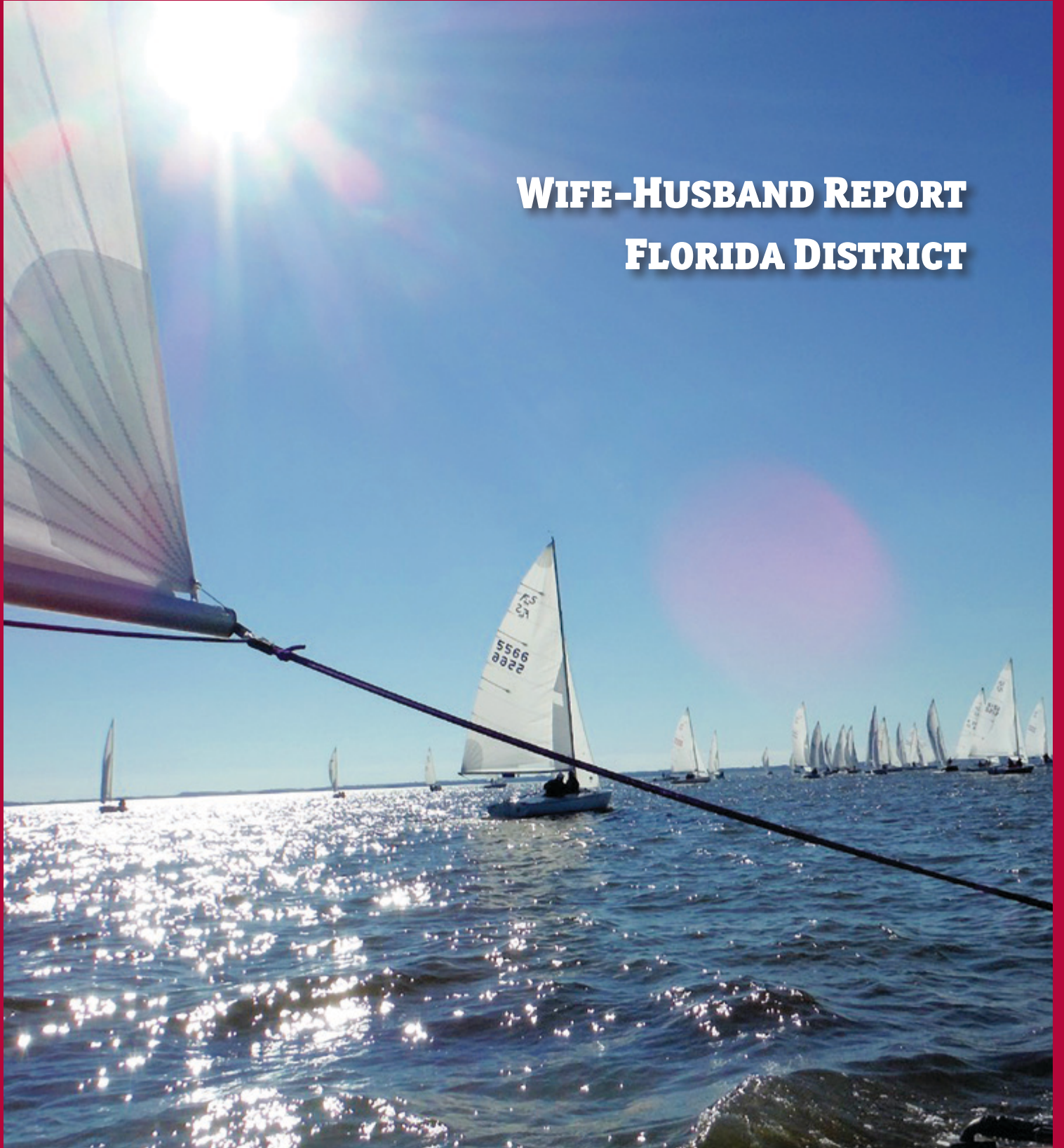


SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 60 | NUMBER 2 | 2016

WIFE-HUSBAND REPORT FLORIDA DISTRICT





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President's Message	4
Flying Scot North American Championships	5
Fishing Bay and Fleet 103 Hosts 2016 Wife-Husband	6
Snowbirds in Flying Scot Paradise	8
The Underdog Bites.....	11
...the rest of the story.....	12
FSSA Foundation Helps Launch Race Program at Pleasant Bay Community Boating	14
Fleet #196 Hosts the New England District Championship Regatta – 2015: A Report on a Most Enjoyable Regatta, and the Fleet that Hosted It	16
2015 Sail for the Grail Regatta	19

In Every Issue

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

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: View from one of 41 boats participating in Florida District's Lake Eustis Annual George Washington regatta. *Photo: Randall Moring*



Sailing Season Bucket List

John Domagala, FS# 5577, Southwest District



If you sail the Florida district, you are wrapping up a successful regatta season that included the Wife-Husband regatta at Davis Island YC, 41 boats on the line at Lake Eustis, and a return to the Keys. For the rest of us, we're looking forward to the start of a new season. Either way, as you plan your season consider including these three items for your sailing season's bucket list.

- Take someone new out sailing with you! While some sailors are introduced by their parents and others enroll in a sailing school having never sailed, the number-one way sailors get introduced to the sport is through a chance to sail with a friend, coworker, or neighbor. It's no secret that our sport took a hit with the economy and hasn't returned. Our class weathered better than most and is still strong. If we can grow the sport, your fleet and our class will grow and benefit. So think about who you will introduce to sailing this year!
- Travel to a venue you don't normally sail or maybe have never been to. If you are a racer, consider a regatta new to you. If you're not a racer (and even if you are) try a marina or lake you haven't sailed before. What a terrific way to meet other Scot sailors and develop new friendships. One of the greatest benefits of a Scot is the ease to which it can be de-rigged, trailed, and re-rigged. For me it's Southwest Louisiana.

Weather canceled our visit to the Cajun Country Championships last year but we're putting it on the list again this year. Where will you go?

- Take time to schedule a social sail. A destination sail or raft up cruise is a great way to enjoy some sailing and get to know other Scot sailors. If racing with your fleet, consider

a day of crew swapping or a day of crews at the helm. Not only will you have some fun you'll probably learn something. After the sail, bring a beverage to share for after the post-sail social event.

So whatever your plans, have a great season and enjoy your time on the water and meeting new folks! 🚤

JOIN THE FUN AT THESE UPCOMING REGATTAS!

Regatta: 2016 Great 48 at Lake Norman YC

District: Carolinas • **State:** North Carolina

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: Grits n' Haggis -

Dixie Lakes District Championship

District: Dixie Lakes • **State:** South Carolina

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

Email: bgraves216@gmail.com

Regatta: 2016 Flying Scot Florida District Championship

District: Florida • **State:** Florida

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

Email: chersignor@gmail.com

Regatta: Confederate Admirals' Regatta and Flying Scot Invitational

District: Dixie Lakes • **State:** Alabama

Date: 05/28/16 - 05/29/16

Email: joelverplank@hotmail.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 • **State:** Virginia

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

Email: jbwake2@verizon.net

Regatta: 2016 Silver Anniversary Full Moon Regatta at the Jersey Shore

District: Greater New York • **State:** New Jersey

Date: 06/11/16

Email: zgums@comcast.net

Regatta: Berlin Yacht Club Annual Invitational Regatta

District: Ohio • **State:** Ohio

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

Email: tdawson547@icloud.com

Regatta: Summer Solstice Regatta

District: Capital • **State:** Maryland

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

Email: stephen.lowe2@cbre.com

Regatta: 2016 Egyptian Cup Regatta

District: Midwest • **State:** Illinois

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

Email: bearlinn@charter.net

Regatta: Douglass Orr Invitational Regatta

District: Greater New York • **State:** Connecticut

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

Email: flyingscot142@gmail.com

Flying Scot North American Championships

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

The Class's reliance on regattas as a method of pulling the members together was evidenced early on. The very first regatta notice was for a national championship to be held on Clear Fork Lake, Mansfield, Ohio in late August, 1959. This offer was extended at the steering committee meeting in November, 1958. It was granted to Mansfield because the lake was small and everyone knew that future championships would be larger, necessitating a bigger body of water, making this perhaps Mansfield's best chance for a national regatta.

