

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

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

The email address for regatta notices and regatta results to be published in *Scots n' Water* is info@fssa.com. Please feel free to submit any and all stories and photographs to be printed in *Scots n' Water*. All articles should be submitted in ASCII Text or Microsoft Word. Photos should be in .jpg format, and at least 1mb in size.

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Cover Photo: Boats Battling for the lead with the Newport Bridge behind them.
Photo: Art Petrosomolo.



Many Milestones...

John Domagala, FS# 5577, Southwest District



I hope that everyone has been enjoying a great fall sailing season, the end of the season for some and cooling off enough for great sailing for those further south.

Next year as many of you know is the 60th Anniversary of the Flying Scot. The longevity of the class is quite an accomplishment. Your board is working to properly celebrate and acknowledge this milestone. To help with this effort I welcome Eric Bussell to his new role as the class publicity chairman. Eric is a dedicated Scot sailor who has shown tremendous creativity in promoting his own fleet in Clinton, Illinois. We're looking forward to him elevating those skills to the class level. He has already started working with our builder and developing the press materials as we look to leverage this occasion to promote the class. Join us in Sandusky for the NACs next summer as we celebrate. Regatta Chair Marty Sweterlitsch and her team are already hard at work. Look for more NAC details in this issue and more information on the 60th celebrations in the coming months.

I was saddened this week to learn of the passing of Florence Glass. Florence and her husband Ted sailed out of Crab Orchard Lake in southern Illinois and later Carlyle Lake. I was fortunate to meet them at one of my first Scot regattas and sail against them for many years. Ted had served as class president before we met ('72-'74) and sailed with Florence into his 70s. Florence always impressed me. She somehow at the same time could be the proper

lady (when that was a thing), watch over and give guidance to some of the younger sailors (your president included), and win the party trophy at the Glow one year. There is a reason the wife-husband trophy is named for her and Ted..

As I think about Florence I can't help but think of some of my favorite stories from sailing with them. One of the more humorous was a Midwinters where Jeff Perna's youthful crew being admonished when he noted that she was out-hiking them while keeping her hair under wraps to look good at the cocktail party. Ted & Florence stayed competitive at an age that most would just be happy to be able to get in the boat. But what stuck with me the most about Florence was the way that their sailing evolved after the years. While she loved the people, she reached the point somewhere in her 70s that she could take or leave the racing part. But Ted still loved it and they made an agreement that she would continue to sail if Ted would join her on her bird-watching expeditions. With time came some limitations. It was negotiated that she would be willing to perform one spinnaker gybe per race, to be used at Ted's discretion. That all went well until one race where they were sailing in tight competition and Ted called for a jibe on the run. She replied with "Gunner (her name for Ted) you have used your jibe." Ted, focused on the boat next to him, started the maneuver to which her reply was to go to the mast, remove the pole, and throw it overboard. They recovered the pole after the race and continued to sail

for several years after that. There were no more reported attempts to throw in a second spinnaker gybe. Florence "sailing on her own terms" impacted my wife as well. As our sailing years have passed, Susan decided that if Florence could have rules, she could have her own. So I have Florence to thank for needing to validate that the temperature is at least 3x the wind speed (or find new crew)... We'll miss you Florence!

On a happy note, we were all excited to hear that the youngest builder in the class, William Harry Andrews, joined us on Sept 21. Congratulations to parents Carrie & Tyler, proud grandparents Harry and Karen, & young William! We look forward to seeing him on the water soon. ▲



Tyler, Carrie and their baby, William.

To The Editor

Emily Christman, FS# 5961, Ohio District

August 11, 2016

To the Editor, Scots n' Water:

I'd like to thank Steve Berglund for his article in *Scots n' Water* in 2014 (volume 58 #6), entitled "Man Overboard! How to Get Back in Your Scot." In it he detailed how to upgrade the transom safety line so that it actually enables a person to get back in the boat without assistance. I tore it out and saved it and this year I finally got around to installing it.

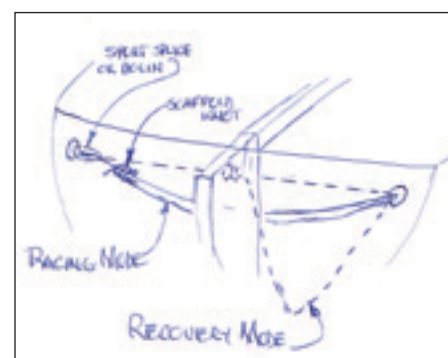
In my experience the class-required transom safety line is no help at all in reboarding. Maybe it's handy to hang onto while waiting to be rescued, but that's about it. And a swim ladder... well, in my mind that just doesn't jive

with a racing boat's persona! Steve's reboarding foot loop, on the other hand, is unobtrusive, shipshape, and effective. I'm only 5'2" and with this line plus a handle on the starboard side of my stern deck, getting back in my boat is easy.

