in one of the roll up bags that did not work.

#### Rescue Efforts

Blackbeard Sailing Club had 6 boats on the water for a fleet of 24 Scots, which is enough under ordinary circumstances. They reacted immediately to the job at hand and seven other power boats came out from the club and nearby Fairfield Harbor marina

on hearing the calls on VHF. Rescues were handled very well from the accounts we have heard about and, although the equipment suffered a lot, the sailors were largely unharmed.

NOTE: PLEASE DO NOT use 1/4" stainless steel bolts to attach shrouds to the chain plates. When it is necessary to separate the mast from the hull, sailors can get a split ring out pretty easily but don't carry around two 7/16" wrenches with them. One rescue took almost an hour because of this.

Two Scot sailors that came ashore early went back out to assist with the rescues of their fellow competitors. Dave Neff actually finished the abandoned race in first place on Scot #5609 and Gabe Hermans, who crews with his dad Chris on Scot #4088, righted his boat and then actually jumped on my boat for my tow back in. Both then jumped on safety boats and stayed out until all were in harbor. Well done gentlemen.

#### Weather Forecasting

The forecast for the Saturday race day

was for 10 -14 mph with gusts to 23. It was a delightful sailing day. There were no severe thunderstorm watches in effect and no warnings were issued that afternoon. I talked with the meteorologist at the NOAA station at Newport, North Carolina, which is the closest weather radar southeast of New Bern. The storm that hit us was traveling perpendicular to their radar beam making their wind estimates less accurate. The forecast winds at 1000 feet were 40 knots and did not raise concerns about a severe thunderstorm. As the storm got further from them the radar accuracy increased and wind estimates of 60 knots prompted them to issue a severe thunderstorm warning for Pamlico and Hyde Counties northeast of our location. Our PRO was watching and listening to the Newport station and could not predict the micro burst/white squall which happened. In my conversation with the meteorologist, microbursts and straight line winds are caused when there is a heavy downpour from a thunderstorm with high winds aloft. This downpour brings strong winds aloft to the surface at much higher speed than the surface winds.

An excellent description of microburst and the difficulty of predicting them can be found at <http://www.erh.noaa.gov/cae/svrwx/downburst.htm>.

We all looked at the sky and decided to continue racing, and now we all know to be more cautious and better prepared in the future. Sometimes it's not if it's going to hit you but when and how hard. Be prepared and hope it never happens again. ⚡

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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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# CAVEAT EMPTOR = BUYER BEWARE

The Flying Scot® Sailing Association is not responsible for items purchased through the Caveat Emptor page.

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**209** – Douglass; 1960; **\$2,900.00**; J. Penwarden; Orwell, VT; johnnyshootsfilm@mac.com

**878** – Douglass; 1966; **\$4,900.00**; F. Bradley Peyton; Baltimore, MD; fb.peyton@yahoo.com

**1563** – Custom Flex; 1970; **\$3,000.00**; George Schenkel; Fremont; 260-417-0564; gaschenkel@ymail.com

**2064** – Ranger; 1972; **\$2,500.00**; Robert Bridges; 707-263-5187; bbridges26@mcshi.com

**2445** – Custom Flex; 1973; **\$3,500.00**; Martha Sweterlitsch; Westerville, OH; msweterlitsch@beneschalw.com

**2508** – Douglass; 1974; **\$3,000.00**; 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

**3388** – Douglass; 1979; **\$5,200.00**; Richard Lemmon; Washington, PA; 724-986-8589; rhlemmon@gmail.com

**3397** – Custom Flex; 1979; **\$4,000.00**; Victor; Columbus, OH; 614-746-4515; Ljochem@columbus.rr.com

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

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

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

**4276** – Douglass; 1983; **\$3,500.00**; Peter Spring; Lincroft, NJ; 908-612-5305; fs4276@hotmail.com

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

**5150** – Flying Scot, Inc.; 1977; **\$9,800.00**; Larry Klick; Minnetonka, MN; 763-553-1680; lklick@comcast.net

**5394** – Flying Scot, Inc.; 2001; **\$9,500.00**; Bob Gleeson; Stevens Point, WI; 414-331-7462; drbgleeson@msn.com

**5579** – Flying Scot, Inc.; 2004; **\$11,500.00**; Andy Bryson; Ontario, Canada; 613-374-5255; desertlake-flyer@gmail.com