Sandy Douglass reported in the January, 1959 Scots n' Water issue that discussions with several sailmakers had produced the final figures for the official sailplan. Measurer Bob Schneider was to re-draft the plan, which would then become part of the official specifications. Due to the lateness of this process, however, Measurer Schneider felt compelled to tolerate some minor variances in the early sails when they were measured for the first time at the 1959 championship. Keeping the Class as one-design as possible has been Sandy's strongest and clearest goal. Registration and measurements certificates were drafted early on and were to be forwarded to members as soon as possible by the executive committee.

The first national championship attracted 32 boats and featured great excitement and revelry centered around two days of light air racing. Sandy showed his light air mastery besting the fleet with Dick Tappan of the local fleet second and Detroit sailor, Bob Greening third. The first annual meeting was held that Saturday evening with 155 skippers, crews and guests in attendance. The first election of officers saw Jack Beierwaltes



The finish line in one of the light air races at the first-ever Class Championship in 1959.

elected president, Charles Silsbee became secretary-treasurer and Bob Greening, Albert Bigelow and Hank Cooper were elected vice-presidents. Tru Clark was named commodore and Bob Schneider remained as treasurer. Officers were to be elected annually with generally a one-year term of office planned.

One noteworthy sign of recognition came from the donation of funds from Otis M. Cummings and Louis J. Ott, both from Mansfield, Ohio, for the purpose of purchasing a permanent national championship trophy. What is impressive is that neither of these two gentlemen sailed a Scot, but both owned and raced Y-Flyers, Pistols and Lightnings. Both men were made Honorary Associate Members for their kind donation.

Over the years the NACs have been held in many different locations with some fleets hosting them multiple times. Below shows the years and locations of all our North American Championships. ▲

FLYING SCOT NORTH AMERICAN CHAMPIONSHIPS

- 1959** Clear Fork Lake, Mansfield, Ohio
- 1960** Sheridan Shore Yacht Club, Wilmette, Illinois
- 1961** Edison Boat Club, Detroit, Michigan
- 1962** Riverside Yacht Club, Riverside, Connecticut
- 1963** Port Clinton Yacht Club, Port Clinton, Ohio
- 1964** Sandy Bay, Rockport, Massachusetts
- 1965** Milwaukee Yacht Club, Milwaukee, Wisconsin
- 1966** Edgewater Yacht Club, Cleveland, Ohio
- 1967** Pointe Claire Yacht Club, Montreal, Quebec
- 1968** Riverside Yacht Club, Riverside, Connecticut
- 1969** Fairhope Yacht Club, Fairhope, Alabama
- 1970** Milwaukee Yacht Club, Milwaukee, Wisconsin
- 1971** Detroit Yacht Club, Detroit, Michigan
- 1972** Houston Yacht Club, Galveston Bay, Texas
- 1973** Riverside Yacht Club, Riverside, Connecticut
- 1974** Edgewater Yacht Club, Cleveland, Ohio
- 1975** Southern Yacht Club, New Orleans, Louisiana

Continued On Page 10

Fishing Bay and Fleet 103 Hosts 2016 Wife-Husband

John Wake, FS# 5341, Capital District

The 2016 Flying Scot Wife-Husband Championship will be hosted by Fishing Bay Yacht Club on June 11-12. FBYC is located in Deltaville, Virginia, on the middle Chesapeake Bay. Deltaville is about 70 miles east of Richmond, Virginia, which is where the majority of FBYC membership resides. Sailing takes place on the Piankatank River, which offers several venues depending on wind strength. The FBYC seven-acre campus has water on two sides, Jackson Creek to the north and Fishing Bay off the Piankatank to the south. Both ramp and crane launching are available.

Fishing Bay is no stranger to the Flying Scot class, running several Atlantic Coast Championships (most recently in 2014), the Annual One Design regatta which routinely attracts 30 boats and the 2007 Flying Scot North Americans, which had 100 entries. The local fleet, Fleet 103, has 35 boats and is active on a local, regional, and national level.

This year's Wife-Husband will kick off on Friday, June 10th, with registration, check-in, welcome party and cook out. Saturday will kick off with a continental breakfast, followed by up to three races. Saturday evening will feature a cocktail party followed by dinner at the Club. Sunday will feature up to two races with no races after 13:30.

Registration and Notice of Race can be found at www.regattanetwork.com/event/11537. A list of local accommodations can be found at www.fbyc.net/Events/2013/09.15.onedesign/Accommodations. There are a limited



Photo: Jon Deutsch



Photo: Jon Deutsch

number of homestays available on a first come, first serve basis by contacting Debbie Cycotte at dcycotte@yahoo.com.

For further information contact John Wake at jbwake2@verizon.net. 🏴



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Photos: Courtney Waldrop

Snowbirds in Flying Scot Paradise

Jennifer (Ikeda) and Michael Faugust, FS# 5775, Midwest District

Like many others, we have spent many winters living our sailing vicariously through those further south. We hail from Ephraim Yacht Club, located above the 45th parallel in Door County, WI, where our sailing seasons are short and winters are cold. For the past few years, the Midwinter championships have afforded us a sailing respite from the winter, but after years of reading about all the activities in the Florida district, we finally flew south of the frozen tundra for the winter.

Sarasota Sailing Squadron

The Sarasota Sailing Squadron (SSS) is a racing-oriented, reasonably priced sailing club in a beautiful venue with a highly active Flying Scot fleet, as many have experienced from their hosting of past Midwinter Championships. But it has been the welcome from rear fleet captain Bob Twinem and current fleet captain, Dave Thinel, and their wives and crew, Brenda and Kim, as well as the other fleet and club members, that sealed the deal. We have joined SSS, where we race twice a month, with high-caliber competition, followed by a gathering with beverage of choice while sharing appetizers, racing strategies and other knowledge. SSS provides access to a great concentration, range and depth of expertise, such as Zeke Horowitz, Ron Pletsch, Marshall and Lainie Pardey, and Charlie and Cindi Clifton, in addition to the Thinels, Twinems and others.

SSS is the winter home to about seven snowbirds and there is a designated Snowbird Race Series, which runs from



Mark Taylor and his daughter, Lily, accepting the leadership award given to one person each year that did the most to promote and support the Florida District. The award was created by Jeff Penfield with help from his daughter, Katharine. Jeff wanted an award to recognize "respected leaders and active role models for new sailors in the Flying Scot Florida District." That includes promoting fleet growth in the Florida District; acting as a positive role model; and sailing actively in the Florida District.

late December through early April. One such racer is Randy Rubenstein, who has been sailing Flying Scots at Massapoag Yacht Club in Sharon MA for 30 years, and at SSS for the last two. There is also Dan Spohn and Al Riebel, who have been sailing several seasons in SSS and hail from Fleet 6 on Deep Creek Lake in west-

ern Maryland. Al and Dan speak for all of us: "We have enjoyed meeting all the other sailors in the fleet, and appreciate the warm welcome for Snowbirds to the racing series, the fleet get together after the day's races to talk about the different tacks and strategies taken by the leading boats, and the outstanding leadership of Bob and

Dave, who do excellent job keeping everyone informed, organizing the race committees, and scheduling fleet activities.”