Here are Steve's description and diagram:

"... a double line with the fixed end spliced onto the port ring, run through the starboard ring and back to a scaffold knot, which is loose enough to slide along the fixed portion of the line. There is enough slack when the scaffold knot slides back to the pintle to create a [foot] loop on the opposite side of the rudder..."

YouTube or your favorite marlinspike book will help you with the splice and scaffold knot. I highly recommend taking the time to make this improvement to your boat. Thanks, Steve! ▲



FSSA

Sandy Douglass and Sailing Canoes

Debbie Cycotte, FS# 4603, Class Historian

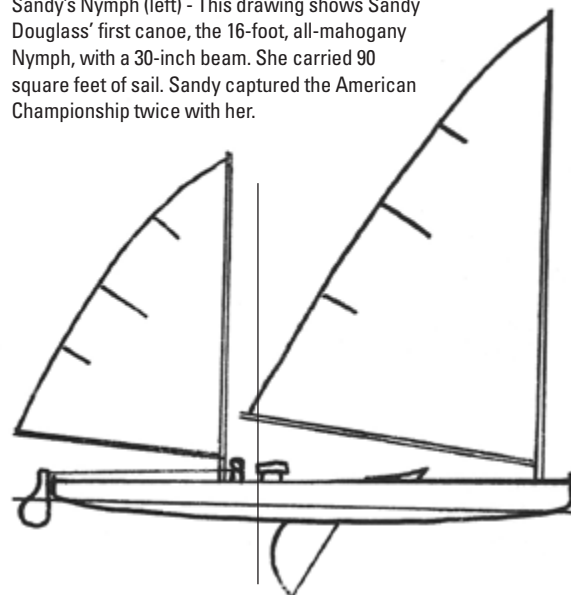
Sandy grew up in New York City, but his love of the water and watercrafts developed over long summers spent in the Thousand Island area of New York. He was introduced to sailing by his father, George P. Douglass, who was considered one of the best and most enthusiastic small boat skippers in his day. The first truly organized small boat racing was found in sailing canoes. The American Canoe Association, founded in 1880, first promoted class racing with rules for various types of sailing canoe. George Douglass won the national championship in sailing canoes and cruising canoe racing several times.

In 1913, when Sandy was nine years old, his dad thought it was time for his son

to start racing. There was a novice race in the Open Canoe Class — an ordinary 16-foot canoe with leeboards and a lateen sail of forty square feet. His competitors were men new to sailing. Sandy won his first race and went on to a life-long involvement in sailboat racing which culminated 60 years later when he won his seventh Flying Scot North American Championship and retired from national competition.

The sailing canoe rig of Sandy's day was very simple

Sandy's Nymph (left) - This drawing shows Sandy Douglass' first canoe, the 16-foot, all-mahogany Nymph, with a 30-inch beam. She carried 90 square feet of sail. Sandy captured the American Championship twice with her.



Continued On Next Page

CANOE SAILING — Flying Scott designer Sandy Douglass shows his form as 1937 American champion in the deck sailing class. The photo is reprinted from the 1938 yearbook of the American Canoe Association. Sandy includes the following comments: "The photo . . . shows a good example of how a rule can be beaten. The canoe is an open class, and nothing was covered concerning job handling. I went to a solid stay which was mounted on a "spinnaker pole" pivoted at the mast, mounted on a sleeve. To windward I used it as shown, with the jib overlapping. Off the wind, I pulled it forward to the bow, then swung the pole out opposite to the main, a variation of Manfred Curry's continuous main boom with the jib attached to the end of it. It worked, but required a lot of jam cleats and lines." (Incidentally the same yearbook shows "oarsman" Douglass along with three other members of the Gananoque Canoe Club, champions of Canada.)



compared with the sophisticated rig and physically demanding modern 10 Sq. Meter International Sailing Canoe, back then known as the Decked Sailing Canoe, which it was derived from.

Sandy's first canoe, NYMPH, was built with the finest craftsmanship by a master builder. She was a beautiful all-Honduran-mahogany shell 16 feet long, 30 inches in beam, all decked over with a small self-bailing cockpit similar to today's Sunfish. She had a sliding seat that would extend out four feet beyond

the side of the boat and carried 90 square feet of sail in a ketch rig. The unstayed spruce main mast was stepped in a tube in the bow and the spruce mizzenmast in another tube abaft of the seat.

These boats were so narrow and tender, with their slack bilges, they wouldn't even stand upright when rigged and consequently demanded delicate balance at all times and considerable agility on a windy day. The sails were made out of Egyptian cotton that were laced to the spars as this was before the invention of

sail track and sail grooves. Rigging the boat was simplicity itself and the only adjustables were the centerboard and sheets. Although these boats were simply rigged, they were the world's fastest mono-hulls for their size. They had a purely displacement hull with minimum wetted surface designed to slice through the water with the least resistance - comparable to the modern catamaran hull of today. These sailing canoes produced some very fine sailors, among them our beloved Sandy Douglass. ▲



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Flying Scot Women's Sailing Clinic 2016 At Deep Creek Lake

Louise Schaefer, FS# 5807, Ohio District

Photo: Cheryl Schaefer

Spinnaker training at the dock with Ray Gauthier.