**5595** – Flying Scot, Inc.; 2004; **\$11,900.00**; James Campbell; Montrose, CO; 970-417-2389; jamie1858@gmail.com

**5727** – Flying Scot, Inc.; 2007; **\$16,775.00**; Kalamazoo, MI; angg@att.ent

**5824** – Flying Scot, Inc.; 2008; **\$12,500.00**; Steve White; Norwalk, CT; 203-493-6283; steve@stevewhite.com

**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**; n5lxi@yahoo.com

**Trailer** – TeeNee Galvanized; email; suebug2@gmail.com

## STARTING LINE

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

### Regatta: 2016 Midwinters at St. Andrews Bay Yacht Club

State: Panama City, FL

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

Email: naomi@stabyc.com

### Regatta: Chattanooga Choo Choo

District: Dixie Lakes • State: TN

Date: 04/23/16-04/24/16

Email:

LKLind@riverstreetarchitecture.com

### Regatta: Make Your Scot Fly

District: Carolinas • State: SC

Date: 04/30/16 - 05/01/16

Email: r98gaskin@gmail.com

### Regatta: Great 48

District: Carolinas • State: NC

Date: 05/07/16-05/08/16

Email: sean.odonnell@nccsailrow.org

### Regatta: Buckeye Regatta

District: Ohio • State: Ohio

Date: 05/21/16-05/22/16

Email: dave@os-homes.com

### Regatta: Indy Regatta

District: Midwest • State: Indiana

Date: 05/21/16 - 05/22/16

Email:

geoff.endris@stonemillconsulting.com

### Regatta: 2016 Cowan Lake Flying Pig Regatta

District: Ohio State: Ohio

Date: 06/04/16 - 06/05/16

Email: fsfleet1@gmail.com

### Regatta: 2016 Wife - Husband Regatta

District: Capital

Date: 06/11/16 - 06/12/16

Email: jbwake2@verizon.net

### Regatta: 2016 Silver Anniversary Full Moon Regatta

District: Greater NY District

State: NJ • Date: 06/11/16-06/12/16

Email:

Marc Gordon zgums@comcast.net

### Regatta: Berlin Yacht Club

District: Ohio

State: Ohio

Date: 06/18/16-06/19/16

Email: tdawson547@icloud.com

### Regatta: 2016 Egyptian Cup Regatta

District: Midwest

State: Illinois

Date: 06/24/16 - 06/26/16

Email: bearlinn@charter.net

### Regatta: Douglass Orr Regatta

District: Greater New York

State: Connecticut

Date: 06/25/16 - 06/26/16

Email: flyingscot142@gmail.com

### Regatta: Pymatuning Yacht Club Independence Day Regatta

District: Ohio

State: Ohio

Date: 07/02/16 - 07/03/16

Email: ebchristman@gmail.com

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

State: RI

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

Email: dianekampf@charter.net

### Regatta: 30th Annual Flying Scot Invitational Regatta

District: New York Lakes

State: New York

Date: 08/05/16 - 08/07/16

Email: info@SaratogaFlyingScot.org

## LAST DAY TO JOIN!

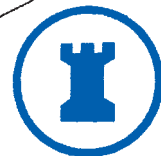
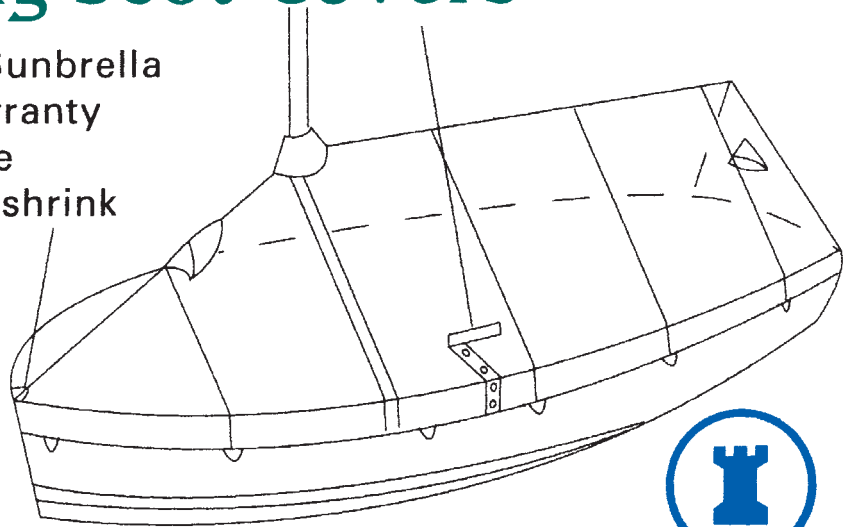
June 19 is the last day to join FSSA and be eligible for the North American Championships!

