

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 61 | NUMBER 1 | 2017

**CONSIDERING
THE NAC?**

**IRMGARD SCHILDROTH:
FLYING SCOT HALL OF FAME**

**THE POWER OF
FACEBOOK**

**FIRST
MEMORIES**

**SANDY DOUGLAS, FATHER OF
THE FLYING SCOT**





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Congratulations Jeff Linton and team,
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2016 RESULTS:

North Americans 1,2,3,4,5
Douglas/Orr Regatta 1,2,4
Husband-Wife 1,2,3*,5,6
Great 48 Regatta 1,2*,5
Midwinters 1,2,3,5
Midwinter *Challengers* 1,2
George Washington B-Day 1,2,5,6,8,10

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Photo Daniel Panasiuk

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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: Skipper Lucy Brock considered the course. With her is crew Julius Heitkoetter (far left) and Legend sailor Kelly Gough. *Photo: Marie Nuchols*



Happy Birthday To Us

John Domagala, FS# 5577, Southwest District



Have you heard? You probably have, but I will say it anyway: The Flying Scot turns 60 this year. My second question is what will you and your fellow sailors do to celebrate it? This is a golden opportunity to shine the spotlight on our class and promote your local fleet. So consider throwing party during your next YC meeting, regatta, or community sailing day. Seriously, buy a cake, share a slice with those outside your fleet, and make others take notice of the significance of the event. It's something most won't recognize the significance of until you engage their attention. You might have to wait to engage until they finish the slice. If your fellow sailors happen to sail one of the few boats that has been around longer than the Scot, they will join you in celebration. Because they understand it! If you happen to be in the bar instead of the dining room... well you get the picture. Lift those elbows!

To help mark the occasion, Eric Bussell and the publicity committee have developed a logo commemorating the event. They encourage you to take it, borrow it, or steal it. Use it in your fleet newsletter. Use it with your regatta materials (shirts, SIs, NORs). Use it in your club publications. It's a great way to showcase the class and the longevity you get from a class with

a strong commitment to one design, a durable boat that's easy to sail, & a great supportive builder!

The class has teamed up with Coral Reef to use our 60th logo for commemorative shirts. Stop by FSSA.com or the Coral Reef site for details on how to get your hands on one. Coral Reef will also apply the logo to nearly anything in their store, just contact them and ask.

In addition to all of this our publicity team is working on a number of great ways to promote our class. We ask that you give them your support.

We have earmarked our Amazon Smile funds for the publicity committee's good work. So if you haven't already bookmarked FSSA for your Amazon purchases please consider doing so. It costs you nothing and will help get the word out about the class, boat, & builder. Also keep an eye on FSSA.com for more information on the committee's activities.

However you choose to mark the occasion, thanks for your support and commitment to excellence in one design sailing. ▲

NAC Now Four Days Instead of Five



Starting to plan your summer vacation and carefully counting up your vacation days? Good news! We have shortened the annual North American Championship regatta from five days to four this year. That saves you a day, unless, of course, you want to use that spare day to join your family enjoying the many attractions in Sandusky, home of Cedar Point Amusement Park, the

Roller Coaster Capital of the World, many other more relaxing (less hair raising!) and enriching outdoor activities.

Also, don't forget that June 26 is the day of the Women's and Juniors' Championships. Perhaps someone at your club (or your family?) would like to participate in that one-day event? Sign 'em up! (Photo: Bill Kessler)



THE FSSA CLASS FLAG The FSSA now has available two color schemes for the FSSA Class Flag that can be used for Warning Signals. One flag is red with white lettering, the other is white with blue lettering. These are the same color schemes as numeral pennants #1 and #2 as defined in the Rule Book, "Race Signals". Red/White can be used as start #1 and White/Blue for start #2, i.e. Championship Division and Challenger Division.

Price is \$30 plus \$8 S&H. To order please call FSSA at (800) 445-8629

Sandy Douglass, Father of the Flying Scot, Part 1 of 2

Birthplace: Newark, New Jersey, October 22, 1904 – February 12, 1992

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

Gordon K. Douglass, or Sandy, as he is known to thousands of sailors who own one of his boats, is considered one of the best small boat helmsmen this country has produced and a brilliant boat designer. His small sailboat designs were acclaimed for their daring conception and excellence of construction. In addition to the Flying Scot, which celebrates its 60th anniversary this year, Sandy also designed the 17-foot Thistle in 1945 and the 20-foot Highlander in 1951.

Born in 1904 in Newark, N.J., Sandy grew up in New York City. His father, George P. Douglass, was the manager of The Dakota, a famous apartment building on Central Park. Sandy's father also was a champion canoe racer (the first truly organized small boat racing was found in sailing canoes) and Sandy was on sailboats since infancy learning to sail. He learned to sail on the Saint Lawrence River and won his first race in 1913 at age 9 in an Open Canoe Class.