Thirty-seven women of all ages and sailing ability gathered at the Deep Creek Yacht Club at Turkey Neck in mid-August for a three-day sailing clinic for women in Flying Scots. This was a volunteer effort led by Joni Palmer Gauthier who is a Deep Creek Lake Sailing Association (DCLSA) member and also the Director of Basic

Sail Training at the US Naval Academy in Annapolis, MD. Joining Joni were seven other experienced women sailors. The women instructors were further supported by 15 experienced male sailors. The volunteers gave their time and expertise to help in class and on the water with hands on instruction. They helped each day for safety patrol, moving boats to and from moorings, and any other task neces-

sary to ensure a successful sailing clinic.

Special guest speaker, Geri Meehan, a member of the Deep Creek Yacht Club, shared the history of women's sailing on Deep Creek Lake, and the efforts to establish sailing for women on Deep Creek Lake. She also recognized the accomplishments of women in national sailing regattas. She brought the perpetual trophy won by women sailors to share with great

Photo Cheryl Schaler



Photo Cheryl Schaler



Thirty seven women who had the time of their lives at the 2016 Women's Sailing Clinic in Flying Scots on Deep Creek Lake Women's Clinic.

pride. There is the hope that more women will continue to learn to sail, not only because it is a nationally recognized sport for women, but also a fun social sport and great lifetime hobby for women.

Joni's passion for sailing resonated through the class as she talked about basic sailing instruction. She worked to build student sailing confidence, eliminate any anxieties or misconceptions about sailing, and to instill a greater appreciation for the sport and pleasure

of sailing. Lessons included learning wind awareness, rigging, knot tying, skippering, crewing, rescue and capsize drills, spinnaker flying, hat overboard recovery, and leaving and returning to the dock safely. Each class member got to experience hands-on sailing each day with an experienced instructor on board.

The sailing week ended with a fun rally and destination game around the lake, designed and planned by Joni's husband, Ray Gauthier.

The sailing clinic concluded with each student expressing something they learned about sailing from the week. Everyone agreed the class was very helpful, and all learned something new. The women expressed more confidence in sailing abilities, and all agreed to get on a sailboat and practice more, and to just have a great time sailing on our beautiful Deep Creek Lake! Sailing is truly a great way to relax, meet other sailors and to develop life-long friendships with other sailors. ▲

BSC Fleet #118 Wins Fleet of the Year

Andrew Fox, FS# 4373, Fleet Captain, Dixie Lakes District

Photo: Danie Panasiuk



Barry, Tracy, and Emily Hambrick at 2016 mid-Winters at St. Andrew's Bay Yacht Club.

The Birmingham Sailing Club Flying Scot fleet (located in Vincent, AL) was recognized as Fleet of the Year at this year's North American Championships in Newport, RI. I believe we earned that honor because of the tremendous amount of energy, dedication, selflessness, and experience of our fleet. Those qualities have enabled us to grow both our Flying Scot fleet and the club as a whole. I would like to give a special thanks to our previous BSC fleet captains, Tim Pack and

Dave Hackney, who laid the groundwork and put in the time over the past 10 years to get us to where we are today.

Since taking over as BSC FS Fleet Captain in May, 2016, I have implemented a weekly email with either a racing rule, FS tuning tip, or a racing strategy tip. This has generated some fresh dialogue between the fleet during the week. It has also helped everyone at all stages in their sailing career continue to learn and reinforce what they already know. I also send out a weekly reminder of upcoming FS

events along with results from anyone in our club who participated in an FS event the weekend prior.

We have also started travelling, as a club, to out-of-town events. I believe this is of vital importance in order for our club to grow as it helps spread the word about BSC and shows our fleet activity. We had three Scots attend the MidWinters this year, five went to the Chattanooga Choo Choo Regatta, and six of us travelled up to South Carolina for the Dixie Lake District Championships on Lake Keowee. Our

Birmingham Sailors Traveled to Lake Keowee for Grits 'n Haggis and Dixie Lakes Championship regatta.



club also participates in the GYA, Gulf Yachting Association, which allows for members of our club to race the club's Flying Scots at various venues.

Another great way to spread the word about our Flying Scot fleet is through sailing schools. Our club hosts a Junior Sailing Course and also a Learn to Sail weekend seminar. Fleet #118 are always willing and excited to volunteer their boats for the on-the-water training and racing on Sundays for the students. One gentleman, whose kids participated in the Junior Sailing Course, bought a Flying Scot in June and joined BSC. After he and his kids sailed on the FS, they were hooked. This approach proves to be a consistent strategy for gaining new membership.