For the snowbirds, coming to Florida allows a great opportunity to add several months of racing. Snowbirds also facilitate racing for visiting sailors from north. Ted Kemp, Dan and Al have raced with numerous sailors from Deep Creek Lake, as has Randy with sailors from Massapoag. Sailing in different venues provides different experiences. Up north, where the sailing season is so short, there is a sense of urgency. Massapoag Yacht Club holds Flying Scot races twice a week, as does Ephraim. Randy notes another difference is the distance to and on the race course – on Lake Massapoag, they leave the dock by 1:10 for a 1:30 start, whereas on Sarasota Bay, we leave an hour before the start. Al and Dan, accustomed to sailing on a mountain lake, have found the strategy employed there, to accommodate radical wind shifts, rapidly changing weather conditions and considerable recreational boat traffic, differs greatly from the strategy on Sarasota Bay, where good boat trim and correctly anticipating the subtle wind variations are important to crossing the finish line at the head of the fleet. It has been great experience to sail in different types of waves and current than what we experience on the Bay of Green Bay.

The Florida District Series

The Florida Flying Scot District is comprised of six active fleets, extending from Miami in the south, north to Jacksonville, as well as a number of unaffiliated sailors and smaller fleets. In addition to an annual District Championship regatta, to be held in the Keys this May, there is a district traveling series, comprised of seven regattas from October through April, hosted by different fleets around Florida, thus providing racers the opportunity to sail against top competition in a variety of venues on a monthly basis. The traveling series dates back to 1988, when Cal Hudson, then Florida District Governor, initiated the traveling series with four regattas to determine the District Champion. Under the leadership of District Governors Charlie Fowler, and



Snowbirds Mike and Jennifer Ikeda Faugust.

Photo: Jim Faugust

later Dave, the series has ranged up to seven regattas, typically with two throw-outs. In recent years, a single district championship regatta has been held and the traveling series has awarded a separate trophy, which is open to non-Florida district members.

The longest distance from Sarasota to the various regattas is about four hours, and a few are within one to two hours, which is a luxury to us, given the large distance between fleets in the Midwest district. Mark Taylor, current FL District Governor, does a great job communicating to the fleets, both through email and the Florida District Facebook page, as well as encouraging members to travel. He is typically one of the first ones to arrive, greeting you with a beer.

Key Highlights of the Circuit

In October, prior to our arrival to Florida, the traveling series opened in Miami to winds in the 17 - 22 mph range, moderating to mid-teens on Sunday. Mark, with his wife Michelle, came out on top of the 20-boat fleet, mastering the winds, which were at and sometimes above the upper limit guideline for Flying Scots. While not officially part of the Florida District series, 23 boats competed at Davis Island for the Wife-Husband Championship, where top-notch race committee, competition and hospitality ruled the regatta. Atypical for upper Tampa Bay in October, the winds

were in the mid-teens both days. Kudos to the Flying Scot racers from Davis Island, including Amy and Jeff Linton, Lisa and Andy Hayward and Michelle and Mark, who finished first, third and fourth, respectively, and who work together to learn and improve, then openly share their knowledge with others. Carrie and Tyler Andrews won the Honeymoon award, finishing a strong second.

In November, the SSS put together another great regatta — their annual Jeff Penfield regatta. On Saturday, 24 boats raced with winds in the mid-teens, but only ten boats opted to race on Sunday, as the winds again reached velocities at and occasionally above the class guideline. I had the pleasure of crewing for Tom McNally, along with SSS member Lisa Ehrhard, who had not previously been out on a Flying Scot. Tom gave us a great ride, including planing all the way to the starting line on a broad reach. At the conclusion of the fun, wet, weekend, David Ames and PJ Buhler, in the midst of their 49er Olympic Campaign, won the regatta.

While we were not able to attend, 13 boats competed in December's circuit race, the Gator Bowl Regatta in Jacksonville, where sailors yet again faced blustery wind in the 17 – 22 mph range, moderating to mid-teens by Sunday. Mark and Michelle captured their second win in the series.

According to Tom, the winner of last

Continued On Next Page

year's district travel series, from November through March the wind undergoes a repeating cycle as cold fronts move through: a few days from the east in the 5 – 10 mph range, shifting southeast at 8 – 12 and continuing to clock south, then southwest as the front approaches; peaking northwest up to 20+ as the front moves through, then moving north to northeast as it lightens up and fades, until the cycle starts again. The duration of the cycle is dependent upon the separation between the cold fronts and can also be affected locally by the onset of an afternoon sea breeze. "Statistically, we don't get that many days with the wind in the mid-teens. It is very unusual to have that on back-to-back race days, and it is incredible that we had that for four regattas in a row," he said.

For the two regattas in 2016 to date, winds returned to more typical conditions. In early January, the circuit moved to Charlotte Harbor, where Martin Holland and the fleet at Port Charlotte Yacht Club put on a solid regatta. Eighteen boats were on the line in moderate winds and strong currents. Saturday evening featured Martin's pulled pork and Dark and Stormy, a tasty dark rum and ginger beer concoc-

tion. The competition was tight, with a spread of only 10 points between the top seven boats after five races, and the snowbirds from Wisconsin squeezed out the win.

The weekend preceding President's day was the Lake Eustis Washington Birthday regatta, which attracted a record-setting 41 competitors, including longer distance travelers Rob Whittemore and John Wake from Virginia, Lynn and Bill Bruss from Tennessee and Ned Johnston, who flew in from Maine. The host club and fleet, captained by Dean Grimes, did a fantastic job welcoming and handling the large number of boats. Friday featured a talk by Jeff Linton that made us truly appreciate the level at which he and Amy sail, followed by oysters and fellowship at a local restaurant. The only inland lake sailing venue in Florida provided a different challenge for those used to ocean / bay sailing, but the Lintons demonstrated one can consistently win in these conditions. A highlight for us was "catching up" with a fellow Midwest district sailor, Larry Klick, from Medicine Lake, MN, who has been wintering on Lake Eustis for a number of years.

As this article heads to press, Fleet

Captain Henry Picco will be hosting the March regatta at Merritt Island, followed by Lake Eustis in April. Through a complex algorithm, that we believe involves partial differential equations, a circuit winner is determined, who must minimally sail four of the seven regattas. Mark, Tom and Jim and Cheryl Signor are currently vying for top honors.

Calling others to join!

The Florida District traveling series is a great enabler – most notably for great camaraderie, the sharing and helping of others and of easy access to high caliber competition. While we are new to the circuit, we have been made to feel most welcome. There are a number of additional Flying Scot regattas throughout Florida that are not part of the series, such as Lake Monroe Fall Regatta, Charlotte Harbor Regatta, One Design Midwinters at SSS, the Mount Dora Regatta and the Mug Race, a one-way distance race in Jacksonville. We highly recommend you consider attending any of these regattas, and consider joining local club races if you are south for the winter or just want a break from the snow and ice for a weekend. ▲