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- made with 1st quality Sunbrella
- material has 7 year warranty
- light and easy to handle
- will not rot, mildew, or shrink

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Cover has a tent-like fit  
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 Sail # installation  
 Custom multi-color panels/trim

## Prices

Cover	white	blue	other
6" skirt	\$450	\$459	\$481
Full-sided	\$572	\$588	\$591

*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

## Capital District

### Boat 3861

Gary Jacobsen  
Salisbury MD

Timothy Lutzko  
Hazleton PA

Joseph Nelson  
Midlothian VA

## Carolinas District

### Boat A479 / Fleet # 27

Dale Oller  
Raleigh NC

## Dixie Lakes District

### Boat 2417 / Fleet # 118

Patrick Whatley  
Pelham AL

## Florida District

### Boat 5690

Gerard Beck Winter  
Park FL

## Boat 6082

Jeffrey N. Bott  
Orlando FL

## Greater NY District

Ryan Ball  
Center Moriches NY

## Boat A290

Robert Britton  
New Hartford CT

## Gulf District

### Boat 1237

Wayne Constantin  
Lafayette LA

## Boat 4001

Charles Williams  
Jennings LA

## New England District

John Shields  
Hollis NH

## New York Lakes District

### Boat 6082 / Fleet # 130

Jeff Bott  
Orlando FL

## Southwest District

### Boat 3717 / Fleet # 67

Glen Graham  
New Braunfels TX

### Boat 5161 / Fleet # 209

Larry Seals  
Dallas TX

Continued From Page 17 **OHIO DISTRICT**

When the horn sounded, the winners were: Gold Fleet – Joni Palmer and Ray Gauthier; Silver Fleet – Jay Buhl and Mike Karn; Masters Fleet – Frank Meehan and Conrad Lundeen; and Challenger Fleet – Mary Tran and Lindley Burnam. You can find the full results on FSSA.com.

At the awards ceremony, the forty-plus year-old perpetual trophy, “the monkey,” went to the Gold Fleet’s 8th-place winner, Jon Skoog and his crew Frank Vandall. Jon and Frank join an impressive list of past sailors including several past national champions to have won the trophy. This prize may predict good times ahead for skipper and crew.

While weather was not the best for sailboat racing, this year’s regatta was still enjoyed by everyone. We look forward to favorable winds and everyone joining us again next year for the 22nd Annual Sandy Douglass Memorial Regatta. Thank you sailors and volunteers for a great weekend! 🚤



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david@selbybay.com

### CAROLINAS DISTRICT

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carolclaypool@msn.com

### DIXIE LAKES DISTRICT

Rob Fowler  
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### FLORIDA DISTRICT

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stewdrew1@yahoo.com

### GREATER NY DISTRICT

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Pawling, NY 12564  
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FS2601@aol.com

### GULF DISTRICT

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5809 Memphis Street  
New Orleans, LA 70124  
(504) 482-7358  
tagglane@usa.net

### MICHIGAN-ONTARIO DISTRICT

Steve Rajkovich  
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Grand Rapids, MI 49503  
(616) 460-3662  
steve.rajkovich@comcast.net

### MIDWEST DISTRICT

Bronson Bowling  
2512 Tamm Avenue  
St. Louis MO 63139  
(919) 349-6714  
jaceboshwen@yahoo.com

### NEW ENGLAND DISTRICT

Edward Jeffries  
96 Southern Ave  
Essex, MA 01929  
(978) 263-1664  
edward.jeffries@verizon.net

### NY LAKES DISTRICT

Ann Seidman  
33 Huckleberry Lane  
Ballston Lake, NY 12019  
(518) 877-8731  
pseidma1@nycap.rr.com

### OHIO DISTRICT

Martha Sweterlitsch  
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Westerville, OH 43081  
(614) 890-0072  
msweterlitsch@beneschlaw.com

### PACIFIC DISTRICT

W. Dale Dunning  
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

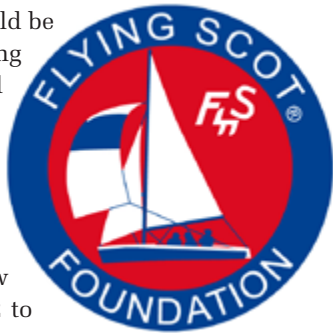
Continued From Page 15 **FSSA**

tive usage rate but would be responsible for keeping the boats maintained and ready to use at all times.

The sponsorship program has outgrown the instruction program. All boats are now sponsored with from 2 to 4 sponsors each. The sponsors are encouraged to race the boats and are given some preference if they do. The boats are also used by the Scot fleet to run clinics on racing. We use the Wednesday night format all summer to introduce new people to racing and to racing the Scot. As a result we have several long time sponsors who race the boats regularly and several people who have graduated from racing the club boats to buying their own to race.

This program has been very successful at getting people on the water and racing and has grown our fleet from 3 to 4 boats racing to 9 to 10 with 15 Scots now in our dry storage area.

We hope to continue this growth rate. To assist us with that the Flying Scot Foundation has offered some money to re-core one of the older boats to make it more competitive and has sent some gently used sails to help our club boats be more competitive with the privately owned boats. ▲



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