I believe it's important for any club and its leaders to take the time to listen to its members' voices. Within a month of taking over as fleet captain, I sent out a survey to all 50 members of our FS fleet to better understand what they would like to get out of their sailing experience. The feedback has been very informative. The survey asked which days members prefer to race, what types of race formats, and whether they need/have crew. The survey also asked which sort of sessions members would like to see the fleet host such as rules, strategy/tuning, on-water

practice starts, how to right a capsized FS, and rigging/boat setup. My goal as fleet captain is to figure out how to grow our internal participation so others externally will be drawn into joining the fun.

I believe our effort is paying off because in the past year, BSC has recruited seven new sailors to our fleet, which has now grown to over 50 FSSA members! You might think, sailing in Alabama? I'm here to tell you BSC's calendar is jam-packed with events such as long distance races, Sunday racing, Saturday one-day regattas, and weekend club regattas 11 months out of the year. We started the

2016 sailing season with 15 Scots on the starting line for the very first BSC Saturday one-day regatta in February. Since then, Fleet #118 has averaged seven or more boats on the starting line for our various racing events. Over the past year, our fleet has raced in more than 58 races with five or more participants on the starting line. Not only is it fun, but it has really allowed the skill level of our fleet to improve rapidly.

Although winning Fleet of the Year was quite a thrill, the biggest thrill for me has been watching our fleet grow in numbers and enthusiasm. 🚢



Andrew and Doug Fox at Dixie Lake Championships on Lake Keowee

Business Trip to Ephraim Includes Sailing

Tom McNally, FS# 5179, Florida District

When business travel took me to Wisconsin this summer, I was lucky enough to be able to coordinate it with the 111th Annual Ephraim Regatta, in Ephraim WI. My buddy Jennifer Ikeda Faugust teamed me up with Liz from the Ephraim Yacht Club (EYC), and the next thing I knew, I was packing my sailing gear to go on my business trip.

I left sweltering Orlando on Friday morning, and I arrived at EYC just in time for Harry Carpenter's pre-regatta Flying Scot clinic. Harry, with help from Ryan Malmgren and Larry Taggart, spent the afternoon sharing lots of tips and tricks, first on the dock and then on the water.

As for the racing: Ryan and his wife/crew, Stacey Rieu, followed up on Friday's talking with a very impressive display of consistency on the race course over the weekend. Bruce and Lynn Kitchen had obviously been paying attention on Friday, as they managed to score all single-digit finishes for the weekend, including a first in the final race, to edge Harry Carpenter and Melanie Dunham out for second.

What a weekend! Spectacular scenery, fantastic weather, tight, competitive racing and wonderful, friendly people. Ephraim, and all of Door County, is really beautiful in the summer. EYC is right on the Ephraim waterfront overlooking Eagle Bay, with the cliffs of Peninsula Park on the opposite shore. It is like a beautiful picture postcard. Highlights included the Friday Welcome Party at the Commodore's place across the street from EYC, Saturday evening EYC Bratfest,

breakfast at Good Eggs, a margarita at Freddy and Fuzzy's, and the after-party at Ryan's. I even managed to fit in a visit to the Packers' Hall of Fame at Lambeau

Field in Green Bay. No wonder so many people stay for the summer.

Big thanks to Liz, Jennifer and Michael for hosting me. ▲



Reloading the Flying Scot Class

Eric Bussell, FS# 6135, Midwest District and FSSA Publicity Chair

While the sport of sailing may be in general decline, the Flying Scot class is stable and is poised for long-term success. This is an exciting time in our history as the boat is about to celebrate its 60th birthday. We have a boat builder who is active in our success and is actively grooming the next generation to keep the family business at the front of the pack.

The Flying Scot is the perfect alternative for both new sailors and those looking to switch to a more active sailboat class. Considering that a sailboat is typically a 10-20 year investment, buying a Flying Scot can give the boat owner maximum return on investment and enjoyment. As we look forward to the next 60 years of Flying Scot sailing, there are many factors working in our favor as we reload for the future.

In order to achieve our full potential, we must focus on building at the grass roots level. It is our volunteer networks of passionate Flying Scot owners who are ultimately going to make the difference. It's not only about numbers, it is about sharing what you love and getting to sail with new friends who will ultimately become your extended family over the next 20 years. So where do we go from here?

Very simply...

1. The Flying Scot is a **versatile** sailboat that is a comfortable, stable, family friendly day sailer and a competitive racer. With a retractable centerboard and net trailer weight of 1200 pounds, the boat can be easily towed with almost any vehicle.

2. A Flying Scot is both **affordable** and maintains value. Our builder has been actively supporting our class for the past 20 years and will be going strong

for the next 20 years. Not many classes can say the same.

3. The Flying Scot Sailing Association supports many **active** and growing fleets. Those willing to travel to a regatta are likely to find competitive racing and great camaraderie close by.

While these factors give the Flying Scot a competitive advantage over most alternatives, the best thing about the Flying Scot class are the people who have established a culture of helping and coaching their fellow Scot sailors. If you need help choosing a boat, rigging a boat, handling your boat, or racing a boat, there is a small army of new friends ready to assist. Let's remind people of that every chance we get! ▲

Contact Eric at eric@ericbussell.com. He always looks forward to helping local fleets with development and public relations.