FSSA *Continued From Page 5*

- 1976** Lake Norman Yacht Club, Lake Norman, North Carolina
- 1977** Charlevoix Yacht Club, Lake Charlevoix, Michigan
- 1978** Riverside Yacht Club, Riverside, Connecticut
- 1979** Carlyle Sailing Association, Lake Carlyle, Illinois
- 1980** Pensacola Yacht Club, Pensacola Bay, Florida
- 1981** Lake Norman Yacht Club, Lake Norman, North Carolina
- 1982** Tabor Academy, Marion, Massachusetts
- 1983** Bay-Waveland Yacht Club, Bay St. Louis, Mississippi
- 1984** Hamilton Yacht Club, Ontario, Canada
- 1985** Riverside Yacht Club, Riverside, Connecticut
- 1986** Gulfport Yacht Club, Gulfport, Mississippi
- 1987** Carlyle Sailing Club, Lake Carlyle, Illinois
- 1988** Lake Norman Yacht Club, Lake Norman, North Carolina
- 1989** Lake Ontario Yacht Club, Oswego, New York
- 1990** Southern Yacht Club, New Orleans, Louisiana
- 1991** Riverside Yacht Club, Riverside, Connecticut
- 1992** Carlyle Sailing Club, Lake Carlyle, Illinois
- 1993** Pensacola Yacht Club, Pensacola Bay, Florida
- 1994** North Cape Yacht Club, Monroe, Michigan
- 1995** Rush Creek Yacht Club, Lake Ray Hubbard, Texas
- 1996** Oswego Yacht Club, Oswego, New York
- 1997** Lake Norman Yacht Club, Lake Norman, North Carolina
- 1998** Carlyle Sailing Club, Lake Carlyle, Illinois
- 1999** Gulfport Yacht Club, Gulfport, Mississippi
- 2000** Indian Harbor Yacht Club, Greenwich, Connecticut
- 2001** Toms River Yacht Club, Toms River, New Jersey
- 2002** Pensacola Yacht Club, Pensacola Bay, Florida
- 2003** Lake Norman Yacht Club, Lake Norman, North Carolina
- 2004** Carlyle Sailing Association, Lake Carlyle, Illinois
- 2005** Houston Yacht Club, Houston, Texas
- 2006** Corinthian Yacht Club, Marblehead, Massachusetts
- 2007** Fishing Bay Yacht Club, Deltaville, Virginia
- 2008** Toms River Yacht Club, Toms River, New Jersey
- 2009** Ephraim Yacht Club, Ephraim, Wisconsin
- 2010** Bay Waveland Yacht Club, Bay St. Louis, Mississippi
- 2011** Cedar Point Yacht Club, Westport, Connecticut
- 2012** Carlyle Sailing Association, Lake Carlyle, Illinois
- 2013** Lake Norman Yacht Club, Lake Norman, North Carolina
- 2014** Toms River Yacht Club, Toms River, New Jersey
- 2015** Sail Newport, Inc., Newport, Rhode Island

The Underdog Bites

Danielle Barcilon, FS# 6075, Florida District

Hummingbird may have been her name in Portuguese, but Butterball® Turkey was her manner. Slow and heavy, Beija Flor would trudge to the starting line. Each consecutive wave would pin her and set her bobbing like a Bobblehead doll, as the fleet rushed by.

“Did we forget to take off the trailer?” Skipper Ryan Alexander would ask.

I would sit silent and discouraged, hope languishing. Even coming in next-to-last would have felt like an accomplishment at this rate. We dawdled so much in fact that at one point in a race we were told not to bother rounding the weather mark.

“You’re holding us up from starting the next race,” the committee had said.

Two hundred pounds set her apart from her nimble kin. Built in 1957, Beija Flor was made of sturdier stuff. Add to that an excessive re-coring job done in 2015, and she was battleship-ready. Nose down, she would draw remarks from passing fleet members when we lifted her on the crane.

“Wow, she’s really heavy,” Jim had said.

Others were not so gentle.

“Do you have a spinnaker?” Joerg would ask. “You’re so far behind me in races I can’t tell.”

“What’s wrong with Ryan?” Philippe had once asked me in private. “He’s always last.”

“A skilled sailor would know how to make that boat fly even with its extra weight,” Bud had said.

The comments chafed. But Ryan took it all with grace. He never failed to show up for every race and would always remind me that, “No one died, and the boat’s in one piece.”

Was the issue with Ryan’s sailing? Mine? The boat’s? We were about to find out. Ryan had announced he was buying a brand new Flying Scot and giving it the same name.

“I wish you hadn’t told everyone about the new boat,” I said, as we set out for February’s race. “Now, we’re going to be under scrutiny.”

“We’re always under pressure to do well.”

The pressure was made that much more intense with Tom Bremen onboard. Sail maker and master sailor, he had earned my moniker “taskmaster” for being relentless in his critique of our abilities. He pulled the vang so tight the boom arched.

“Is it supposed to be so curved?” I asked.

“What would you rather have: a victory or a boom?”

“I didn’t realize it was either or, Tom.”

He chuckled. “That’s how racing is. A game of extremes.”

I wondered how many bruises this day would hold for me.

We headed out early to practice spinnaker jibes and takedowns. The breeze was brisk and steady at 15 knots with gusts up to 18. Clouds masked the sun and cooled the air. Sitting against the shroud, I was shivering and my “waterproof” pants already soaked. I checked my watch. Only 10:30. It was going to be a long one.

“The problem with Ryan is that he doesn’t fly the chute while jibing,” remarked Tom.

“You speak as if he isn’t here, Tom.”

“I’m right here.” Ryan tapped him on the shoulder.

“Part of your charm is it?” I teased. “Must be the reason we keep inviting you

back for more abuse.”

As we approached the committee boat, Ryan and Tom discussed our strategy. Our flag went up. Three minutes and counting. We ran the line, passed the committee boat and tacked—too early.

“Head up. Release the main. Release the jib,” Tom yelled.

No matter. Henry Pico was pushing us to the line. We sheeted in and crossed seconds after the flag went down. To my shock, Beija Flor kept pace with the best of them. The rest is a blur. So focused were we on our individual tasks – Ryan on gauging the angle of the forestay to the horizon, me on getting into foredeck sequence, and Tom on tactics and flying the chute -- that I don’t think it hit us until the end.

We were third. Third. The realization made us giddy.

“So this is what it’s like to finish early,” Ryan said. “We have so much time.”

“I should bring some reading material,” I said.

With two more races to go, it was presumptuous to think we could do well again. Perhaps this was a mere fluke.

The flag went down, and we started strong. Rounding the weather mark twice, we gained distance in the final run, this time placing second. Our exuberance was palpable.

“What a difference,” Ryan said. “The old boat was like having a fat boy on the bow. No matter how many times you pleaded, he refused to budge.”

“Too busy eating donuts,” I added.

Tom said, “There was no way we could have done what we did with your old boat.”

The final race. We tested the wind direc-

Continued On Page 15

...the rest of the story

Henry Picco, FS# 5636, Florida District

Famous radio storyteller Paul Harvey spun a new tale weekly for his radio audience, often speaking of little known facts behind familiar names. His narratives started in a soothing tone and ended with the listener knowing the “rest of the story.” In that vein...

She was born of humble parents, first-generation Canadians of Irish descent, in 1921. What a great year for a young lady to be born — Amelia Earhart was taking her first flying lessons, the AM radio has just been introduced across North America, bringing with it music that defined the roaring 20’s led by a new musician named Louis Armstrong. Bluenose, the soon-to-be-world-famous Canadian workboat was first launched, going on to become a national treasure.

For her brother and her, it was a joyful childhood in a home full of love and laughter. But like a tornado that comes in the night, her adolescent years brought heartbreak and trouble: the untimely passing of her mom, the Great Depression, and the breaking up of the family. Her dad, unemployed and unable to provide for his young family, placed the children in a convent to assure a proper and polite upbringing. The siblings remained under one roof, but boys and girls were kept apart except at supper time. Their dad came every Friday and picked them up, returning them on Sunday following a family picnic.

As a flooding tide will float all, an improving economy returned this young lady to a family home, complete with her



own dolls and a radio for jazz music. Time marched on, and she met her one and only true love. They had five children, and the lessons learned from her childhood served her well.