While Sandy enjoyed sailing as a youth, his earliest success was in rowing. He was runner-up in the double-blade tandem paddling class at age 16; he won his first national championship at 17. With different partners, he won that class for three more years and between 1932 and 1937 won 13 other championships in various classes. He was so good that he went to the 1936 Olympics in Germany as a member of the Canadian National Canoe Paddling Team. Although he was a member of the Gananoque, Ontario, canoe club, since he was a U.S. citizen he was disqualified from the competition. Not wanting to waste his trip overseas, he spent his summer in England racing



10-Square-Meter Canoes.

Sandy continued sailboat racing while attending the Collegiate School (oldest prep school in the country) in New York City and then Dartmouth College. He was extremely competitive and enjoyed many sports, including college gymnastics, canoe paddling, ice boating and sailing canoe racing. In 1926 Sandy graduated from Dartmouth with a Bachelor of Science degree. After a few early jobs selling Buicks and painting portraits, Sandy worked at several boat-building shops in Ohio building sailing canoes, International 14's, Interlakes, and Stars. He was the sole North American builder of the one-design International 14 during the pre-war era.

Sandy was a big fan of British boat designer Uffa Fox, who first introduced

the technique of planing in England. When Sandy began designing sailboats, he introduced the planing hull in America. Sandy's earliest boat designs illustrate both his knowledge of successful lines and his ability to define the "leading edge" of hull and rig performance. Each of his three designs, Thistle, Highlander and Flying Scot, reflect Sandy's pride in his Scottish heritage.

Sandy devoted passionate energy to the sport of sailing and fought valiantly to keep his boats uncomplicated and strictly One-Design. He clinched many championships with only basic rigging and his favorite crew, his wife, Mary. He was a colorful, energetic man who lived his life in pursuit of excellence and was unafraid of innovation. He said of himself "If it can be done, I can do it better." ▲



From The Editor

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

— HAVE YOUR HEARD? WE'RE TURNING 60! —

CONTRIBUTE TO OUR PHOTO GALLERY

At the upcoming 60th anniversary NAC (June 25-29) at the Sandusky Sailing Club we will be celebrating the Flying Scot in a variety of ways. One way will be a photo display of our marvelous history. We are looking for any and all photos that represent your happiest (or not) and most memorable times in which the Flying Scot played some role. But to make this truly representative of the bountiful Flying Scot class, we need you!!

So send us your favorite photos...It's possible prizes might even be involved.

There will be several categories including:

- Family sailing
- Historical
- Action
- Bloopers or otherwise funny/silly
- Spinnakers and otherwise gorgeous

We will include the top shots in a photo gallery in the issue of *Scots 'n Water* following the event.

Please email your favorite **digital photos** to debaronson@nasw.org with a note that includes the names of the people in the photo, the date and location of the event (or other details about the setting). If there is a short story that goes with the photo, send it along! And if you need help with the digital part, just let me know.

If you have any questions or suggestions, email or call Deb Aronson at debaronson@nasw.org / 217-344-8508. 📧



Photo: Art Petrosimoda



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Flying Scot Hall of Fame: Irmgard Schildroth Proud Owner (for a while) of FS #1

Irmgard Schildroth, who is 96 years young, grew up in Germany during WWII. She learned to swim a little bit before the pool was bombed. She met her husband, George, when he was stationed in Berlin as part of the civilian signal corps. George came from Belleville, Illinois. They married and came to the US in 1951. First they lived in Peoria, where they owned a Lightning, but “that never amounted to anything,” Irmgard says.

Then they moved to Chattanooga, TN, and joined the Privateer Yacht Club. Neither Irmgard nor George knew how to sail, but they just learned as they went. There they bought a Highlander, but that was “too much boat and not enough body,” as Irmgard puts it. “George and I were not heavy people and the Highlander was going to dump us.”

Then Irmgard saw an ad in a yachting magazine about the Flying Scot.

“George” she remembers saying, “This is the boat for us. It was fiberglass and had aluminum spars. With the wooden Highlander we had to turn the boat over in our yard to re-varnish the wooden hull. It was too much.”

“I got all excited over the Flying Scot. I said to George, ‘I’m going to write Sandy Douglass and promote this boat at our club.’”

“George said ‘Oh, I bet he gets plenty of letters like that.’”

But two weeks later Sandy wrote back and said he was interested in coming and showing us the boat.

“We started communicating by letters — there was no Internet or email then of course — and he said ‘I don’t have a demo

but I’ll bring down FS#1.”

“He stayed at our house,” Irmgard remembers. “The next day we took it to our club. I got five orders on that weekend,” Irmgard says, still laughing at that memory. “Dr. Ferris said ‘I love this boat. I want this boat.’”

Sandy was ready to sell it to him, but she said, “let me have it a little while longer.”

“Next a man came who was looking to buy our Highlander. But he sailed with his small child and George said to him, ‘The Highlander is a handful, but the Flying Scot would be perfect.’ He put our Highlander back and ordered a Scot!”

Another doctor, Dr. Sibold, ordered one.

Brainard Cooper at the newspaper bought a Flying Scot with another man. Hedman bought one for his daughter Joan, who’d just graduated from college.

Brainard ran a big photo in the newspaper of Joan with her friend and her new boat.

When Sandy got home he told his partners, “that lady sold the boat right out from under me.”

The Schildroths moved frequently for George’s job.

“We were so busy, pack and move, pack and move,” says Irmgard.