Bring Your Whole Family to the 2017 NAC

Ahoy Flying Scot Sailors:

Are you dreaming of coming to the North American Championships, but hate leaving your family behind? Then next year's NACs are the place for you! Hosted by the Ohio District, the NAC will be held June 25-30 at Sandusky Sailing Club in Sandusky, OH.

There will be so much for your family to do! The world famous Cedar Point Amusement Park, home of the Millennium Force rollercoaster – the world's third longest and first "Giga Coaster," a roller coaster taller than 300 feet – is just opposite the club. For those who like quieter pursuits, there is the historic Lakeside Chautauqua, where you can rent a cottage and your family can take advantage of all kinds of cultural, artistic and recreational programs.

Or, while you are having the time of your life racing your fellow sailors, your family can take a day trip to Put In Bay, rent golf carts and tool around South Bass Island, or go hiking on the quieter Kelly's Island that has mind-bending glacial grooves among its attractions. Start making your plans now, and give your family memories to last a lifetime.



Pacific District Dynasty Dismantled

Dale Dunning, FS# 4372, Pacific District Governor



When you think of great sports dynasties, the Boston Celtics, Chicago Bulls, Pittsburgh Steelers, and New York Yankees immediately come to mind. In the Flying Scot Pacific District, Brian Tyrell has had his own dynasty winning the last eight Pacific District titles. This year that streak final-

ly ended when Dale Dunning and Eric Taylor, aboard FS#4372, *Trouble Maker*, captured the title in a hard fought and dramatic battle that wasn't decided until the eighth and final race.

The Sequim Bay Yacht Club, located northwest of Seattle, was the host of this year's two-day regatta on August 27th and 28th, which featured both Thistles and Flying Scots. Sailors were greeted

with ideal conditions on Saturday with sun and steady winds ranging from 10 to 15 knots.

After five physically exhausting races on Saturday, sailors retreated to the SBYC clubroom for beers, burgers, and dogs. At the end of the day Tyrell and crew member Valerie Bucholtz, aboard FS#5472, were in first place by two points over Dunning and Taylor, with Ray Peters and Mark Bowden

on FS#4887 close behind in third.

Sunday conditions changed dramatically as the lower level marine clouds moved in and winds dropped to a range from barely negligible up to six knots. The SBYC race committee worked diligently and was able to piece together three good races.

In the first two races Dunning jumped out with excellent starts and managed two firsts to put himself into first place by one point over Tyrell. This led to the dramatic final race where a new champion was crowned.

In the eighth and final race Dunning started just to windward of Tyrell. In the course of a couple of minutes Dunning was able to overtake Tyrell. It was at this point that Brian Tyrell, the champion sailor, reached into his bag of tricks and pulled out a perfect “fake” tack. Dunning took the bait in order to maintain a close cover and suddenly the blanket was gone and Tyrell had a clear path.

As all the boats tacked onto port, the wind began to clock to the left. Dunning was on the outside of the lift and could do nothing but watch and wait as all of the inside boats including Tyrell were lifted inside of him. At this moment it looked like Tyrell was once again going to retain his title. All Dunning could do was sail fast and hope to be close at the windward mark.

At the windward mark Ray Peters had a commanding lead, followed by Ken Nelson and Wanda Hadda in FS#4368. Tyrell was right on their tail and, in fourth, was Dunning about four boat lengths back. The next leg was a reaching leg with a jibe mark. Tyrell took little time working around Nelson and putting a boat and a much-needed point between him and Dunning. The pressure was on Dunning to work past Nelson and preserve at least a tie.

Three quarters of the way down the leg Dunning was able to work past Nelson, which put him several boat lengths back of Tyrell who still held a 2 ½-boat lead at the jibe mark. Now the goal for Dunning was to get close enough to hopefully get a split and find a lane to pass on the final windward leg.

But fate works in mysterious ways and

Trouble Maker, which had been fast all weekend didn't disappoint in this last race. The 2 ½-boat lead dissipated into a few feet and then, at one opportune moment, Dunning and Taylor pounced and the response by Tyrell was too late. Suddenly in one brief flash Dunning was above and on Tyrell's wind and at that moment, both sailors knew it was over. The Pacific District had a new champion.

The Sequim Bay Regatta never disappoints and always throws in a few surprises. This year was no exception. All of the sailors were grateful for the work the SBYC did to put together this year's regatta and, regardless of their finishing place, old friendships were renewed, new friendships were made, and perhaps a new rivalry in the likes of the Celtics and Lakers was born! 🏆



Brian Tyrell presents Dale Dunning and Eric Taylor with the customary bottle of scotch to the Pacific District Champion, which was shared with all.

Saratoga – Horse Race, Sailboat Races, and Racing Against the Storms

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

Our trip to the Saratoga Lake 30th Annual Invitational Regatta was special because our daughter Kassy and grandchildren AJ and Kaitlyn were joining us on Friday to visit the Saratoga Race Track and spend the evening with us at the Saratoga Sailing Club. We got to see several horse races and I came away about \$100 richer than when I started. The rest of our crew was not as lucky, but had a good time seeing the track and the beautiful horses. We spent a little time in the charming downtown Saratoga area and found a place for dinner before heading back to the sailing club.