Having never learned to swim, she was determined that all of her own children would not be denied this pleasure. They were swimming by the time they were mastering their ABCs — and this was no small task in rural Canada for someone who never drove an automobile.

Her children all went on to be masterful swimmers, divers, water-skiers, fishermen (and fisherwomen), one a Bronze Star recipient from the Lifesaving Society of Canada and another a Captain in the Merchant Marine. It became the practice

of one of her children to name family sailboats after her — whether it was humility or disbelief, she never quite came to accept the fact that a boat is named in her honor.

So a declaration was made: The next sailboat will be named in such a fashion that it will leave no doubt to anyone for whom the vessel is named. And so it was six years ago.

This elegant lady recently won her battle over cancer by reuniting herself in heaven with the namesake of both her son and grandson, George Henry.

Her name is Rita Sharo.

And now you know the rest of the story. ▲



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FSSA Foundation Helps Launch Race Program at Pleasant Bay Community Boating

Natalie Fuller, Fleet 207, New England District

2015 was the year of many **FIRSTS** at Pleasant Bay Community Boating (PBCB), a nonprofit organization on the elbow of Cape Cod, Massachusetts.

2015 was the **FIRST** season in our permanent home after running our sailing program off a town beach for more than a dozen years. With help from many generous members of the community, PBCB purchased a glorious 3-acre waterfront estate on Pleasant Bay from which to run our boating and marine science programs.

Although we have used Flying Scots for nearly a decade to offer affordable, accessible sailing lessons to local families and visitors, 2015 was our **FIRST** official year as a Community Sailing Club member of the Flying Scot Sailing Association (FSSA). And now we are proudly, and officially, known as Fleet 207.

And thanks to a grant from the FSSA Foundation, 2015 was the year we launched our **FIRST** racing program, known as the Friday Friendly Races. The educational grant from the Foundation was used to buy race signal flags, whiteboards and adult life jackets. In addition, it helped us with our staffing and advertising costs associated with the added offering.

The goals of our new race program are in lock-step with the aims of the FSSA Foundation's "Scots in Schools" grant to promote adult sailing educational opportunities. As our sailing lessons are generally geared to teach basic sailing to beginner and intermediate sailors, this new offering added a different dimension to sailing instruction. Racing rules and strategies were taught in a non-threaten-



Photo: Natalie Fuller



Photo: Natalie Fuller

ing environment to sailors of a wide variety of ages and skill levels. Following the friendly races, sailors gathered at a bring-your-own barbecue.

A typical Friday evening attracted sailors of all types: a multi-generational crew comprised of a grandfather, his son and his 4-year-old granddaughter; a novice mom/adult daughter team determined to spend the entire summer learning to sail; a boat full of chatty—but skilled—teenaged girls; the hotshot instructors with the perfect starts; the college student paired up with some local “old salts”; the multi-national group that included a German uncle visiting his Cape Cod nephew; and a local CPA who joined his daughter and her boyfriend after work, jumping into a ready-rigged boat 10 minutes after quitting time.

Sailors from area yacht clubs enjoyed meeting new people and getting out on the water in a different type of boat than they usually sail. Beginner sailors in the community learned from more experienced sailors. Intermediate-level sailors practiced their skills as they navigated the buoys and adjusted their sails with greater attention to detail. The Flying Scot is the perfect boat for introducing sailors of all ages and skill levels to the many facets of racing while fostering a spirit of camaraderie. Building enthusiasm for a class is the **first** step to increasing its members, and this Friday Friendly Race program was a great **First** step in the right direction.

With the tremendous success of the Foundation-sponsored Friday Friendly Race program, it is safe to say that 2015 was the **First** of many seasons to come. But unlike many racing competitions, few seemed to care who crossed the finish line **FIRST**. 🏆

tion, checked which mark was favored and kept a sharp eye on the starting flag. At the sound of the horn, Ryan placed us first on the line.

“Way to go, son. That was a first place start,” said Tom. “Now just concentrate. And stop messing with the mainsheet. Set it and sail. Small, tiny movements.”

When everyone tacked to starboard, we remained on port, approaching the weather mark with amazing speed and before anyone in the fleet. Ryan rounded the mark and hoisted the spinnaker, as I scurried to set the pole into place. While Tom flew the spinnaker and Ryan steered, I bailed and coiled the sheets. I peeked up for a look. No other Flying Scot was in front of us.

We had done it. First place.

I was stunned. Ryan beamed.

“Way to go, Ryan,” Jim shouted from behind.

“Woo hoo, Ryan,” Laura cheered.

Things had certainly changed – not just for us, but for anyone in the fleet who felt winning was improbable. We had just shattered those limiting beliefs.

It was truly a remarkable day. And for that I have Ryan, Tom and a new Flying Scot to thank. For if hope is the thing with feathers, then this Beija Flor was the hummingbird that restored my faith. 🏆

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Fleet #196 Hosts the New England District Championship Regatta – 2015

A Report on a Most Enjoyable Regatta, and the Fleet that Hosted It

Dennis Dobe, FS# 5193, New England District

Lake Massabesic and its Sailing Club: Two of The Best Kept Secrets in the World!

Lake Massabesic is located in south-central New Hampshire, and serves as the water supply for the City of Manchester (our state's largest city), and other communities in the area. Massabesic is ideal for sailing small boats for several reasons. First, because the City of Manchester Water Department owns the land around the lake, there is no development at the lake and the natural beauty of the lake's forest, shoreline, inlets and islands is unparalleled. Massabesic sailors frequently enjoy sightings of all manner of wildlife, waterfowl, and raptors (eagles, loons, ducks, geese, herons, etc.). In addition, the waters are pristine, with very little boat traffic (no swimming means no water skiing, tubing, or jet skis). Also, the lake is too small for speed boats to find much satisfaction, so kayaks, sculls, and sailboat rule Lake Massabesic. Paradise!

Our simple and rustic sailing club was founded a little more than 75 years ago by a handful of amateur dinghy builders and racers (Sunbeam class) – and we take great pride in our racing roots to this day. We lease land for our club from the Manchester Water Works Department, and have erected a clubhouse, constructed a launching ramp, and enjoy two picnic areas. We have a dry sail area to store 20 boats, and a mooring field for 100 boats. However, we do not have potable water or proper facilities – hence, the “rustic.” Nonetheless, we have more than we need at Massabesic for a splendid sailing club and quality racing program.

Genesis of Flying Scot Fleet #196: Finding

a Place for Scots on Lake Massabesic

Fleet #196 is located at the Massabesic Yacht Club in Manchester, New Hampshire, and was formed by my dad (Bill Dobe) six years ago. At the time, we had just a few ‘Scots on the Water’, but there was potential for many more. My dad and I had raced a Scot (#1127) on Lake Massabesic in the 1970s, but there were only a couple active racers (the great Irmgaard Schildroth, mentioned in recent historical articles about our class, being one of them). Though the Massabesic fleet of the 70s never reached critical mass, this time would be different.

My dad and I found old and horribly neglected Scots lying in NH fields (#690 & #1146), and restored them in 2008 and 2009. We knew that, instead of languishing in the “open” fleet, that our success in attracting other racers would be to join in one of the existing one-design fleets already racing at the lake.

MYC Windmillers: Making All the Difference

The three active one-design fleets at the lake are Lightnings, Windmills, and Catalina 22s. Our best hope would be to partner with our club's intrepid Windmill fleet. The Windmill is a classic racing dinghy, normally of wooden construction, small (15.6' and 200#), and with a crew of two. The Windmill has a Portsmouth

Diane Kampf and Dennis Dobe exchanging burgees.