At one point, when they lived in Manchester, NH, George was gone a lot. Irmgard determined to sail their Flying



Scot herself on Lake Massabesic. She found a book in the library and she “went from book to boat and boat to book and back and forth” until “I learned to sail that Flying Scot myself.”

Then she taught her two nephews who were 10 and 12 at the time and now both live in Atlanta.

“Flying Scot sailing was absolutely great for us. It was wonderful the people we met and came across.”

Continued On Next Page

Taking a Club-Owned Scot to the NACs

John Gallagher

Here at Fleet 16 at the Detroit Yacht Club, we expect to send several of our club-owned Scots to the 2017 North American Championships in Sandusky, Ohio, in June. Most of our local Scot sailors have never been to the NACs due to the distances usually involved. But with Sandusky a mere two hours from Detroit, several of our sailors will be attending their first major out-of-town regatta. National?

There are several differences between taking a privately owned Scot to the NACs and taking a club-owned boat. Club-owned Scots like the 10 boats we have in our DYC fleet get a lot of hard use. Multiple skippers of various skill levels use them for novice classes, pleasure sailing, and in a busy schedule of racing that runs from early April to late October. Our volunteer maintenance crew keeps busy all season fixing frayed lines and patching ripped sails and scuffed-up centerboards.

So the first key to taking a club-owned Flying Scot to the NACs is to ensure it's in tip-top condition. We advise any club sailor hoping to go to Sandusky this June to line up a boat assignment from our chairman early in the spring and spend

the ensuing weeks seeing to all the little repairs that crop up. Get those out-haul lines to where there's a full range of adjustments possible. Ditto the cunningham, topping lift, and other controls. Make sure the inflatable bag in the bow is filled with air. Lube the winches if needed. Overlook nothing.

Almost all skippers of privately owned Scots also own a trailer, but it's rare for a sailor in a club program to own his own trailer. So we tell potential NACs entrants to start think early about where to find one. We have three older trailers at the DYC Scot program. We'll be checking the wheel-bearings to make sure they won't freeze up on a long drive and we'll be looking for spare tires and a jack just in case. And don't forget that you need a towing hitch on your vehicle!

Once in Sandusky the regatta committee will be measuring in sails and equipment, something that rarely, if ever, takes place in local races. So we advise our sailors to bring a second set of sails just in case, and don't forget the royalty sticker for the sails. We usually don't run into any problems at check-in but occasionally a minor issue crops up. Once this author checked in at a NAC with a hiking line

attached to the centerboard trunk; the line had a handy monkey's fist knot in the end to make for easier gripping. But I learned to my chagrin that class rules say such lines cannot extend out beyond the rub rail, and mine exceeded that by a couple of inches, so I had to cut it down to pass inspection.

As for actually sailing in a NAC, the biggest challenge for skippers of club-owned boats lies in the size of the fleet. At local races in the Detroit area we may be sailing on the starting line with perhaps 10 other Scots, while at big national events the fleet could be several times larger. It's hard not to be intimidated at first approaching the start line or a mark rounding in a sizable fleet while trying to keep clear and maintain speed. The good news is that club sailors tend to adjust fairly quickly to the traffic jams and soon they're not losing any ground due to the crowds.

Club skippers and private owners do share one thing in common: They love their sport. So if you're in Sandusky this June, say hello to folks from Detroit.

The author is Flying Scot racing chair at the Detroit Yacht Club. He has competed in two NACs, two Mid-winters, and various other out-of-town regattas. 🚢

Continued From Page 8 **FSSA**

When it came time to retire, they looked specifically at places that had a good Flying Scot fleet. On that basis, they chose Charlotte, NC, and Lake Norman. Irmgard even encouraged a woman she knew from Peoria, Maria George, to move to Charlotte, once she learned she had

a Flying Scot, too. George died in 1998.

In retirement Irmgard also encouraged George to take up ballroom dancing, though he was never as keen for that as he was for sailing. Irmgard entered many showcases and competitions up until just a couple years ago.

But her fondest memories are of her Flying Scot.

"The Flying Scot was a solid boat," she says. "I often sailed it myself on Lake Norman. Starting about 3 or 4 until sunset."

In her voice you can hear the peace and joy those experiences filled her with. 🚢

Multi Generational Regatta Honors Longtime Flying Scot Sailor Bob Gough

Steve Comen, FS# 6090, Southwest District



Mare Nichols, msn photography.com

The Texas Sailing Association hosted its first-ever Bob Gough Race of Champions (ROC) at Corinthian Sailing Club (CSC) on Dallas’s White Rock Lake January 28 and 29. The format

— intended to promote multi-generational racing among Texas’s best sailors — included youth competitors who had won the 2016 Youth Circuit in their respective classes. Those boats range from the Opti White fleet (skippers 10 or under) to

Double-Handed. Skippers ranged in age from 10-17. The youth sailors brought one adult sailing partner from their home club and TSA provided a second crew who is a “Texas Legend.” The Legends for this first event included Olympic Gold Medalist



Marie Nichols, msr photography.com



Photo: Heidi Gough



Marie Nichols, msr photography.com

Paul Foerster, Olympic Silver Medalist Doug Kern, multi-time Flying Scot North American Champions Kelly Gough and Bill Draheim, Kelson Elam, Scott Young,

and Rob Johnston. Rob was a last minute replacement for Linda McDavitt, who just finished the Clipper Round the World Race but had to cancel due to a family emergency.