Back at the regatta there were 25 boats registered, 14 Championship and 11 Challenger. Of the 25 boats, 13 teams came from within the district, with the balance coming from elsewhere. It was great to have three teams from our club, Massapoag Yacht Club in Sharon, MA – Roger and Kate Sharp, John and Connie Eckart and Greg and me.

Friday night was a fun welcome party and we tried to ignore the thunderstorms - some brave folks still slept in their tents on the lawn! Some went to hotels, some went to visit relatives; our daughter and family slept in the clubhouse. We slept in our Roadtrek, our 17-year-old camper van that we have taken all over the place for regattas and events – what a great vehicle it has turned out to be for us!

On Saturday morning, Shirley Waterfield and her crew served up a great breakfast featuring pancakes and lots of other fixings. We thoroughly enjoyed that before saying goodbye to our daughter and children who were heading for



upstate New York. The sailors all made the famous Saratoga you-make-it, you-bag-it, you-bring-it lunches and headed out for some sailboat racing with some promising breeze as we pulled away from the dock.

With intermittent thunderstorms predicted, Bill Hudson and the race committee had their hands full trying to get in the races. The breeze turned really light and it took quite a while to get to the committee boat. The expected breeze never materialized and race committee sent us in under postponement hoping and waiting for the breeze to come. The breeze finally came and we went back out, but a storm NOT on the radar came and the race committee sent us back in again under postponement. It rained a while and then we were rewarded by a beautiful rainbow over the lake. Then there were storms that WERE on the radar and we did not go back out, so there was

no racing on Saturday.

We did have nice dinner with a little rain falling, and we enjoyed the company of our old friends and made new friends from several clubs and shared the usual stories about past regattas and sailing escapades. But then we had the NEXT storm, a seemingly never-ending thunderstorm with high swirling winds and lots of thunder and lightning. A couple of boats were hit by lightning with one melted masthead fly and several tents were collapsed! Most people waited it out in the clubhouse but some of us stayed out under a tarp and just marveled at the most ferocious storm we have ever seen short of a tornado! In retrospect, it might have been a good idea not to be out under a tarp with water rushing under our feet with lightning everywhere, although we did at least get up onto the tables. Some people spent the night in the clubhouse, some went to a member's home a few

miles away, but some (brave?) people actually STILL slept in their tents! This was a night we would not soon forget!

Sunday was much kinder. We went out a little earlier than planned at 9 a.m. and the race committee got in three great races with good wind and lots of great competition. The breeze was pretty steady and the fleet split about evenly left and right in all the races. As long as you caught the shifts correctly, it did not seem to matter. In Race 2, our fleet members finished 1-2-3 in the race and overall we were 1-2-5 in the regatta, so we all went home with trophies. We hope we will be welcomed back! It was a great day that made us forget about the day and night before ... well at least for a little while. Roger and Kate Sharp from Massapoag won the regatta with three first-place finishes and the New York Lake District was won by Mark Swanson and Mike Hennessey. Our thanks to Paul Waterfield and his crew for hosting a fun regatta and we can't wait for the 31st Annual Regatta! 🏆



The clubhouse turned out to be a good place to take shelter from the storms.



The team from Massapoag from left, Roger and Kate Sharp, John and Connie Eckart, and Diane and Greg Kampf.

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22nd Annual Sandy Douglass Memorial Invitational Regatta

Doc and Judy Templeton, FS# 2717, Ohio District

Photo: Cheryl Schaller

Spinnakers in the Gold Fleet coming down the lake.



The 22nd Annual Sandy Douglass Memorial Regatta was held at Deep Creek Lake in Deer Park, MD, on July 30 and 31. Deer Park is the home of Flying Scot, Inc., and, nearby, the two yacht clubs that make up the Deep Creek Yacht Racing Association: Deep Creek Lake Sailing Association (DCLSA) and Deep Creek Yacht Club, Inc. (DCYC). This memorial regatta is an annual tribute to Sandy Douglass, the designer and first builder of the Flying Scot. This is the only regular regatta here in western Maryland in which boats are invited to attend from off the lake. In addition to Flying Scots from these two yacht clubs we had many out-of-towners from neighboring states.

The racing weekend, hosted by Doc and Judy Templeton, kicked off with a Burrito Bash party on Friday night with entertainment by DCLSA club member Joan Coraor. This event gave visiting sailors a chance to get acquainted with the local sailors from both clubs as well as the DCLSA layout. Everyone enjoyed the beautiful decorations and great food.

Saturday morning began with a hosted breakfast and skippers' meeting prior to the first race. There were a total of 43 boats divided into four classes: Gold, Silver, Masters and Challengers. There were eight boats from off the lake.