Photo: Diane Kampf

Rating of 89.5, compared to the Scot's rating of 89.6. Although the boats were clearly different in size and sailing characteristics, theoretically, the boats should play nicely together. My dad approached the Windmill fleet leadership and proposed that we sail with them, ‘straight up’, like One Design racing. The MYC Windmill Fleet, comprised of excellent sailors who only wanted good racing and good times, opened their fleet to us. Thus, the ‘MYC Combined Dinghy Fleet’ was born.

For the past five years, MYC Scot sailors have enjoyed unsurpassed sailing, racing, and camaraderie in the combined fleet with our Windmill friends. The outstanding quality of our racing on the water is only matched by the quality of our time together ‘in the grove’, apres-race. Now with our Flying Scot fleet growing rapidly and well (currently 19 Scots), the MYC Combined Dinghy fleet is the largest and most active fleet on our lake. The current members of our FS Fleet #196, and all the Massabesic Flying Scot sailors to come, owe the qual-

ity of their sailing experience at the MYC to the vision and energy of my dad, and the kind, talented, and welcoming sailors of the MYC Windmill Fleet (to whom we will always be grateful).

Hosting the New England District Regatta: Sealing the Deal

This past fall, our Fleet Captain (Bill Dobe) was in contact with Daine Kampf, NE District and FSSA operative, about the possibility of hosting the 2015 New England District Championship Regatta at Massabesic. Although the Massabesic Yacht Club had hosted a large annual regatta for many years (which often served as a Lightning or Windmill district championship), hosting a championship regatta for Flying Scots would have to a 'stand alone' Saturday event, which meant that we could not piggy-back on our pre-existing club regatta. Organizers of the regatta had to make a case for the regatta, assuring the club leadership of minimal impact to the club and its membership (practically speaking, racers own Sundays at the MYC, and our cruising community owns Saturdays). After some discussion, the MYC Board of Trustees enthusiastically supported our proposal, and it was determined that on Saturday, August 22nd, the 2015 NE District Championship was coming to Massabesic!

O.K., now what?: Planning for the Regatta

Few of the members of Fleet #196 had any experience racing in a regatta, never mind hosting one. There were members of our club leadership who were familiar with hosting similar events, and they offered ready and active support (our club Commodore, Paul DiMarco, and club Race Committee Chair, Ed Cande, most notably). Additionally, Fleet #196 had established a core of Flying Scot enthusiasts who assumed an active leadership role on the project right away (Scott Cunan, Hope Gagne, Nancy Dobe). Regatta organizers found little difficulty recruiting additional support from our friends in the MYC Windmill Fleet, and others throughout the club. The outpouring of support and offers of assistance were overwhelming, and humbling. Additionally, we gained much from

the experiences and generous insights of Massapoag Yacht Club (Sharon, MA.) sailors Greg and Diane Kampf, John and Connie Eckart, and Roger and Kathleen Sharp. The experience that Scott, Nancy, and I had in making new friends and competing in the Saratoga Flying Scot Regatta (August 8 & 9) was also invaluable as we made final preparations to host our own event.

The Regatta that Almost Wasn't: 'Hold Your Course'

Weather forecasts in New England are notoriously fickle, and subject to change – especially inland. However, there had been a long stretch of unusually fantastic sailing weather in central New Hampshire for weeks leading up to our regatta. As the weather trend marched on, it seemed increasingly unsustainable, and we had to wonder if the only washout weekend in recent memory would fall on the very day of our fleet's biggest event in history. Day after day leading up the regatta, a perfect weather forecast held, until two days before the event. After weeks and months of planning, the opportunity for our fleet to take its place in the New England Flying Scot scene was slipping away as the forecast now suggested persistent heavy rain and heavy gusting winds. Although this forecast gave regatta organizers reason for concern, what came next was even more worrying: on the critical morning two days before the championship regatta, the forecast abruptly changed to one of no wind. Seriously, the forecast was for NO WIND for the entire day on which our event had been scheduled, and for the following morning, as well (our 'weather day' window). Visiting teams had made room reservations at local hotels, so a decision needed to be made regarding the regatta: should we 'hold our course' and hope for the best, or look to hold the regatta on another weekend. After consulting with a number of district stalwarts (Governor Skip Montello, the Kampfs, Sharps, and Eckarts), the response was resounding: "Hold your course". And so we did.

Early Arrival Benefits: Tune-Ups, Toasts, and 'Top-Gun'

We opened our club early on the day preceding the regatta in order to accom-

modate visiting sailors, and get the party started. We knew that our lake was a new venue for our guests, and like any inland lake, there are local weather anomalies with which those vying for the gold would want to become familiar. Additionally, we hoped for an added opportunity to share our New Hampshire hospitality with guests, and showcase our lake and club to regional sailors – we are extremely proud of what we have built at Massabesic! Also on Friday afternoon, we had the chance to offer Fleet #196 sailors a special "Top Gun" racing clinic with regional standout sailors Roger Sharp and John Eckart. We had been in contact with Roger and John before the 2015 sailing season even got underway about the possibility of visiting them at the Massapoag Yacht Club for one of their annual clinics for Massapoag Scot sailors early in the season. Unfortunately, that didn't work out, but Roger and John did not forget our interest in learning to sail better (our fleet is comprised of relatively inexperienced sailors, and had operated largely outside of the regional racing scene). The Massapoag 'Top Guns' offered to provide a clinic for our fleet on Friday afternoon after they set up their boats and got a feel for our lake. Our guests didn't seem to mind as locals studied their boat set-up and rigging routines, asking questions now and again about rake and rig tension in order to better understand how a Scot is built to fly. After a period of late afternoon transitional sailing (intense winds blowing in after relatively light conditions), sailors assembled in 'The Grove' where we enjoyed refreshments, camaraderie, and more than an hour and a half of sailing instruction and Q & A with Roger, John, Connie, Kathleen, and Laura (Roger's daughter and frequent crew). Our guests were supremely generous with their time and knowledge, sharing innumerable tips on boat rigging, sail trim and control settings, weight placement, centerboard settings, and rudder balance. Our sailing coaches also covered topics ranging from tacking, gybing, upwind, spinnaker, and racing techniques. By the end of the clinic, pages of notes had been taken, and heads were spinning. The sailors of Fleet #196 can't thank the Sharps and Eckarts enough for their generosity, sharing their expertise with us so extensively on the eve of a

major regatta. Our New England District Championship Regatta was underway, and could not have started better; but what would tomorrow hold?

Regatta Morning: Beautiful Beyond All Hopes

Arriving at the lake early Saturday, regatta organizers couldn't believe what they were seeing, or feeling – wind, and not just a little! To everyone's delight, and in complete contrast to the recent weather forecasts, there was a bright, clear sky, with moderate and steady winds from the east. Racing conditions were absolutely perfect to start our regatta! In all, we had 15 Scots register for the regatta: 9 crews from Massabesic, and 6 visiting crews (3 - Massapoag, 2- Sandy Bay, and 1 - Quapanawitt). Right on time, at 10 a.m. we were able to begin our competitors' meeting, assembling the race participants, committee, and club leadership in front of our clubhouse. During the meeting, it was hard to miss the delight of the regatta organizers and racing crews as they glanced toward the water and the skies. It is important to mention that here was a change of leadership for the New England District conducted during this meeting, as well. District Governor Skip Montello handed leadership to Ned Jeffries, who was elected as our new NE District Governor (congratulations, Ned!). New England District leadership had surely been right in suggesting that we 'press on' in spite of the unfavorable weather forecast leading up to our event. All indications suggested that we were in for a glorious day of racing Flying Scots on Lake Massabesic!