John Morran, immediate past commodore of Texas Sailing Association (TSA), had talked for several years about putting together

Continued On Next Page



Photo: Heidi Gough

er an inter-generational regatta for TSA. Last fall he came up with the format, along with suggesting naming it the Bob Gough Race of Champions to recognize Bob's many years of outstanding race management in support of the Texas Sailing Association. Once he suggested naming it for Bob, I immediately volunteered CSC, Bob's home club, as the host. The next fun part was setting a date. The TSA Youth Circuit starts in February and runs through October, so we had a limited time to fit it in the schedule. We decided we would roll the dice and try it at the end of January, knowing the weather could be anything from snow and ice to warm and sunny.

Once we discussed the regatta with Bob, he immediately volunteered to be the PRO. My better half, Renee, jumped in to do food and had a full crew and menu put together in about a day. One email to Flying Scot Fleet 23 got more than enough great race boats to be used for the event and over 20 volunteers to be on race committee.

We ended up with decent weather for the event — temperatures in the upper 40s to low 50s. The skippers did a random draw for boats when they checked in, and then at the skipper's meeting did another

random draw to determine which Legend they would sail with on Saturday. We did another draw Sunday morning so that each skipper got to sail with two different Legends over the weekend.

After a great lunch of tortilla soup and sandwiches, the boats headed out for a short practice race in a light westerly breeze. After everyone got a feel for the boats and for each other, we had four more races as the wind slowly built. Spencer LeGrande, sailing with his father Dixon and Scott Young, won the first race. Spencer was the winner of the Friendship Award, given annually to the junior or senior who shows the best sportsmanship on the TSA circuit. Laser Radial champion Lance Covington, sailing with Chase Shaw and Paul Foerster, went on to win the next three races.

Renee and the food crew served a great Italian dinner, and then each of the Legends gave a short talk about how they got started in sailing and their sailing careers. With Rob filling in for Nancy, it turned out the all of the Legends were alumni of the University of Texas Sailing Team, so there was a lot of discussion of college sailing and history of the UT team. Doug Kern talked about how Dave Chapin recruited him for an Olympic

campaign — on the drive back to UT from practice on Lake Travis, Dave asked Doug to do a campaign. When Doug said he had to consider his classes, Dave grabbed Doug's books and threw them out the window. With studying out of the way, they teamed up and eventually Doug went on to win a silver medal in the Soling in 1992.

Sunday morning brought similar weather to Saturday. Lance, with Legend Kelson Elam, picked up right where he left off with a win in the first race. Opti Red Champion Emma McInnis and crew Martha Avery and Paul Foerster then got up to speed to win the last two races. Lance placed second in both races to easily win the regatta with 8 points. The rest of the finishes were remarkably close, with only 6 points separating 2nd and 7th place.

The overall feedback was that everyone loved the event. The Legends all talked about how much fun it was to sail with the juniors and how well the juniors handled themselves. The juniors all were thrilled to get to sail with great sailors on great boats. Everyone thought the boats were great; rumor has it that Paul Foerster is looking at getting one in time for the 2018 North Americans at Rush Creek Yacht Club. 🚢

The Power of Facebook

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

Very few people will argue the importance of Facebook in our everyday world. People of all stripes have established their presence on Facebook and it's clear that Facebook is not a fad and is here to stay. Facebook is a free advertising platform that arrived just in time as the sailing community was struggling to introduce more people to the world of sailing. As members of sailing organizations and passionate sailors in general, we need to take better advantage of social media as a marketing tool so we do not continue to leave thousands upon thousands of free impressions on the table.

Please share this content with your friends. Let's look at some numbers. The average Facebook user has 200 friends in my age bracket. The Flying Scot Sailing Association has over 700 followers while Clinton Lake Sailing Association (my club) has just over 200 likes. Not bad at all! Both organizations do a great job of providing attractive and fresh content for those who follow these pages, but those who follow those pages rarely (if ever) share any content with their friends. If content is not shared outside those same 700/200 individuals, we are not taking advantage of this simple and free opportunity to get in front of prospective sailors. If only half of page followers shared content twice a year, the numbers are quite staggering and you don't need an accounting degree to appreciate the power of social media sharing. Beyond impressions, personal endorsements carry more weight than paid advertisements and chances are many of your friends are local and might want to join you for a ride on a Flying Scot. I'll



admit, it gets annoying when Facebook is turned into an echo chamber, but how many times did you share sailing content with your friends on your personal feed? If we all spend that little bit of extra time to share sailing content with our friends a few times a year and encouraging our fellow sailors to do the same, it could make a positive difference and not cost us a dime.