The Principle Race Officer (PRO) for this regatta was Bruce Spinnenweber. The signal boat was manned by Quoc Tran and John Mandryk. The chase boats were run by Ed and Judy Wetzel and by Jack Faulkner and family. This experienced and skilled team did a great job.

The forecast for Saturday was not propitious; light wind with a good chance for a thunderstorm in the afternoon (photo 2). The storm held off for the first race, however, and we had about 4 – 12 knots southwest winds.

The second race on Saturday proved much more challenging when a squall suddenly appeared. Very high winds during the downwind spinnaker run caused two capsizes and much panic. In the Challenger (beginner racer) Fleet, Flying Scot #14 was racing in her first regatta in her 60-year history of pleasure

sailing. Her skipper, Anthony Celo, capsized and had to quit. The worst part was that the next day he lost his crew and was grounded. Eric Von Eckartberg also capsized but he was able to get back up without assistance. This turned out to be the final race of the day and with two races in the books, we called it a day and began preparing for Sunday.

Saturday night featured a Vice Commodore's Dinner hosted by Susan Henry, the Vice Commodore for DCLSA. Entertainment featured the King Street Band, which was very popular with all attendees. Eating, dancing and drinking continued through the evening and a great time was had by all.

On Sunday winds were again southwest at about 3 – 8 knots and, at times, quite variable in direction; for example, on the second downwind leg all the Flying Scots were close-hauled for a while. This is a typical feature of Deep Creek Lake or any mountain lake – wind shifts come from nowhere and the sailors who win are the ones who can quickly read the changes and respond appropriately. ▲

Introducing New SW District Governor, Robert Cumming

Robert Cumming, FS# 5454, Southwest District Governor

Recently, our long-time District Governor and the fleets of the Southwest District have given me the opportunity to be the Southwest District Governor. So, I would like to introduce myself to all Scot Sailors out there.

I grew up sailing on White Rock where my mom and dad were avid Snipe sailors. I started out racing when I was about five years old on Goldfish and progressed through fleets of Sunfish, Snipes, E-Scows, J 24's, Hobies, and Flying Scots at Corinthian Sailing Club, Chandler's Landing Yacht Club and Rush Creek Yacht Club in the Dallas area.


I grew up building sails with my dad who was a sail maker in the Dallas area for almost 50 years. I later opened my own fiberglass and boat repair business alongside his sail loft. There is nothing better than seeing an old boat refinished and sailing again!

I have always enjoyed one-design sailing but the Hobie Fleet in our area had begun to slow down. So, when one of my customers offered me a Scot, I cleaned it up and began racing at CSC where we often have 20 boats every Sunday afternoon. After Hurricane Rita, I bought a Flying Scot that had been damaged in the storm and

repaired her and my wife and I began to sail in regattas in the Texas area. That boat still sails on Ray Hubbard in the newly activated Fleet 209 at Rush Creek Yacht Club. In 2015, I acquired another boat and we have travelled to Midwinters at St. Andrew, Florida; Wife - Husband at Deltaville, Virginia; and have just returned from Scots on the Rocks at Chapin, South Carolina. We have also been to Nationals at Bay Waveland, Mississippi in 2010 and 2015. All the while sailing Sundays with Fleet 23 at Corinthian Sailing Club in Dallas and helping to build the new fleet at RCYC

when we are home. Needless to say, we love to sail!

We have enjoyed our travels and meeting fellow Scot Sailors. Racing against them, at each of our destinations, has been a great experience and I encourage everyone to try it!

As Southwest District Governor, I hope to build the class through encouraging every Flying Scot owner to join FSSA; to promote sanctioned regattas in our district; and to encourage Scot sailors to travel to regattas to show support for fleets not only in our own district, but others as well. 



Robert sailing with his wife, Nina.



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803 – Douglass; 1965; **\$4,900.00**; Suzanne Boohar; Reading, MA; sb30004@gmail.com

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

1734 – Douglass; 1970; **call**; Doug; Lafayette, LA; 337-237-8471; dwplace@duprelogistics.com

2029 – Douglass; 1971; **\$4,300.00**; Pittsburgh, PA; 412-519-8109; sgratner@verizon.net

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

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

3204 – Custom Flex; 1978; **\$3,600.00**; Stephen Grossman; Deerfield, IL; 847-757-9510; grossman61@icloud.com

3343 – Custom Flex; 1979; **\$2,750.00**; David Hudgins; East Lansing, MI; 517-575-0666; hudgins5@comcast.net

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

4265 – Flying Scot, Inc.; 1986; **\$9,500.00**; Karl Schneider; Washington, PA; 412-952-3634; kschneider@siemens.com

4551 – Flying Scot, Inc.; 1985; **\$5,500.00**; Tom Sturges; Pittsburgh, PA; 412-953-4203; tbsiii@aol.com

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

4998 – Flying Scot, Inc.; 1994; **\$9,500.00**; Mike Swensen; Jamestown, NY; m3swensen@gmail.com