Racing the Regatta: Splendid Conditions and a Great Race Committee Yield Outstanding Racing

At 1015 our Race Committee conducted their harbor start and anchored at our starting line. Very close to 15 minutes later, we began our series of three morning races under clear skies and with the steady and moderate winds unlike anything we could have anticipated only a day earlier. Perfect! Race Committee Chairman Ed Cande and his team ran Olympic course races in the first series. Throughout the day, racing was competitive with lead positions changing

hands several times over each race. The crews from Massapoag and Sandy Bay typically found themselves at the front of the fleet, with the interspersing of Massabesic crews in the upper echelon at times. Ed Cande, Massabesic YC Commodore Paul DiMarco, and the rest of the race committee conducted crisp and efficient race sequences with minimal time between races. Ed elected to shorten one morning and one afternoon race to one lap in order to stay on schedule and maximize the racing experience for all participants. By the end of the morning series, Roger Sharp (Massapoag), Ned Jeffries (Sandy Bay), and John Eckart (Massapoag) had established leading positions with Skip Montello (Sandy Bay), Dennis Dobe (Massabesic), and Greg Kampf (Massapoag) nipping at their transoms. By 1230, we had already enjoyed an action-packed day of racing, and were in need of refreshments, so the race committee initiated our intermission for lunch. By about 0130 we were back on the water, and the race committee had established a windward-leeward course for our afternoon series of races. By the afternoon, racing conditions settled into more familiar and less predictable patterns of weather (more shifty and puffy). After a delay to adjust the course markers a few times, the race committee got a bead on the wind and began the afternoon series of races. During the two afternoon races, Roger, Ned, and John secured their lead, while Skip and Greg used their experience and skill to nudge the top local racer out of the top standings. At the close of a race day that far surpassed anything the regatta organizers had hoped for, all teams were tired and sore and also exhilarated and aglow with accomplishment. What an exceptional day with new friends on Lake Massabesic! In last year's NE District Championship, Ned Jeffries and Roger Sharp tied for 1st Place, with Ned becoming the ultimate victor in a tie-breaker. History nearly repeated itself in 2015! Except this year Roger and Laura Sharp won the tie-breaker over Ned and his brother Will. John and Connie Eckart secured a solid third-place showing, while Skip Montello and Marianne Yarmey placed fourth. Greg and Diane placed a very close fifth for the day, which rounded out the regatta's

top finishing teams. Congratulations to all racers for their performance in a full day of safe, sportsmanlike, and quality racing!

Closing the Regatta: Formalities, Festivities, and a Sense of Accomplishment

At the close of racing, and after crews hauled and packed their boats for the trip home, all participants gathered in The Grove for refreshments and formalities, followed by dinner. The formalities began with regatta organizers and club leadership thanking participants for all they brought to the event and the day together. It was really special. Then Massabesic Commodore Paul DiMarco and Massapoag ambassador Diane Kampf exchanged burgees. Next we presented awards to our top five finishing crews (skipper and crew), and (taking another lesson from the Saratoga regatta) presented prizes for the first 12 registrants for the regatta. After our formalities, we all enjoyed dinner together, and said our farewells. As the regatta organizers cleaned up after the event, there was an obvious sense of accomplishment – and relief! It all worked out. This day was clearly the highlight of our year in Fleet #196. Many thanks to our many club volunteers, regatta organizers, fleet racers, and visiting racers for making it so.

Conclusion: Reflecting on the Regatta, and How We Got Here

Through the opportunity to host the NE District Championship, our club came together and got behind this event, behind our fleet, and behind Flying Scots. In a handful of years, Flying Scots at Massabesic had gone from languishing mediocrity, to 'creeping respectability', to bona fide racing fleet on a local and regional level. We had made it! Many thanks to our Fleet Captain and founder, Bill Dobe, the active and enthusiastic support of our Massabesic Yacht Club leadership, and our friends in the MYC Windmill Fleet. Together, you made history, and our club's Flying Scot racers could not be more grateful. Aspiring Flying Scot fleets, if you are offered the opportunity to host a regional championship regatta, do not hesitate to accept! You will learn a lot, grow a lot, and have fun a lot – guaranteed. 🏆

2015 Sail for the Grail Regatta

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



Photo: Paul Rowan

Left: Grail spinnakers.

Right: (from left) Maria and Mark Benner, Harry and Karen Carpenter



Photo: Carolyn Graham

The Sail for the Grail (SftG) regatta is held about the third weekend of every September.

This year the event was held September 19-20. The SftG is hosted by Flying Scot Fleet 80 and the Moraine Sailing Club at Lake Arthur in Moraine State Park, about an hour's drive north of Pittsburgh, PA. There are three races scheduled on the Saturday and one on Sunday morning.

The regatta, being open to all Flying Scot boats and crew, has at least one unique feature among its attractions. The "Bridge to Bridge" race on Sunday morning lays a course of about 6 miles from one end of Lake Arthur to the other.

Ben Williams and Deb Aronson and "Sophie," #5897, came all the way from Clinton Lake as they did last year. This year Ben and Deb joined us with Mark and Maria Benner for dinner on Friday night to swap a few stories at the Rowan house. Jean and I really enjoyed their visit, not to mention the extra hands helping out in the morning, as everyone was kind enough to make the early trek and

help make preparations at the lake on Saturday morning.

An overnight low just above 60 degrees, coupled with light overnight rain, made for just a touch of mist rising from the lake on Saturday morning. The dew point would remain in the low 60s until late evening, and the temperature would climb to a high near 80.

By 0700 on Saturday, Mark and Maria, Ben and Deb, and Jean and I were setting up the delicious breakfast buffet in the picnic pavilion for our anticipated guests. The morning temperature, being mild, was comfortable for the activities of rigging the boats. Even so, the hot coffee and warm breakfast sandwiches were welcome accompaniment to fresh fruit and Maria's hard-boiled eggs; good nourishment for the day ahead.

Wolf and Joy Goethert, who have helped out and coached Jean and me on running the regatta in years past, have moved on to be with their family in New England. So, we missed their fellowship and participation this year; not to mention Joy's homemade banana nut bread. One of us

should pick up on that tradition. Joy, can you send us the recipe? Better yet, why not come for a visit?

Our regatta guests were arriving, enjoying a bite, and greeting one another, when I spotted Carolyn Graham down on the docks scrubbing sea gull guano from the planks with a broom. She must know how fussy some of you (us?) can be about tracking bird poop onto our lovely vessels. Carolyn is a steadfast race committee volunteer throughout the sailing season at the Moraine Sailing Club. We were grateful for her continuing support of the Sail for the Grail as well. Thanks Carolyn!

The morning sky was clear. Grass and boat covers were drying. The winds were building from the west-southwest. Another sparkling day was unfolding over Lake Arthur for the 2015 Sail for the Grail.

Stephanie Bahr and her crew, our own Ohio District Governor, Marty Sweterlitsch, from Hoover Sailing Club, joined the event with "Helga," boat #5015. Stephanie and Marty modeled the ancient Norse masters of North Atlantic sailing,

Continued On Next Page

donning attire to match their vessel's moniker. We missed the ever-competitive Jim Diffley and crew, Ian Robinson, this year. Hope you guys make it next time!

Tom Dawson, with crew Marjorie Gold, came in from Berlin Lake near Canfield, Ohio. Joe Shields, our Principal Race Organizer (PRO), was grateful for Marjorie's son Julian's lending a hand on the race committee. Thanks Julian, great job!

Also joining in from Berlin Fleet 19 were Ron Craig with Kristi Wollam on #4980, and George Gecik with Rachel DeAthy on #4032. It was great to see Bob Sevald again with his daughter Sara and friend Eric Mozer on #3777, "Sara's Smile." This is a fun group of joyful sailors.