Boosting Facebook posts and organic impressions. Boosting Facebook posts with attractive content is an amazing and cost-effective way to get in front of prospective sailors in your community. If you have a Facebook page, you simply click on the 'Boost Post' button and to target your audience and set a budget. If you are looking for low-cost ways to market your club or fleet, you definitely want to research Facebook advertising. We leverage this form of advertising regularly through our Fleet 135 Facebook page with

great success. Even if you decide to pay for impressions, the share button is still very important. We have found when we ask people to hit the share button, people respond and Facebook counts those additional impressions as organic impressions vs paid impressions and we end up getting a lot more bang for our advertising buck. No matter what you do, don't forget to remind your fellow sailors to share the post with their friends!

In 2017, most clubs will host open houses and family days to attract new sailors. Without any encouragement, most will only post the information to their website or Facebook page and do little more. Let's make sure we remind our fellow sailors about the power of sharing so that we can take better advantage of this free marketing benefit. It's amazing what a nice graphic and a few extra seconds can do to generate a few thousand impressions. ▲

First Memories

Carrie (Carpenter) Andrews, FS# 5419, Ohio District

Since I have been sailing Flying Scots my entire life it is honestly hard for me to pick one concrete memory as my first. Also, I've been told stories of me sailing at a young age so often that it is hard for me to tell if it is my memory of the actual event or my memory of the story that I have. Either way, the facts are the same and the first time I raced on the Flying Scot by myself with my Dad I was four years old. It was one of the local weekend regattas we have from time to time at Deep Creek and since it was just he and I on the boat Dad tied a loop of line through the top of my life jacket as a handle in case I found myself outside of the boat. Thankfully, that didn't need to be used! We raced the first day with success. The second day of racing showed up with some breeze and I was not excited (I still don't love big breeze for that matter) but Dad told me it would be fine and at that age if Dad said it was fine then there was no reason to worry so off we went. In order to keep the ride fun and safe for me we raced on the mainsail only. I think we still ended up finishing in trophy place. That was the start of me crewing for Dad on a regular basis. He always took me sailing when I asked to go (even if he may have done better with my mom as crew), he always knew when to push me out of my comfort zone a little farther but never broke his word, and it's been a fun 30 years of racing we have logged together. I look forward to building the same memories with my son, William, when the time comes. 🚣



Considering the NAC?

Come Party Like It's 1957!

Did you just come back from the Midwinters and have such a good time you can't wait to do another longer regatta? Were you sorry to miss the Midwinters and wish you could get another chance to attend a national event? In either case, no worries, the 60th anniversary NAC is coming June 26-30 at Sandusky sailing Club in Sandusky, Ohio.

We really want to get a record number of boats to the event. Can we get 100 boats for the 60th? We can if you all make a real effort to get there. We hope, by hosting the event at Sandusky, Ohio, we can attract, not just Midwest sailors, but also many of your from the south and the east coast.

WHY YOU SHOULD COME

- Sandusky Sailing Club has great facilities and they are so excited to host us
- The area is ripe with recreation and shopping, in case the sailing isn't enough for you or you'd like to bring your family or friends
- The NAC is one of the only week-long events the Flying Scot hosts and it comes at a perfect time: school is out, but the weather is still mild, not scorching. And, actually, it's just a four-day event this year, instead of the usual five
- You'll learn so much. Not just from the various sailing experts that will be giving talks and clinics, but from your fellow sailors
- With four days of sailing you'll really get your money's worth.
- Annual banquet: Will be such a blowout!! It's a party, not just a meeting! We'll have fun and games. We'll have a history display where you can share your own photos and memories. And Greg Fisher, the genius sail maker and sailor, will look forward to the future of dinghy racing. Bring your friends!

Are you intimidated at the thought of going to a national event? Afraid you won't know anyone? Well, first of all,

Flying Scots pride ourselves in being friendly and I can almost guarantee that anyone you introduce yourself to will become an instant friend. One way to meet a lot of people quickly is to volunteer to help the organizers. For example, they can really use help on June 26, when the Women's and Juniors' Championships take place. We'll try to do some ice breaking activities, but not too many, and nothing embarrassing, I promise!

The main difference is the number of boats, and we'll be divided up, so it'll be like going to a big regatta, but even the pros in our class are so friendly and helpful. I can't promise no yelling, but I can guarantee that if someone yells at you, they'll find you on shore and talk about the incident over a cold beverage.

There will be some checking of your boat, so you need to get your boat in compliance. Make sure you have a bow bag, a bailer, a bowline, lifejackets and a throwable cushion. But if you forget any of that, the friendly folks from Flying Scot Inc. (Harry and Karen Carpenter, Tyler and Carrie Andrews) will be there ready to help you with whatever you need.

Come join us and we'll party like it's 1957 (our "birth year")! 🏴‍☠️



Flying Scot Foundation Grant Helps Encourage Flying Scot Racing at Ephraim Yacht Club

Jennifer Ikeda Faugust, FS# 6137

What do these have in common?

- Experienced racers who are new to Flying Scots
- Parents of active junior sailors, interested in getting into racing
- Recently certified adult sailors who are new to racing, and
- A veteran sailor who has not stepped into a Flying Scot in 25 years

These are the profiles of the 16 adults who took advantage of the Flying Scot Foundation Grant awarded to Ephraim Yacht Club (EYC) in 2016. The Flying Scot Foundation is a non-profit organization affiliated with the Flying Scot Sailing Association (FSSA), and the

grant is designed to support Flying Scot adult sailing activities that have a clear charitable or educational value.