5111 – Flying Scot, Inc.; 1996; **\$9,900.00**; Art; Rockport, MA; 978-239-0265; arthur@booksteinlaw.com

5301 – Flying Scot, Inc.; 2000; **\$11,500.00**; Tom Chapman; Deltaville, VA; tdchapman@verizon.net

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

5473 – Flying Scot, Inc.; 2002; **\$10,000.00**; Thomas Kraft; St. Louis, MO; 314-368-8627; thomas_kraft@gmx.net

5563 – Flying Scot, Inc.; 2003; **\$11,750.00**; John Luard; Red Bank, NJ; 732-291-8465; jfluard@netzero.net

5594 – Flying Scot, Inc.; 2004; **\$11,499.00**; Gerald Kuehler; Mandeville, LA; 225-603-2636; geraldpk@cox.net

5598 – Flying Scot, Inc.; 2003; **\$9,080.00**; Rick Lyons; Pinckney, MI; rl@chartermi.net

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

5801 – Flying Scot, Inc.; 2008; **\$10,500.00**; G Romantz; Sharon, MA; gromantz@romantzgroup.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

6006 – Flying Scot, Inc.; 2012; **\$16,500.00**; David Sommers; Jamestown, RI; 617-803-0576; davidp-sommers@gmail.com

6044 – Flying Scot, Inc.; 2014; **\$16,500.00**; David Neff; 410-798-4146; david@selbybay.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

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

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

Sails – see website for details; **\$700**; Mark Wright; 954-914-8182; wrightmarkw@outlook.com

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Regatta:
43rd Open House Flying Scot Regatta - "Scot on the Rock"
District: Southwest
State: Texas
Date: 10/21/16 - 10/23/16
Regatta: **Hospitality Regatta - Jackson Yacht Club**
District: Gulf
State: Mississippi
Date: 10/29/16 - 10/30/16

Regatta:
2016 Fall 48 Lake Norman Yacht Club
District: Carolinas
State: North Carolina
Date: 11/05/16 - 11/06/16
Regatta: **Cajun Country Championship**
District: Gulf
State: Louisiana
Date: 11/19/16

Regatta: **2016 Sugar Bowl Regatta**
District: Gulf
State: Louisiana
Date: 12/04/16
Regatta:
2017 Mid-Winter Championship
District: Gulf
State: Louisiana
Date: 03/12/17 - 03/16/17

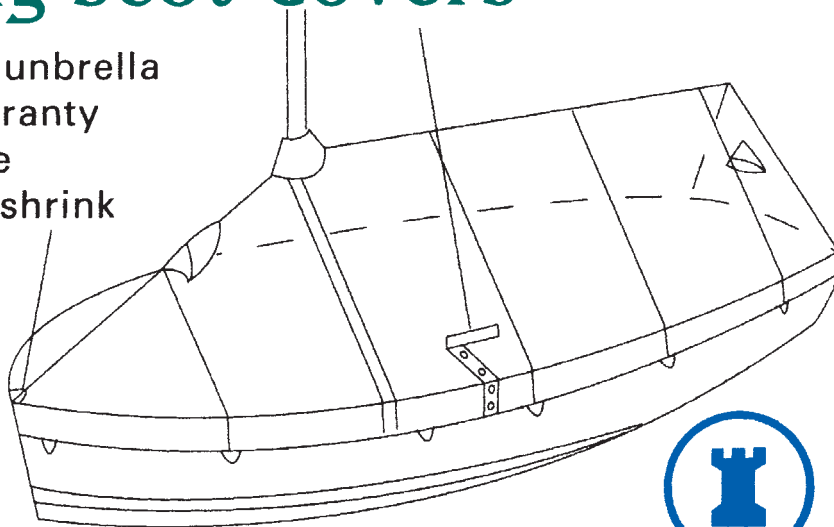
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 GYA Junior Lipton Championship-1st / GYA Women's Championship-1st

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Continued From Page 21 **STARTING LINE**

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Michael Acker
Long Beach Island NJ

Boat # 4515

Peter Glusiker
Brooklyn NY

Boat # 4459 / Fleet # 178

Brian Nelson
Shrewsbury NJ

Michigan-Ontario

Boat # 4415 / Fleet # 16

Mario Careaga
Miami FL

Midwest

Boat # 4924

Robert MacKenzie
Traverse City MI

Boat # 1354

Jacob & Caroline
Meldman
Mahomet MN

Fleet # 135

Nicholas Schneider
Mahomet IL

Fleet # 135

Joseph Budden
Mahomet IL

Fleet # 135

Jamie Rimovsky
Mahomet IL

Fleet # 135

Dennis Skultety
Champaign IL

Fleet # 135

Tom Yeagle
Farmer City IL

New York Lakes

Boat # 4725 / Fleet # 159

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Ohio

Boat # 5855 / Fleet # 80

Thomas Sandholm
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Boat # 1434

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District: Midwest

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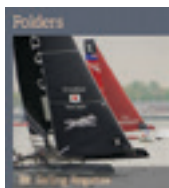
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