This year the SftG was blessed to have not just one but two boats all the way from Fleet 135, Clinton Lake Sailing Association near Clinton, Illinois. Eric Bussell, #5631 "Windtalker," joined in the fun. Paul Battisti, from the Moraine Sailing Club, and often crewing with Dan Goldberg, joined Eric as his crew. We already heard that Eric has been pioneering a new mobile GPS tracking technology to record sailing courses for later replay, an application that looks to be really cool and effective.

On Saturday in the second and third races we learned that there is a secret weapon on board "Windtalker." Apparently the boat has a stealth mode! This capability renders the boat completely invisible on the water. Stealth mode gives a distinct advantage. Boats ahead will fail to cover and let you slip by. Boats behind are lulled into a false sense of security. But, just like you need to remember to let down the centerboard on rounding the leeward mark, you must remember to deactivate the stealth mode before finishing. Otherwise, the race committee will not see you and accord the proper finish. Luckily, we were able to reconstruct Windtalker's actual finishing order despite her apparent disappearance by using some sophisticated technology of our own.

Bruce and Lynn Kitchen came in from Cowan Lake and were extremely competitive, finishing just two points behind



The Carpenters (6098) chasing Bruce and Lynn Kitchen.
Photo: Carolyn Graham



Annika, the human whisker pole,
with her dad, Tuomas Sandholm.
Photo: Carolyn Graham

Harry and Karen Carpenter on the #6098 boat from Deep Creek. Unfortunately, Shaun Clements, Andy Gardner, Jim Blackburn, and others from Cowan may have had pesky work-related commitments. We saved some great winds for you next year though. Speaking of Deep Creek, Mark and Louise Schaefer with #5807, "Shadowfax," were back with us again this year, and wow are they fast, finishing just one point behind the Kitchens. Alas, Charles and Sarah Buffington were not able to make it from Deep Creek this year, but we do expect their return on 2016.

Among our local MSC and Fleet 80 participants, Carol Startare skippered #5680 with Dave August in her first Flying Scott regatta. Well done! Tom Uehling, with Tome Beck on Wizard, #4259, Dean Marlin with Steve Sargent on #3637, as well as Greg and Kathy Madzelonka, with MSC's Jason Harrison on #3708 also participated. Also, take a look at Tuomas Sandholm going downwind with his daughter Annika. This team was remarkably competitive in a Community Sailing Club boat and no spinnaker. As you can

see, Annika, the human whisker pole, makes a big difference.

We missed last year's winners from Fleet 80, Dan Goldberg with Joni Reis and Cheryl Burmester. Cheryl has her own boat for the first time this season, but was injured at the Sandy Douglas Regatta at Deep Creek this year and isn't back on her feet yet.

We were thrilled to have Joe Shields of Moraine Sailing Club running the races for us, together with his crew, Carolyn Graham, Rosemary Launikonis, and Julian. Thanks you guys, great courses set.

When Joe hit the five-minute warning at noon on Saturday, the wind was steady around 12 to 14 mph from the southwest. The wind speed would remain in that range for the duration of Saturday racing with a small but steady veer. We were a nice-sized, closely matched, competitive flotilla of 17 boats.

And now for the nonstop entertainment category I'm sure you've been waiting for. My crew and wife, Jean Rowan, invented a new maneuver we shall now call the "flying hike."

Soon after the first rounding of the leeward mark in the third race Jean, holding neither hiking line nor jib sheet, made hiking a top priority as we sailed into a strong puff. She managed to latch onto the windward shroud as she flew out of the boat spinning around it and forward. Since she already had the jib cleated and properly trimmed, this made for an especially strong righting moment, kept the boat flat, and I claim was of good effect on boat speed. As the puff backed, Jean clambered back aboard and we puzzled briefly about these antics.

Then, on the next rounding of the same mark, and in the same area of the course, we were closely engaged with Tom Dawson and Marjorie Gold on the beat to the finish. Dawson was to leeward, one moment with a lee bow on us, and with us throwing a little bit of a blanket the next. An exciting and dramatic moment it could have gone either way.

I'm not sure if Marjorie saw Jean's new invention but she must share a similar

Continued On Page 23

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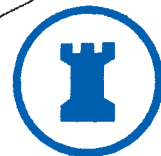
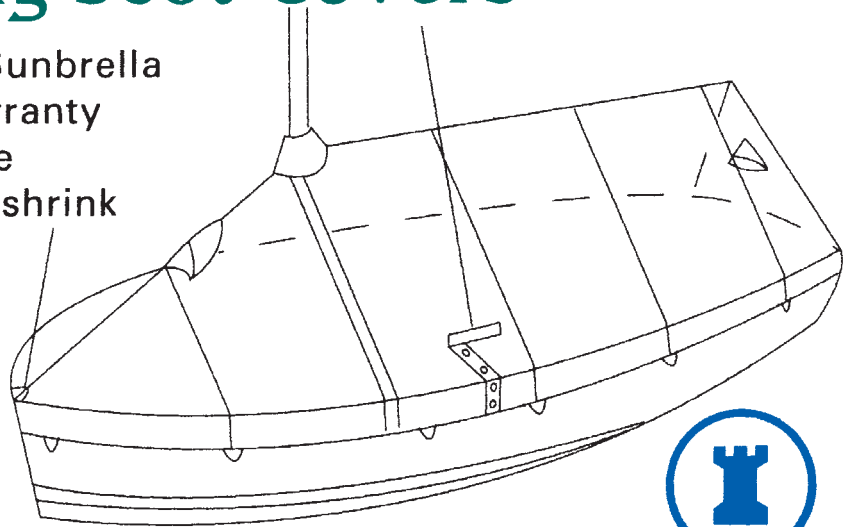
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Boat 4058 / Fleet 205

Thomas Hitchman
Tenino WA

devotion and commitment to sailing fast. We were close enough to hear a splash as "Formula Fun" #5723, began to luff and fall back. Soon we saw Marjorie in her wake. In a remarkable show of seamanship, Tom had Marjorie back aboard in short order, finishing the race shortly after.

The Sail for the Grail is held when it is typical for a strong fall wind pattern to begin. Scheduled as a four-race series, with three "conventional" races on Saturday, it is the "Bridge-to-Bridge" race on Sunday morning that makes the Sail for the Grail special. This year, with winds from the north-northeast, Mr. Shields, our PRO, set a course with a ¼ mile beat and a maybe a ½ mile down wind reach on a starboard jibe to a mark near the PA Route 422 bridge. This was followed by a roughly 3-mile close reach to the opposite end of Lake Arthur near the PA Route 528 bridge. One would reasonably expect a broad reach of three miles to the finish.

The lake narrows in the eastern half of the course. When the wind is northerly the air flows over the higher plateau to the north, the surface of which has been eroded down to lake level in a few places by

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Continued From Page 23

OHIO

tributary creeks coming from that direction. Now, in these finger-like valleys, the cooler northerly will dive, accelerate and spread across the lake where they enter. The racecourse has the boats alternately passing in the lee of the higher parts of the plateau close aboard, and then by the next valley giving a longer fetch to the breeze. This has the effect of producing turbulent flow though the wide channel in the eastern end making for frequent direction shifts of 5, 10, to 20 degrees or more at a time. The wind speed also rises and falls as the flow surges through the narrows. Both on the reach and the beat, these shifts afford a test of helmsmanship, of sail trim, and sometimes, seamanship. The shifts and puffs are used for tactical advantage by many of the skilled crews. Others find ourselves saying, "Gee, I thought we should hoist the spinnaker, but now we are on a close reach." (Expletives deleted.)

What an exciting couple of days of sailing we all had. Only three points separated the first three boats. Harry and Karen Carpenter edged out Bruce and Lynn Kitchen for the top spot. Mark and Louise Schaefer finished just one point back of the Kitchens.

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

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