Visiting Ephraim, located in Door County, WI, can seem like a step back in time. From the drive-in movie theater just up the road, to the ice cream parlor adorned with red and white striped awning, and enhanced by the natural beauty of Eagle Harbor and Peninsula State Park, this town has long been a popular summer location for families and increasingly become a destination for active retired adults.

The 2016 EYC grant was specifically targeted to help EYC attract and retain more adult members to Flying Scot racing, by enhancing the racing education efforts of Fleet 44, as well as upgrading

three of our club Scots to be more conducive to racing. Through the grant, a total of ten different skippers and six different crew got to race in club races with a one-on-one coach. Considering our 2016 club racing series encompassed eight weeks, the level of participation was a positive indicator of the potential to further attract members to Flying Scot racing at EYC.

In addition to providing on-the-water race training, the grant enabled purchase of race training materials to further aid the fleet, which has held coaching sessions before or after each race for the past two years on Saturday mornings. These sessions were created to increase Flying Scot race participation and enable members to improve their skill level.

Finally, a portion of the



111th Ephraim Regatta, August 2016. Photo: Eric Reisdorf



EYC sailors prepare for racing, including two grant-funded boats.

Photo: Jennifer Neale Faugust

grant has been used to upgrade a few EYC boats to be more racing friendly. This volunteer-managed club owns 12 Flying Scots, used for junior and adult sailing education and racing. The top few boats are earmarked for racing, so upgrades to vang and other rigging have been implemented to help enable more boat speed adjustments. The boats are intended to be safe and well-maintained training vessels, although we encourage private boat ownership for those who want to be competitive at a top level.

Based on feedback, the Foundation Grant program was a success. Fred Lewis

and John Dischner, both more experienced racers, newer to Scots, praised the opportunity to learn hands-on how to get the most out of the Flying Scot, including sail trim and boat handling. Fred praised his coach, Stefan Peterson, whose parents, aunt and cousin, Ryan Malmgren, previously or currently own Flying Scots. "Having someone as experienced as Stefan on board during live races is a great way to learn the Flying Scot and to learn more about racing. We learned a lot and had a fun evening."

According to Lisa Gifford, who took the EYC Women's Sailing class

and whose son, Max, is an avid racer, "Racing can be intimidating, but having instruction in a real time race makes racing accessible and fun." A few other parents gained experience crewing during the races, an unplanned benefit of the grant. Two mothers of active racers, Jodi Hoyerman and Jeanne Papenthein, look forward to crewing more in Flying Scots next year.

And that veteran sailor? EYC's commodore, Sibylle Tasker, says she "loved my experience this past summer and am embarrassed to admit I haven't even set foot on a Flying Scot in 25 years.

*Continued On
Page 19*



Flying Scot Sailors Have a Mini-Reunion at the Chicago Boat & Strictly Sail Show on Saturday, January 14th

Jim Walsh FS# 5382, Midwest District

I have been going to the Strictly Sail Show for since 1997, which is 20 years. And, in fact, I've been going to the show even longer, back to when it was held at McCormick Place in the early 1960s.

Chicago's Strictly Sail Show started out at Navy Pier and switched to McCormick Place a couple of years ago. About five or six years ago, when the show was still at Navy Pier, I started up what I called the "Strictly Sail Saturday" with all of our friends and sailors from the Flying Scot Fleet #114 and Delavan Lake Yacht Club (DLYC). We would meet at the Flying Scot exhibit and then visit the rest of the show and the many seminars during the day. We've seen many well-known speakers, including George Day, Pam Wall, and the winners of the America Cup after the San Francisco races. At the end of the day, we would meet back at the FS exhibit and then all of us would go to dinner. One year we had 16 at our table! We all had a BLAST! Beside the great friendship and having fun all day, we also take advantage of the sales at the show as we have brought sails, and gear at the show over the years.

I remember going to the Boat Show with my family when I was in grammar school and high school. My Dad brought two or three boats at these shows. I also remember when he bought a Melges C boat and needed a lift for the boat. We walked around and he located one guy that had a trolley system and another guy that had an electrical motor hoist. He bought one from each and introduced them to each other that day. The next year at the boat show, those two had merged and were selling what my Dad first put



A crowd of Midwest sailors met up with the Flying Scot Inc. family (including little William) in January. From left: Jim Walsh, Mike Faugust, Harry Carpenter, Karen Carpenter, Williams Andrews, Tyler Andrews, Carrie Andrews, Ben Williams, Jack Markwick, Gregg Vitt, Linda Vitt. Kneeling in the front from left, Kathleen Walsh, Deb Aronson, and Janet Markwick.

together! That lift was still working that last time I was at my parents' old house.

At the 2014 show after we left, I told my wife, Kathleen, that we should have had a group picture taken while we were with you and Harry and Karen. This year's boat

show was particularly epic, since the first member of the next Flying Scot Inc. generation (Tyler and Carrie's son, William) was there. We managed to schedule the photo op around William's naps and now have a great memento of a lovely day. 🏠

My most beneficial take-away is getting over the fear by having a qualified staffer on board with me. Didn't remember how much fun racing can be." She promises it won't be another 25 years before she races again!

Mindy Miller, a newly certified sailor, best reflects the intent of the grant: "I've caught the racing 'bug' and I'm looking forward to next year's season to further develop my racing skills!!"

LESSONS LEARNED

There were some important complementary activities at the EYC that helped make the grant implementation successful. The first has been a strong, active Flying Scot fleet that competes in local club races, regattas across the U.S. and national events, as well as hosting an annual regatta in Flying Scots, which contribute to making Scot racing attractive at EYC.

The 2016 Saturday morning club series averaged 10 boats per race, with 21 different skippers competing throughout

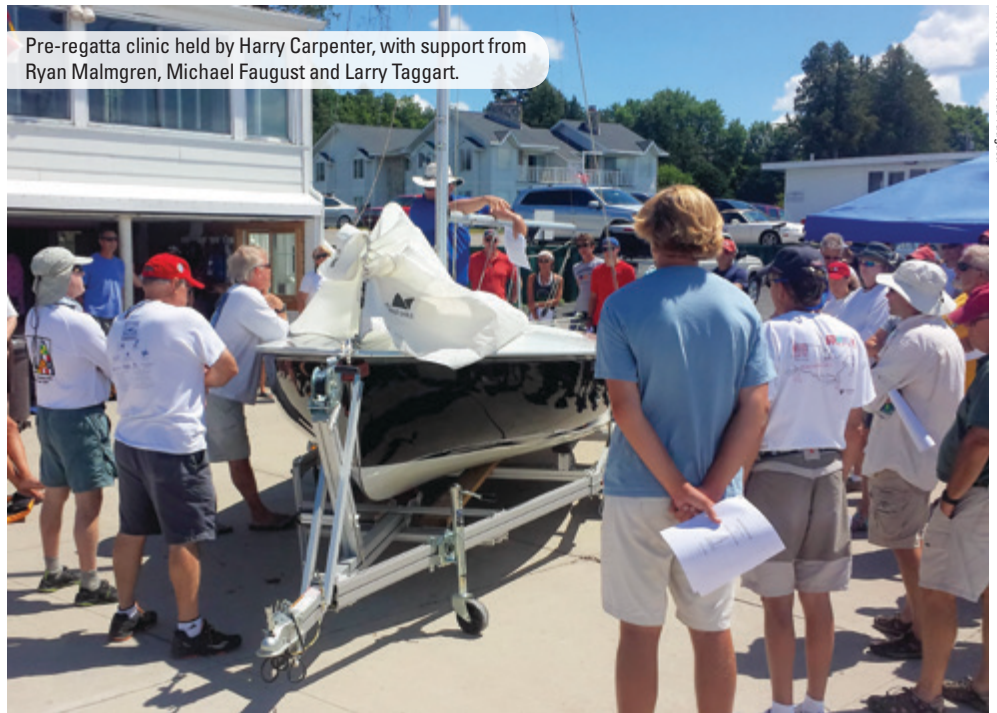


Photo: Jennifer Heidi Faugust

the season. Special one-day regattas held during the club series were designed to increase participation, including a

Family Regatta, which attracts parents, spouses and siblings, and a "Geezer-

Continued On Page 23

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Supplied hardware	A trip to the hardware store



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Date: 04/15/17
Email: akrees@bellsouth.net

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District: Dixie Lakes
State: Tennessee • Date: 04/22/17 - 04/23/17
Email: lynnb403@gmail.com

Regatta: Make Your Scot Fly

District: Carolinas
State: South Carolina • Date: 04/29/17 - 04/30/17
Email: r98gaskin@gmail.com

Regatta: Great 48 LNYC Mooresville, NC

District: Carolinas
State: North Carolina • Date: 05/06/17 - 05/07/17
Email: dsafirstein@bellsouth.net

Regatta: 2017 Grits n Haggis

District: Dixie Lakes
State: South Carolina • Date: 05/20/17 - 05/21/17
Email: bgraves216@gmail.com

Regatta: Rehoboth Bay Flying Scot Race Clinic

District: Capital
State: Delaware • Date: 05/20/17 - 05/21/17
Email: f.scot206@yhoo.com

Regatta: 2017 Confederate Admirals' Regatta

District: Dixie Lakes
State: Alabama • Date: 05/27/17 - 05/28/17
Email: joel@verplank.com

Regatta: 2017 Indy Regatta

District: Midwest
State: Indiana • Date: 06/10/17 - 06/11/17
Email: glendris@gmail.com

Regatta: 2017 Egyptian Cup Regatta

District: Midwest
State: • Date: 06/16/17 - 06/18/17
Email: JaceBoshwen@yahoo.com

Regatta: Full Moon Regatta- Monmouth Boat Club

District: Greater New York
State: New Jersey • Date: 06/17/17
Email: Fleet157@gmail.com

Regatta: 2017 NAC including Women and Juniors at Sandusky Sailing Club

District:
State: Sandusky, OH • Date: 06/24/17 - 06/29/17
Email: msweterlitsch@Beneschlaw.com

Regatta: 2017 Wife-Husband Championship at Sandy Bay Yacht Club

District:
State: Rockport, MA • Date: 07/22/17 - 07/23/17
Email: margot.hintlian@pwc.com

Regatta: 2017 Sandy Douglass Memorial Regatta

District: Ohio
State: • Date: 07/29/17 - 07/30/17
Email: fs3668@yahoo.com

Regatta: 2017 112th Annual Ephraim Regatta

District: Midwest
State: Wisconsin • Date: 08/05/17 - 08/06/17
Email: nclaypool@stonepigman.com

Regatta: 2017 New England Districts at Stone Horse Yacht Club, Harwichport, MA

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

4126 – Douglass; 1985; **\$5,000.00**; Tom Phipps; Duxbury, MA; 339-469-7031; tophi1102@icloud.com

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

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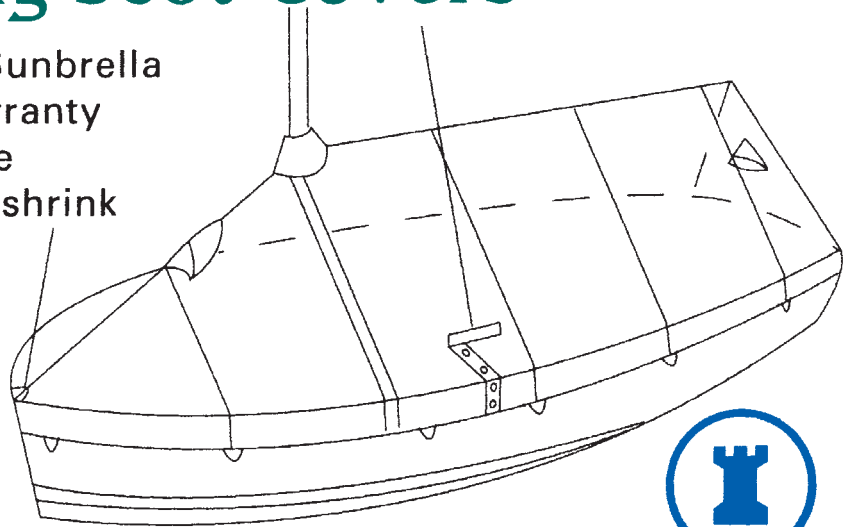


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gatta," which attracts alumni, including a few who haven't raced in decades. The club scored and awarded finishes in a "challenger" series, for those less experienced in racing, to encourage all levels of skill can compete. The 111th consecutive Ephraim Regatta attracted 37 Flying Scots, including top caliber racers from as far as New York, Maryland, Florida, Tennessee, Louisiana and Ohio, as well as across the Midwest. The participation was enhanced by the pre-regatta clinic, held by Harry Carpenter.

The second is an education program held in Flying Scots. The women's class is a great feeder pool for potential adult racers. Informal education includes experienced racers taking on less experienced racers. Jay Lott has raced with junior sailors with high potential for a number of years. Education also comes in the form of support to many different Flying Scot fleet members who are willing to share their knowledge. Based on feedback from grant participants, a potential opportunity for next year will be to add an adult group Flying Scot racing class or clinic, to create a fun, safe learning environment.

The Flying Scot activity at Ephraim Yacht Club is a key reason the Flying Scot the strongest one-design class in Door County, attracting and retaining competitors from other classes who want one-design racing in this beautiful peninsula surrounded by 298 miles of shoreline. The education provided by the Flying Scot Foundation Grant truly complements this. ▲



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STARTING LINE *Continued From Page 20*

Regatta: **2017 Midwest District Championship - Neenah-Nodaway Yacht Club**

District: Midwest

State: Neenah, WI • Date: 08/11/17 - 08/13/17

Email: JaceBoshwen@yahoo.com

Regatta: **31st Annual Flying Scot Fleet 161 Invitational**

District: New York Lakes

State: New York • Date: 08/12/17 - 08/13/17

Email: pauldwaterfield@gmail.com

Regatta: **2017 MAYRA at Avalon Yacht Club**

District: Greater New York

State: Avalon, NJ • Date: 08/12/17

Email: johng2009@comcast.net

Regatta: **FBYC's 78th Annual One Design Regatta**

District: Capital

State: Virginia • Date: 08/12/17 - 08/13/17

Email: ronj1790@gmail.com

Regatta: **Rehoboth Bay Invitational Regatta**

District:

State: Delaware • Date: 08/19/17 - 08/20/17

Email: f.scot206@yahoo.com

Regatta: **Learn to Match Race Regatta**

District: Midwest

State: Wisconsin • Date: 08/26/17 - 08/27/17

Email: rearcommodore@nyc.org

Regatta: **Massapoag Yacht Club 68th Annual Regatta**

District: New England

State: Sharon, MA • Date: 09/09/17 - 09/10/17

Email: dianekampf@charter.net

Regatta: **2017 Greater NY Districts - Lavallette Yacht Club**

District: Greater New York

State: New Jersey • Date: 09/09/17 - 09/10/17

Email: rchilders@crabnet.com



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